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COUNCIL OF THE YEAR



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Date: 20-10-2011

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PLANNING COMMITTEE

Date: Thursday 20 October 2011
Time: 1.00 pm
Venue: Council House, Armada Way, Plymouth

Members:

Councillor Lock, Chair

Councillor Mrs Bowyer, Vice Chair

Councillors Browne, Churchill, Delbridge, Mrs Foster, Mrs Nicholson, Stevens, Tuohy, Vincent, Wheeler and Williams.

Members are invited to attend the above meeting to consider the items of business overleaf.

Members and officers are requested to sign the attendance list at the meeting.

Please note that unless the chair of the meeting agrees, mobile phones should be switched off and speech, video and photographic equipment should not be used in meetings.

Barry Keel
Chief Executive

PLANNING COMMITTEE

6.2. 12 - 13 SUSSEX STREET, PLYMOUTH. 11/00766/FUL **(Pages 1 - 2)**

Applicant: Mr Alec Macleod
Ward: St Peter & The Waterfront
Recommendation: Delegated authority to Grant Conditionally subject to a S106 Obligation, with delegated authority to refuse in the event that the S106 Obligation is not completed by 6 December 2011.

6.4. LAND NORTH OF WEST PARK HILL, PLYMPTON, PLYMOUTH. 11/01209/FUL **(Pages 3 - 4)**

Applicant: Wolf Minerals (UK) Ltd
Ward: Plympton St Mary
Recommendation: Grant Conditionally subject to the Secretary of State not issuing a direction under Section 77 of the Town and Country Planning Act 1990 for the application to be referred to him for determination.

6.5. 28 RIDGE ROAD, PLYMOUTH. 11/01260/FUL **(Pages 5 - 6)**

Applicant: Mr A Reilly
Ward: Plympton Erle
Recommendation: Grant conditionally

ADDENDUM REPORT PLANNING COMMITTEE 20th October 2011**Item: 02****Site: 12 – 13 Sussex Street****Ref: 11/00766/FUL****Applicant: Mr A Macleod****Page: 37-46**

The Public Protection Unit has now received additional information and no longer requires a condition requiring further details.

Seven standard letters of support have been received from residents in Sussex Place. They make the following comments:

- 1 – The proposed use will ease the parking situation.
- 2 – There will be little impact on the residents of Sussex Place as the main entrance for the students will be on Sussex Street.
- 3 – The letting office is within the building and will ensure proper management of the property.
- 4 – Concern about the consequences for the building if a viable use is not found.
- 5 – Reassurance is given because the applicant lives in Sussex Street.

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ADDENDUM REPORT PLANNING COMMITTEE 20th October 2011**Item: 04****Site: Land North of West Park Hill, Plympton, Plymouth.****Ref: 11/01209/FUL****Applicant: Wolf Minerals (UK) Ltd.****Page: 51-61**

As stated in the main report under the Update section information on traffic movements and proposed mitigation was being collated and considered and is now available.

Independent traffic surveys have been undertaken of the roads in the area and are tabulated below.

Table of Results 12 hour flows (HGVs excludes PSVs)

LOCATION	Total Flow	HGVs	% HGVs of Total
West Park Hill Existing	2,877	39	1.35%
West Park Hill With Link Road and Mine	4,107	401	9.76%
Newnham Road at Colebrook Community Centre Existing	7,307	800-1000*	10.95%-13.69%
Glen Road West of Primary School Existing	10,481	992	9.46%

*estimate based on traffic generation from logistics/haulage and motor services on industrial estates.

As to be expected, the diversion of the Lee Moor Road traffic onto West Park Hill via the Link Road will increase total traffic and the percentage of HGVs on West Park Hill compared to the existing position. However, the proportion of HGVs will be similar to that in other similar locations in the area and the total traffic movements and total HGV movements will be numerically considerably lower. The total future flow of traffic on West Park Hill with the Link Road in place (4,107 12 hour) is only a small proportion of the design capacity of the road.

With regards to mitigation and traffic calming the available methods to manage traffic as required to address concerns of residents have been reviewed with Highway and Planning officers. The mitigation measures proposed are based on the existing road dimensions and capacity with the Link Road in place.

'One-Way' systems have been rejected as they will still require the construction of the Link Road; increase traffic hazards; require more works elsewhere in the area; and increase journey times and fuel consumption.

The use of speed cameras, advisory speed 'flashing' sign, speed bumps, speed cushions and surface treatment has been rejected because of the difficulty of enforcement and that the physical

works (speed bumps, surface treatment, etc) would increase noise. Similarly, chicanes, 'priority' islands or other build-outs into the highway are seen to lead to more traffic noise and associated impacts.

The proposed traffic calming will therefore consist of:

(a) Road narrowing islands, one to the east of Compass Drive and one to the east of Highglen Drive. These are located within the highway and the existing 'ghost' island chevron areas. These create both a physical and a perceived narrowing of the highway and enforce slow and careful negotiation of the narrowing. They minimise vehicle braking and noise production compared to other methods. Both east and west bound lanes will be open but will require vehicles to traverse the section with care. Located to the east of the residential access roads they will slow traffic from the east approaching those junctions.

(b) The provision of an Armco type barrier between the new junction and Highglen Road, and,

(c) Physical parking restrictions on the verge near the junction.

These works are outside of the application site area and will be encompassed within the S278 agreement.

Concerning further landscaping, a condition is proposed requiring further details. However, any proposed landscaping is limited to the area south of the new junction as a planning condition must relate to the area within the red line site boundary only. The applicants have accepted that the works will be subject to a Grampian condition and such that the landscaping scheme must be agreed prior to development commencing. The works are in the verge or within the existing, to be redundant, highway and therefore will also be encompassed within the S278 agreement.

All of the proposed mitigation measures outlined above will be subject to a safety assessment and the agreement of PCC Highways and Planning officers.

ADDENDUM REPORT PLANNING COMMITTEE 20 OCTOBER 2011

Item: 6.5

Site: 28 Ridge Road, Plymouth

Site ref: 11/01260

Applicant: Mr A Reilly

Page: 63-70

The purpose of this addendum report is to advise members that the Council's Social Inclusion Unit were consulted on the application and their response is that the proposal does not raise any Equality and Diversity issues.

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