

ADDENDUM REPORT

Planning Committee



Item Number: 6.4

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Site: Legacy Plymouth International Hotel, 270 Plymouth Road, Plymouth

Planning Application Number: 16/01100/FUL

Applicant: EOP II PROP CO I S.A.R.L

Following the production of the officer report an additional consultation response has been received from the Local Highway Authority and a Ward Councillor has requested that an additional condition be considered.

I. Additional Consultation Response Local Highway Authority

Following the completion of the Officer's Committee Report a further consultation response has been received from the Local Highway Authority, which is summarised below.

This further consultation was sought to confirm that the impact of the proposal, including the cumulative impacts with application 16/01102/S73 on the Local Highway network, and Plymouth Road in particular, were acceptable.

In considering the impacts of the scheme it is important to bear-in-mind that this application (16/01100/FUL) is linked to Application 16/01102/S73 through condition 9, it secures (as did the original application 12/02320/FUL) the installation of Microprocessor Optimised Vehicle Actuation (MOVA) at the following junctions:

- (i) Marsh Mills Junction A38 (T)/A374/B3416.
- (ii) B3416 Plymouth Road Longbridge Road junction.
- (iii) B3416 Plymouth Road Coypool Road junction.
- (iv) B3416 Plymouth Road Woodford Avenue Junction.

This mitigation has been considered by the Officer and the Local Highway Authority in their recommendation to Committee.

In summary the Local Highway Authority has confirmed that:

The planning application included a Transport Assessment (TA) which provided sufficient information and justification as to why the application is acceptable in transport terms.

The trips associated with the application are additional to those set out in the Section 73 Application.

Evidence has been provided by the applicant of the impact on the highway network during peak times. It shows a maximum departure of 93 vehicles onto Plymouth Road utilising junctions along that corridor. The worst case scenario identified as being 44 vehicles performing a U-turn at Woodford junction. The Highway Authority considers that the installation of MOVA is suitable to mitigate against the increase in trips on the network and that any impact at junctions is not severe.

Finally the Local Highway Authority considers that the proposal at Marsh Mills has been designed in such a way that the issues of queuing can be managed within the site, without giving rise to issues of blocking back up to the retail park entrance or the highway. The proposed layout is more suitable than that at Crownhill Retail Park with a KFC, and the potential for conflict to arise has, in the opinion of the Highway Authority, been significantly reduced to a satisfactory standard.

It is therefore concluded that the Highway Authority maintains its support of the proposed scheme subject to the conditions as previously outlined in the transport consultation responses.

2. Ward Councillor Recommended Condition

A Ward Councillor has requested Officers to discuss with the applicant a further condition which requires the queuing at the proposed A3/A5 Unit to be monitored following a 12 month period of the unit opening. This would inform if measures are required within the retail park, for the end user to potentially mitigate issues raised by the monitoring. The applicants have advised that they are agreeable to such a condition. Officers are currently negotiating the exact wording and are awaiting the applicant's confirmation that the following condition can be placed on the application.

CONDITION: 12 MONTH TRAFFIC MONITORING

Following 12 months of first occupation of the development, the occupier of the site at his own expense should undertake a traffic survey of the drive thru' restaurant within the site to confirm that the traffic impact is contained within the Application site. The occupier should undertake traffic surveys and submit a monitoring report to the LPA to include details of the traffic arriving at and leaving the use including drive thru' traffic and associated vehicles queue lengths. The surveys would be undertaken on a Friday between 11.30 and 20.00, on a Saturday between 11.30 and 20.00, and on a Sunday between 11.00 and 15.00. Prior to the surveys being undertaken these time periods would be confirmed with the LPA.

The monitoring report shall be submitted to the LPA within three months of the first anniversary of the restaurant opening and if necessary contain achievable, reasonable, practical and viable measures within the retail park for the end user to potentially mitigate material issues raised by the monitoring. Measures approved by the LPA as part of the monitoring report should be subject to agreement with the end user and other users of the retail park, and should be permanently maintained if practical, as long as the end user continues to operate on the site.

Reason:

To enable the monitoring of traffic to the facility to ensure vehicles used by occupiers or visitors can be contained off the public highway, so as to avoid damage to amenity and interference with the free flow of traffic on the highway in accordance with Policies CS28 and CS34 of the Plymouth Local Development Framework Core Strategy (2006-2021) 2007 and the policies and provisions of the NPPF.

Conclusion

The recommendation set out in the Officer's report is unchanged by this additional consultation response and is therefore still recommended for conditional approval subject to the conditions set out in the report, plus the above condition should members agree to its addition. Officers do however seek delegated authority to update the conditions in order to update plan reference numbers resultant from amended plans which improve the layout further.