

# ADDENDUM REPORT

Planning Committee



**Item Number: 01**

**Site: 1 Galileo Close, Plymouth PL7 4JW**

**Planning Application Number: 18/01234/FUL**

**Applicant: Mr David Williams**

**Pages: 7-40**

## Additional Letters of Representation

An additional 8 letters of representation have been received, following the publication of the Committee report, some from persons who have already made comments. 6 letters raise objections and 2 are in support, 1 letter is identified as being on behalf of residents of Torbridge Road signed by the 9 residents. The letters of objection raising the following points:

- Additional Traffic congestion,
- Existing traffic impacts including, congestion, speed through surrounding areas will be increase.
- Increased stacking at junctions
- Traffic impact on existing businesses
- Impact on the Ridgeway centre and potential for loss of stores
- Area is heavily used by HGV
- Area is industrial not residential
- Use of Cole Brook village route to avoid main roads
- Traffic noise
- Limited parking in area and increase in demand
- Impacts on Torbridge Road, impact of existing and increased use, request road is returned to one way cul de sac, request informative to achieve this.
- Suggest bus stops should be relocated so bus can pull in off the carriageway and that Galileo Close should be no right in or right out.

While not a planning matter letters have

- questions how many of supporters live locally
- question why an additional retail store is required
- questioned whether officers have visited the area at peak times

## Additional Matters

While both the consultation from the Local Highway Authority and Officer Report identify the need for consideration of double yellow lines on Galileo Close as a condition this was not included on those recommended within the Officer Committee Report. This is provided below as an additional recommended condition.

## Considerations

The majority of matters raised in letters of representation have been considered in the Officer report and by the Local Highway Authority as part of the consideration of the proposals on the wider area. Officers remain of the view that based on the evidence provided and their consideration of the scheme that the proposal is acceptable subject to conditions.

One of the letters of representation is recommended that that the entrance and exit from Galileo Close should be a left in and left out only and that the bus stop close to the site should be relocated. These matters have been reviewed with the Local Highway Authority. The proposal are considered acceptable with the currently proposed conditions and highway measures hereby secured and further changes are not considered necessary.

In relation to the potential impacts of the development-related trips on Torbridge Road, as this is a private road over which the Highway Authority have no jurisdiction, there is little that can be done in respect of controlling movements that take place along it and there is the potential that this road could suffer additional impacts as a result of the proposed development. Whilst the potential to control this lies with the road owner, given that the private road is accessed from the adopted highway (at either end) there is an opportunity to install a bollard at one end of the road to deny vehicular access along with signage highlighting the fact that Torbridge Road is a cul-de-sac and a no through road. Clearly these alterations would have to be agreed by residents and the land owner.

This matter has been discussed with the Local Highway Authority and an additional condition is recommended which refers to consultation with local residents to establish if this is required. This condition has been combined with that required to cover the consideration of double yellow lines on Galileo Close. A further change is also proposed to the condition dealing with service yard management plan requiring an additional requirement (point 5 in condition below) which requires the plan to prevent the use of Torbridge Road to enter or access the site by delivery vehicles.

These conditions have been discussed with the applicant who has confirmed that they agree to the proposed conditions.

## Additional information from applicant

Following the additional letters of representation the applicant has provided a signed letter from Chaplins regarding their deliveries. This letter identifies that a small number of delivery drivers have been parking on Galileo close waiting for access to the delivery area. Chaplin have amended their procedures to ensure the compound is accessible for vehicles during delivery hours. It also identifies that a supplier had used Tobridge Road for deliveries and that Chaplins have contacted them to confirm this route should not be used.

## Recommendation

The recommendation remains to grant conditionally subject to the signing of a S106 agreement, but with the inclusion of the two additional conditions set out below.

## Proposed Conditions

**CONDITION: POTENTIAL HIGHWAYS WOKS**

**PRE-OCCUPATION**

Prior to the occupation of the proposed store the applicant shall fund consultation to establish whether the following are required:

1. Double Yellow Lines on Galileo Close
2. A restricted access bollard and signage at one entrance to Torbridge Road

Should such consultation confirm that items 1 and or 2 are required, the developer shall provide the required traffic restriction measures and Traffic Regulation Orders (TRO) in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that nearby residents and businesses do not experience unacceptable levels of traffic disturbance and to comply with policies DEV1, DEV2 and DEV29 of the Plymouth and South West Devon Joint Local Plan.

## CONDITION: SERVICE YARD MANAGEMENT PLAN

### PRE-OCCUPATION

A site specific Service Yard Management Plan (SYMP) shall be submitted to and agreed in writing by the Local Planning Authority for the unit prior to the commencement of use hereby permitted.

The plan must detail maximum numbers of deliveries per day, all measures necessary to limit and control noise generating activities from the servicing of the units and deliveries including measures to:

1. Prevent delivery vehicles from waiting or parking anywhere outside the curtilage of the service area.
2. Prevent vehicles from having engines idling or their refrigeration units running whilst stationary.
3. A curfew must be introduced on the use of any tannoy system. Any such tannoy is not to be used from 23.00-07.00hrs.
4. A process of identifying and replacing defective roll cages is to be put in place and monitored.
5. Prevent the use of Torbridge Road to enter or access the site by delivery vehicles.

The movement of roll cages outside in the service yard shall be prohibited between 23.00hrs and 06.00hrs Monday - Sunday unless otherwise agreed previously in writing with the Local Planning Authority.

The SYMP shall set out in detail instructions to drivers and staff from the vehicle journey to the service yard, the unloading process, and the exit procedure from the site. This must include measures such as ensuring fridges are switched off on arrival, ensuring vehicle radios switched off in the service yard and keeping engine revs to a minimum.

The SYMP must detail how the noise control measures will be closely monitored by each operator.

All measures necessary to limit and control noise generating activities from the servicing of the unit and deliveries identified within the SYMP shall be implemented on site prior to the operation of the unit and shall thereafter be so retained and maintained unless otherwise agreed in writing with the Local Planning Authority.

Reason:

To ensure that nearby residents do not experience unacceptable levels of noise disturbance and to comply with policies DEV1 and DEV2 of the Plymouth and South West Devon Joint Local Plan.