

08/00292/FUL: DEMOLITION OF EXISTING WAREHOUSE, ERECTION OF 132 DWELLINGS, 5 X LIGHT INDUSTRIAL UNITS, AND 4 X WORKSHOPS, EXTENSION TO EXISTING OFFICES AT SHREWSBURY AVENUE, WOODSTON (AMENDMENT TO HIGHWAY LAYOUT)

VALID: 25 MARCH 2008

APPLICANT: CKHD DEVELOPMENTS LTD

AGENT: ARCHITECTS DESIGN CONSORTIUM LTD

REFERRED BY: HEAD OF PLANNING SERVICES

REASON: A DIFFERENT METHOD OF TRAFFIC CALMING IS PROPOSED TO THAT RESOLVED BY THE PLANNING COMMITTEE

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1 SUMMARY/OUTLINE OF THE MAIN ISSUES

The main considerations are:

- The impact of the proposal upon traffic and the surrounding area.

The Head of Planning Services recommends that the application is APPROVED subject to a Section 106 Agreement being entered into in order to secure financial contributions to meet the affordable housing, educational capacity, and community centre needs of the area.

For the avoidance of doubt, this is not a new planning application but a revision to the 2008 application which has not been issued because of the need to address concerns relating to traffic impact and the need to resolve a Section 106 obligation.

2 PLANNING POLICY

In order to comply with section 38(6) of the Planning and Compulsory Purchase Act 2004 decisions must be taken in accordance with the development plan policies set out below, unless material considerations indicate otherwise.

Development Plan Policies

Relevant policies are listed below with key policies highlighted.

The Peterborough Local Plan (First Replacement)

T1 Transport implications of New Development – planning permission will only be granted if the development would provide safe and convenient access to the site and would not result in an adverse impact on the public highway. The amended highway design changes will not adversely affect traffic in the area, hence it is considered acceptable.

T8 Connections to the Existing Highway Network- planning permission will only be granted for development if vehicular access is on to a highway whose design and function is appropriate for the level of vehicular traffic likely to be generated by the proposed development. Proposed traffic design scheme will improve vehicular access to the approved scheme.

T10 Car and Motorcycle Parking Standards- planning permission will only be granted if the development would provide adequate parking provision in accordance with approved parking standards. The amended traffic scheme will not affect proposed car and motorcycle parking standards.

Material Planning Considerations

Planning Policy Statement 1 – Delivering Sustainable Development Planning Policy Guidance 13 - Transport

3 DESCRIPTION OF PROPOSAL

The proposal is an amendment to the highway design in connection with the planning application that was considered by Members on 29 July 2008 which they resolved to approve subject to a condition requiring no through route to Lansdowne Way and a Section 106 obligation as set out above. The idea behind the no through route to Lansdowne Way was to prevent traffic driving through the development to avoid congestion at the Lansdowne Way / Shrewsbury Avenue junction. This change would have made the development a cul-de-sac served from Shrewsbury Avenue. Had it been implemented the layout of the development would have to be changed with the loss of some dwellings in the area where it abuts Lansdowne Way in order that a turning head could be provided. As an alternative to this, it is now proposed that the development will continue to have a through link between Lansdowne Way and Shrewsbury Avenue but that it will be significantly traffic calmed using 'homezone' principles. The principle of this has been agreed by Cllr Scott (Local Ward Councillor).

4 DESCRIPTION OF SITE AND SURROUNDINGS

Please see the attached committee report dated 29 July 2008 registered as 08/00292/FUL. Annex 1A

5 PLANNING HISTORY

None.

6 CONSULTATIONS/REPRESENTATIONS

INTERNAL

Head of Transport and Engineering – No objection to the revised plan drawing no. 102/SP 02 rev 1 and 1615/DXD01 rev A.

EXTERNAL

NEIGHBOURS

6 letters of objection have been received from local residents raising the following issues and concerns.

- Traffic generation, congestion and concerns that new roads will become a rat run. It is suggested that the development could be served from a single access point on Shrewsbury Avenue.

7 REASONING

- a) The principle of the proposed development, the impact of the proposal on character and amenities of the area and traffic was considered by planning committee on 29 July 2008. The concerns raised by neighbours and planning committee related to traffic impact. Since the planning committee considered the proposal last year, the applicant has sought advice from the Council's Highway Engineers and amended traffic design details have been submitted in order to address the traffic issue.
- b) The area will become a 'Home Zone' (where the pedestrian will be given priority over the motorist) with a maximum speed limit of 10mph, traffic calming measures and extensive signing. As a consequence your Highway Engineers are satisfied that the area will not become a rat run.

- c) Following extensive public consultation on the revised proposals, the proposed highway design changes are considered acceptable and it will assist to reduce the impact of traffic within the development.

8 CONCLUSIONS

Subject to the imposition of the attached conditions, the proposal is acceptable having been assessed in the light of all material considerations, including weighting against relevant policies of the development plan and specifically:

- The proposed 'Home Zone' design is considered acceptable because all cars and other vehicles such as emergency and refuse vehicles can easily come and leave from the proposed development and the sign post allowing a maximum speed of 10 mph will assist to prevent the creation of a rat run from The Street to other nearby roads. Given the traffic speed that is in place it will assist to safeguard pedestrian movement and other road users. This is acceptable and in accordance with Policies T1, T8 and T10 of the Adopted Peterborough Local Plan (First Replacement) 2005. The proposed scheme is acceptable subject to the completion of a Section 106 Agreement to secure all the identified and agreed local Infrastructures in accordance with policy IMP1 of the Peterborough Local Plan (First Replacement) 2005.

9 RECOMMENDATION

Subject to the prior satisfactory completion of an obligation under the provisions of Section 106 of the Town and Country Planning Act 1990 (as amended) for a financial contribution to meet the affordable housing, educational, highway, community centre needs of the area, the Interim Head of Planning Services be authorised to grant planning permission subject to the following conditions:

- C 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.**
Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).
- C 2 No development shall take place until details of all materials to be used in the external surfaces of the dwellings, office extension and industrial units; have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.**
Reason: For the Local Authority to ensure a satisfactory external appearance, in accordance with Policies DA2 and DA3 of the Peterborough Local Plan (First Replacement).
- C 3 Development shall not begin until a scheme to deal with contamination of the site has been submitted to and approved in writing by the Local Planning Authority. (The applicant/agent is advised that the works involved in this condition are the sole responsibility of the owner/developer to ensure a safe development and secure occupancy for future residents. In addition the applicant/agent should be aware that the Local Planning Authority has determined this application on the basis of information submitted with the planning application. The grant of permission does not imply that the site is free from contaminants.)**
Reason: In order to protect and safeguard the amenity of the local residents or occupiers, in accordance with Planning Policy Guidance (PPG23 Planning and Pollution Control), Policies DA14, DA15, DA16 and DA17 of the Peterborough Local Plan (First Replacement).
- C 4 No development shall commence on site until a scheme for the landscaping of the site has been submitted to and approved in writing by the Local Planning Authority; the landscaping scheme shall include details of hard landscaping, planting plans, written specification (including cultivation and other operations associated with tree, shrub, hedge or grass establishment), schedules of plants noting species, plant sizes and proposed numbers/densities and an implementation programme. The landscaping shall be retained for 5 years from the date of completion, with all losses in the period being made good.**

Reason: In order to improve the visual amenity of the areas, in accordance with Policy LNE10 of the Peterborough Local Plan (First Replacement).

- C 5** A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development or the occupation of any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

Reason: In order to protect and safeguard the amenity of the area, in accordance with Policy LNE10 of the Peterborough Local Plan (First Replacement).

- C 6** Before the commencement of development on site a scheme for protecting the proposed noise sensitive development from the existing and proposed commercial units shall be submitted to and approved by the Local Planning Authority; all works which form part of the scheme shall be completed before any of the dwellings are occupied.

Reason: To protect the amenities and privacy of the adjoining properties in accordance with Policy DA13 of the Peterborough Local Plan (First Replacement).

- C 7** Before the development of the proposed commercial uses commences a scheme shall be submitted to and agreed with the local planning authority which specifies the provisions to be made for the control of noise emanating from those sites. these provisions could include physical and / or administrative measures and would be implemented prior to occupation of the units.

Reason: In the interests of amenities of the surrounding area and to ensure adequate measures to control noise in accordance with PPG24 Planning and Noise.

If the S106 has not been completed within 3 months of the date of this resolution without good cause, the Head of Planning Services be authorised to refuse planning permission for the reason stated below:-

- R1** A request has been made by the Local Planning Authority to secure financial contributions to meet education, affordable housing and community centre needs of the area, however, no S106 Obligations have been completed and the proposal is therefore considered to be contrary to policy IMP1 of the Peterborough Local Plan (First Replacement).

Copy to Councillors Scott, Seaton, North