

**Planning Committee:**

22 November  
2016

**Planning Application Reports – Update Notes**

Listed below are changes to the planning reports made as a result of additional information received since the publication of the agenda for this meeting.

Case: Year:	Address:	Update:
16/0429 and 16/0429	FORMER POST OFFICE 26-30 ABINGDON STREET	<p>Head of Transportation- The following matters should be given further consideration.</p> <ol style="list-style-type: none"> <li>1. The ramp on Abingdon Street will not be supported on the basis that this will be a hazard and an obstruction to pedestrians, in an area which is busy with pedestrians. The ramp is just on the edge of the pedestrianised zone and loss of adequate footway space will lead to pedestrians walking out into the carriageway in conflict with vehicles. This to be omitted and options to modify the internal floor levels be considered. If this is not possible, a scheme to alter the footway profile and levels be undertaken, similar to what was done outside Abingdon Street Market - this obviously will have to be funded by the developer.</li> <li>2. Secure cycle parking to be provided.</li> <li>3. Changing facilities/storage connected with 2 above.</li> <li>4. The site will require servicing, both in terms of the hotel and retail units – a loading bay is proposed on Edward Street, where the current Pay and Display parking is located, not ideal as this will result in the loss of key parking spaces. Will the loss of these spaces be compensated or provided elsewhere? The detail of the loading bay in terms of construction to be discussed with Traffic and Highways. What is currently proposed cannot be agreed to on the basis that the layout provides priority for the service vehicles. Pedestrian</li> </ol>

		<p>movement along here is frequent and priority must be given to pedestrians across the footway.</p> <ol style="list-style-type: none"><li>5. What size vehicle will be required for servicing? Tracking plans to be provided detailing how the vehicles will get to site from the junction of Topping Street/Edward Street to the proposal site and the proposal site to Wood Street.</li><li>6. A Service Management Plan to be conditioned to ensure that the site servicing is managed in the appropriate manner without causing significant harm to highway safety. My worry here is that if this is not managed correctly, we may end up with a situation where more than one vehicles turn up, no-where for them to stop (if the loading bay is occupied) leading to conflict with other road users.</li><li>7. Car Parking is shown in the rear courtyard; this existed with the previous use of the site. As more retail space is proposed, accessed from Edward Street, I advise that this is allocated for the hotel use and or staff use, in order to lessen the number of vehicle movements on Edward Street and within the courtyard. This may help with the problem identified in 6 above.</li><li>8. A Travel Plan is considered necessary for this proposal.</li><li>9. A contribution to be sought for off-site highway works. (works connected for the creation of the loading bay, including modification of the traffic order must be funded by the scheme and footway re-profiling on Abingdon Street (if internal changes cannot be accommodated) is a necessity). The contribution is sought so that a scheme can be developed to enhance and improve the area and for this to tie-in with in the St. Johns scheme.</li><li>10. A Construction Management Plan to be conditioned to ensure the work is managed and co-ordinated in the correct manner.</li><li>11. The development will require formal postal addresses for the different uses.</li></ol> <p><b>Agent Response-</b>The proposed ramp seeks to replace the existing ramp with improved finishes and detailing. The alterations will better reflect the detailing and materials of the building facade and do not seek to alter the line of the junction with the existing pedestrianised zone.</p>
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		<p>Along Edward Street, at the utilities vehicle access area, pedestrian priority would be defined by a suitable selection of floor finish and if necessary road markings, allowing the pedestrianised pavement zone to continue, with service access as secondary priority. The proposed servicing zone along Edward Street is specifically for utilities vehicles, for periodic inspections and maintenance, but with 24 hour access. It is not intended to be used on a daily basis. Service / delivery vehicles for the hotel and remainder of the development will have access into the ground floor service area. Long wheel base transit van type vehicles are proposed for delivery/servicing. 6m x 2.5m x 1.9m (l x h x w).</p> <p>Cycle parking and changing facilities can be accommodated. Other matters mentioned to be agreed.</p> <p><b>Planning Officer response-</b> amended plans received show only a partial covering of the first floor plaza and the listed telephone boxes on Abingdon Street are not now affected by the proposal.</p> <p><b>Additional conditions-</b> allocated parking within courtyard to be agreed, pedestrian access into building from Abingdon Street to be agreed and payment of a contribution towards off site highway works to be agreed.</p> <p><b>Amendments to conditions-</b> servicing condition to include reference to the agreement of a service management plan, and to the agreement of secure cycle parking and changing facilities.</p>
16/0436	LAYTON INSTITUTE, WESTCLIFFE DRIVE	The application has been <b>withdrawn</b> by the applicant's agent.
16/0469	238 QUEENS PROMENADE	<p>Head of Transportation- I would like to note the following:</p> <ul style="list-style-type: none"> <li>• The application lacks detail. It notes "limited parking", but this is not quantified, nor are there details in how this is operated/ used by both hotel guests, restaurant/café users and staff/servicing.</li> <li>• On street parking is both restricted and oversubscribed. There is also significant congestion on the surrounding highway network during the Illuminations Period (September to November).</li> <li>• There are good transport links in the form of a Tram stop opposite the premises, and a bus service</li> </ul>

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		<p>operating in the surrounding highway network.</p> <p><b>Planning Officer response-</b> the forecourt can accommodate approximately 6 vehicles, the layout of the forecourt is however to be dealt with by condition. The area to the rear of the hotel will be restricted to staff parking, again by condition.</p>
16/0567	Rear of 1 SHERBOURNE ROAD	<p>Head of Transportation- I have no objection to this proposal.</p> <p>The site previously operated as a Working Men's Club, but has since ceased trading.</p> <p>Although no parking is provided, the proposed youth club will reduce vehicle trips associated with the property, with the participants being from the local catchment area.</p> <p>There is a bus route adjacent the property, with the Tramway also a short walk away.</p>