

Gail White

From: Matthew Phillips
Sent: 19 October 2012 14:38
To: planning_admin
Subject: RE: Dodds Lane

P/2012/0607

From: planning_admin
Sent: 19 October 2012 14:36
To: Matthew Phillips
Subject: RE: Dodds Lane

Ref no pls

Ta

Gail White

Community Wellbeing and Development
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From: Matthew Phillips
Sent: 19 October 2012 14:30
To: planning_admin
Subject: FW: Dodds Lane

Highways comments

From: Peter Douthwaite
Sent: 19 October 2012 14:27
To: Matthew Phillips
Subject: RE: Dodds Lane

Matthew

I personally think it is unlikely to have a detrimental impact but the Councillors and the locals have raised concerns - given the uncertainty of the future use they need to provide an assessment to address the concerns - it would surely be in the applicants interests to do so rather than risk them objecting at planning committee?

We do not have access to the TRICS database - we rely on applicants providing adequate information with their application.

Is there a problem with asking the applicant to submit further information?

From: Matthew Phillips
Sent: 19 October 2012 13:41
To: Peter Douthwaite
Subject: RE: Dodds Lane

Pete,

I think the only issue is that your response says the development is unlikely to have a detrimental impact.

There must be TRICs data for the three uses? We know what the uses will be and the maximum floor area - which can be conditioned.

From: Peter Douthwaite
Sent: 19 October 2012 13:23
To: Matthew Phillips
Subject: RE: Dodds Lane

I'm not sure that we can tell committee that as the development is similar in size to the store at Gutter Hill it is therefore ok. Each site has a different set of circumstances and need assessing separately.

I sent the Gutter Hill study across as an example of what I'd like the applicant to provide - an assessment of development proposals in the context of the local highway network - whether that be now or at reserved matters is up to you.

Rather than rush the application through when there is opposition from the locals, maybe the answer is to ask them to submit a worst case scenario assessment of deliveries, traffic gen, pedestrian access etc - it is not for me to provide traffic generation figures etc on their behalf.

From: Matthew Phillips
Sent: 19 October 2012 12:38
To: Peter Douthwaite
Subject: RE: Dodds Lane

Pete,

The concern I've got is the response is a little ambiguous and puts me in a difficult position with the applicant and committee. The response accepts that the access, pedestrian footway provision and parking provision is ok - so the applicant will ask what else we need to know. Whilst we don't know the end users, we must have some idea of the traffic associated with an A1, A2 or A3 use of the size proposed? That being the case then if it is ok based on the worst case scenario, any other use will also be ok.

The committee will simply use the response as a reason to refuse permission because whilst saying the scheme is ok on one hand, the request for a TIA sows some seeds of doubt.

If we accepted the submissions in respect of Gutter Hill, surely exactly the same conclusions will apply to Dodds Lane given the similarity of the scale of the developments? The other issue is that if we are to insist upon a TA it must be required before permission is granted. If the issue is just one of improved pedestrian infrastructure, that can be required by condition.

Matthew

From: Peter Douthwaite
Sent: 19 October 2012 12:25

To: Matthew Phillips
Subject: RE: Dodds Lane

Matthew

I need something along the lines of the attached - to show how deliveries will be made, traffic gen, pedestrian access - I called it a TIA but if you want to describe it differently then that's fine.

From: Matthew Phillips
Sent: 19 October 2012 12:05
To: Peter Douthwaite
Subject: RE: Dodds Lane

Pete,

Its quite a bit below the threshold for a Transport Assessment isn't it?

From: Peter Douthwaite
Sent: 19 October 2012 12:03
To: Matthew Phillips
Subject: RE: Dodds Lane

Matthew

I've recommended a TIA cos' this will cover any potential traffic /ped issues.

Pete

From: Matthew Phillips
Sent: 19 October 2012 09:52
To: Peter Douthwaite
Subject: Dodds Lane

Pete,

See below - this is what I am planning to put in the report:

The existing access off Dodds Lane has adequate visibility and the indicative plans submitted show that a building can be accommodated without impeding visibility. Both Dodds Lane and the access road into the district centre can adequately cater for the additional traffic generated by the development. The development is also only a comparatively modest (around 10%) increase in the amount of retail and commercial floor space within the district centre and accordingly is unlikely to significantly increase volumes of traffic over and above existing levels.

There is adequate provision for pedestrians from Dodds Lane into the district centre although given the high volumes of pedestrian traffic that crosses the access onto Dodds Lane (both to/from the development as well as the nearby schools) a scheme of measures to improve pedestrian safety at that junction is considered necessary. This will be required by a planning condition.

There appears to be a considerable number of parking spaces (around 50) regularly available in the car park which is likely to be able to cater for any additional demand with the development. The development is also well located to support/promote linked trips to other premises within the district centre and is easily accessible on foot from a large number of residential properties. As

such I am satisfied that the development is unlikely to cause parking problems within the district centre or on the streets in the immediate locality.