

PLANNING AND REGULATORY COMMITTEE

UPDATE SHEET

11 May 2016

Section 1

Item 6 – 16/P/0462/F Land adjoining GE Oil & Gas, High Street, Nailsea (Site is in Wraxall Parish)

Additional Third Party comments

The owners of the 'Coates Estate' say the land which GE Oil & Gas previously rented from them and used as a temporary car park until 2013 remains available and has been advertised since 2015. They are willing to consider offers for its use as a car park but they have had no enquiries from GE Oil & Gas.

Nailsea Town Council:

The Town Council clarify that they recommend that this application is approved and add the following comments.

“GE Oil and Gas is a major employer in the District and its continued activity in Nailsea is vital for the town. Comments have been made that GE Oil and Gas could negotiate an agreement with the owners of the adjacent Coates Estate, but this is outside the control of anyone other than the two parties and the Town Council understands that even if such an arrangement could be reached it would not create the same number of spaces currently utilized by the new car park adjacent to the main site.

The Town Council is greatly concerned that a refusal of this application will simply mean all the cars which use the car park would end up on nearby roads, which was the problem which resulted in the creation of the car park in the first place. Also, the Council is extremely concerned that whilst there are no guarantees about GE Oil and Gas remaining in Nailsea, there is a risk in creating unnecessary problems, making it difficult for them to operate on their site and discouraging them from remaining.”

Officer comments:

‘Issue 2’ of the committee report considers the reasons why the applicants do not wish to renew car parking at the Coates Estate. Officers consider there are practical and planning reasons why the applicants are unable to renew car parking at this site.

AMENDMENT TO RECOMMENDATION:

No change to recommendation.

PLANNING AND REGULATORY COMMITTEE

UPDATE SHEET

11 May 2016

Item 8 - 15/P/2304/F Land at Accommodation Road, Bleadon, BS24 0AP

Conditions: Following a review of the conditions, amendment to condition 4 and a new condition 20 are required.

AMENDMENT TO RECOMMENDATION: That the following amendments/additional conditions be approved as follows:

Amended Condition 4. At the end add: *“and that records shall be made available for inspection by the LPA as and when requested at any other time of the year”*.

Additional Condition: 20: *The proposed visitor car parking areas located at the entrance shall be provided for use prior to the occupation of the first of the caravan/lodges hereby approved. The approved parking area shall thereafter be permanently retained and kept available for parking at all times.*

Reason: In the interests of road safety and in accordance with policy CS10 of the North Somerset Core Strategy and policy T/10 of the North Somerset Replacement Local Plan (saved policies).

Section 2

Item 10 – 15/P/0983/O Land at Westwood Drive, Weston super Mare

Additional information from the applicant

The applicant has provided a composite plan which shows all highway works on a single drawing.

Additional Third Party comments

At the time of preparing this update 25 additional objections had been received. A number of these reiterate or elaborate on previous objections which are already addressed in the previous committee report. The following additional points are made as follows:

- The applicants should have been asked to carry out traffic surveys to measure vehicle speeds travelling along Totterdown Lane but they have failed to do so. This is a significant flaw of the application especially when local residents estimate the speed of passing traffic is frequently in excess of 30mph. There is no way of knowing therefore whether the proposed traffic calming measures are fit for purpose.
- Notwithstanding this the traffic survey carried out by the Council, which has only just been received and has received limited circulation (and not been put on the Council's website) is flawed in terms of the position of traffic counters and due to its limited duration.

PLANNING AND REGULATORY COMMITTEE

UPDATE SHEET

11 May 2016

- Despite the above concerns the proposed speed cushions will not reduce vehicle speeds in Totterdown Lane and the increase in vehicle movements to and from the repositioned 'T' junction that will arise from the development will be unsafe on account of its substandard visibility.
- Speed cushions will detract from the appearance of Totterdown Lane and the indicative position of them allied to their height and the sound that ensues as vehicles pass over them will detract from the living conditions of those living adjacent to them.

Officer comments

Matters of road safety should be primarily considered against guidance in the DCLG documents 'Manual for Streets' 1 and 2. These state, of specific relevance to this application:

- *"7.4.2 For residential streets, a maximum design speed of 20 mph should normally be an objective.*
- *7.4.3 Evidence from traffic-calming schemes suggests that speed-controlling features are required at intervals of no more than 70 m in order to achieve speeds of 20 mph or less."*

*The proposed speed cushions in Totterdown Lane are no more than 55-metres apart. This would indicate that vehicle speeds in the traffic calmed section of Totterdown Lane are highly likely to be no more than 20mph - **regardless of existing speeds**. For this reason there is no need on the applicant's or Council's part to survey existing vehicle speeds in Totterdown Lane.*

In response to comments at the previous committee meeting about the lack of a traffic survey, officers, nevertheless, decided to carry out a traffic survey which would provide some indicative traffic data. Automatic traffic counters were installed on Totterdown Lane between Wentwood Drive and Channel Heights to record the number and speed of vehicles. The counters were in place from 12:00 hours on Monday 25th April 2016 to 11:00 hours on Thursday 28th April 2016. The traffic survey recorded a total of 938 northbound (downhill) movements at an 85th percentile speed (which is an average of the fastest 15% of recorded vehicle speeds) of 29.6 mph. The total number of southbound (uphill) movements was 422 at an 85th percentile speed of 20.3mph. Fewer vehicles travel southbound (uphill) than in the opposing direction because the southern section of Totterdown Lane is one way northbound and returning vehicles need to follow an alternative route.

With uphill speeds currently at 20mph it is marginal whether a speed cushion is needed on the north of Wentwood Drive. Its inclusion is however highly likely to reduce speeds below 20mph as motorists they approach the repositioned 'T' junction. Five speed cushions are proposed for the southern (downhill) section of Totterdown Lane before reaching Wentwood Drive. These features are also highly likely to reduce the 85th percentile speeds to 20 mph or less.

Officers acknowledge the survey is a snapshot from one location and counters set up in a different position or a longer survey period could result in different average vehicle speeds. The key issue however is not current vehicle speeds, but the projected average vehicle speeds once the speed

PLANNING AND REGULATORY COMMITTEE

UPDATE SHEET

11 May 2016

cushions are installed. Based on the referred guidance in 'Manual for Streets', this is highly likely to be reduced to no more than 20mph within the traffic calmed zone. For such passing vehicle speeds a safe visibility splay at the repositioned 'T' junction is 22 metres x 2.4 metres. This can be provided entirely within the highway.

The appearance of speed cushions is likely to have a minor impact on the character and appearance of Totterdown Lane. A 'cushioning' like sound can result as vehicle pass over them although this is unlikely to prove noisy. Some residents say that their garden levels are lower than Totterdown Lane and a raised platform in the road will make vehicles more perceptible as they pass. The height and profile of the speed cushions will need to be agreed, but it is doubtful that they would be more than 100-200 mm (max) above the current road level and this is unlikely to make a perceptible difference to those nearby.

AMENDMENT TO RECOMMENDATION:

The officer's recommendation is unchanged.

Item 11 – 16/P/0579/F Hengaston Barn, Gatcombe Lane, Long Ashton, BS48 3QT

AMENDMENT TO RECOMMENDATION:

Condition 3 is proposed to be amended as follows in order to further safeguard the living conditions of the neighbouring occupier.

Amended Condition 3: *The turnout area hereby approved shall be used only by horses stabled at Hengaston Barn within the area shown edged blue on the submitted block plan dated 2 march 2016 and shall not be used by any other horses or for any commercial equestrian activity.*

Reason: *To protect the living conditions of neighbouring residents in accordance with Policy CS3 of the North Somerset Core Strategy.*

Item 12 – 15/P/2100/O Land off Elm Walk, Battens Orchard, Portishead, BS20 6SX

Additional information from the applicant

Further details have been submitted by the applicant with regard to the density of development in comparison to the adjoining residential areas and a review of the potential amenity impacts on the various adjoining houses against the North Somerset Council Residential Design Guide SPD criteria.

PLANNING AND REGULATORY COMMITTEE

UPDATE SHEET

11 May 2016

Officer comments: The density review shows that the proposed development would have a density of 30 dwellings per hectare (16 dwellings with a site size of 0.52 hectares) in comparison to a density of 26 dwellings per hectare on land to the south of Elm Walk, 25 dwellings per hectare on land to the north of Elm Walk, and 25 dwellings per hectare on land to the east of Birch Grove. This is considered to be a reasonable variation in the density of the development between the application site and existing residential areas, and in terms of character of the area would provide an acceptable transition in density of development between the established and new residential areas.

The applicant has been able to demonstrate that the indicative layout can comply with the requirements of the Residential Design Guide SPD where this seeks to protect the living conditions of neighbouring occupiers against any unacceptable loss of privacy, outlook or overbearing impact. These issues would be assessed again in further detail at the reserved matters stage.