

Public Document Pack

Date of meeting Tuesday, 11th September, 2012
Time 7.00 pm
Venue Council Chamber, Civic Offices, Merrial Street,
Newcastle Under Lyme, Staffordshire ST5 2AG
Contact Julia Cleary 01782 742227

Planning Committee

AGENDA

PART 1- OPEN AGENDA

- 11 Application for Minor Development - Land Opposite Wynbrook, Wereton Road, Audley. Mr P Lomax. 12/00392/FUL (Pages 1 - 2)
- 12 Application for Minor Development - The Club at Newchapel, Pennyfields Road, Newchapel. Mr K Humphries. 12/00271/FUL (Pages 3 - 4)
- 13 Etruria Valley, Enterprise Area - Draft Supplementary Planning Document. Stoke-on-Trent City Council (Pages 5 - 6)
- 14 Treacle Row, Parksite, Silverdale. 12/00171/207C2 (Pages 7 - 8)

Members: Councillors Miss Baker, Boden, Cairns, Clarke (Vice-Chair), Fear (Chair), Hambleton, Mrs Hambleton, Howells, Jones, Matthews, Miss Reddish, Stringer, Studd, Sweeney, Williams and Mrs Williams

'Members of the Council: If you identify any personal training / development requirements from the items included in this agenda or through issues raised during the meeting, please bring them to the attention of the Committee Clerk at the close of the meeting'

Officers will be in attendance prior to the meeting for informal discussions on agenda items.

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Agenda Item 11

LAND OPPOSITE WYNBROOK, WERETON ROAD, AUDLEY
MR P LOMAX. 12/00392/FUL (item 3 – main agenda)

Since the preparation of the agenda report clarification has been sought from the Highways Authority in respect of their recommended condition regarding visibility splays.

The condition in question indicates that nothing shall be placed or allowed to remain within the access frontage which is within 2m of the carriageway edge and which exceeds 600mm in height above the adjacent carriageway. The Highways Authority considers that this is necessary to improve visibility at the access as, due to the nature of the road, it is highly likely that vehicles will travel over the 30 mph speed limit (but without any speed surveys within the vicinity this cannot be ascertained).

The area that lies within 2m of the carriageway edge is outside of the site and incorporates a grass verge, where several trees and a telegraph pole are located, some as close as half a metre to the carriageway edge. Visibility is currently restricted due to overhanging branches, however the pruning of the trees to remove what overhangs will, in your Officer's opinion, result in adequate visibility for vehicles leaving the site given the nature of the use.

It is therefore considered that the condition recommended by the Highways Authority should be amended and that it should be specified that the branches that overhang the highway are removed, and kept pruned back to stop them growing over the road and causing an obstruction to visibility.

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Agenda Item 12

THE CLUB AT NEWCHAPEL, PENNYFIELDS ROAD, NEWCHAPEL
MR. K. HUMPHRIES. 12/00271/FUL (item 4 – main agenda)

Since the preparation of the agenda report a further letter of objection has been received together with a photograph taken from the objector's property. No new issues are raised in addition to those referred to in the agenda report.

The recommendation therefore remains as set out in the agenda report

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ETRURIA VALLEY ENTERPRISE AREA – DRAFT SUPPLEMENTARY PLANNING DOCUMENT - STOKE-ON-TRENT CITY COUNCIL (item 5 – main agenda)

In the section of the agenda report which considers the traffic impact of the new access from the A500 it was indicated that it appears, from the SPD, that the various Highway Teams have been involved in extensive traffic modelling and that they are satisfied that the levels of growth proposed can be accommodated on the highway network with certain improvements which are outlined in more detail in the SPD. It was indicated that your officers were unable to make further comment without specialist knowledge (and sight of the results of the traffic modelling).

Further enquiries have been made since the preparation of that report, and members of the Strategic Planning Consultative Group have asked that the Planning Committee be provided with additional information on the highway, cyclepath and footpath proposals within the SPD. This supplementary report addresses these points.

Your officers have been advised that transport modelling has been undertaken to support the Supplementary Planning Document for Etruria Valley, although a Transport Assessment has not yet been completed. Transport modelling assumptions have been agreed upon between the City Council and the Highways Agency. In addition to the existing position, the transport modelling takes into consideration committed/proposed highway schemes and committed/proposed developments.

However as the proposed split of land use allocations for the SPD area has altered since the traffic modelling work was undertaken, the transport modelling work is currently being updated. This re-modelling will inform the full Transport Assessment which it is anticipated will be completed sometime in October 2012. Therefore at this time your officers do not have access to the transport modelling for the scheme proposed for the draft Etruria Valley SPD. However officers have been informed that the Highways Agency has no fundamental issues with the development of Etruria Valley and the creation of a new link from the A500. The Highways Agency has stated that:

“the HA (Highways Agency) is satisfied that in general terms the approach and methodology embodied in the assessment work to date is compliant with the requirements of Department for Transport Circular 02/2007 and that the current findings provide a suitable basis on which precise impacts and mitigation requirements will be more clearly defined as the evidence base is developed further and as specific development proposals come forward within the LDO (Local Development Order).”

The Local Development Order referred to is no longer being pursued by the City Council, so specific development proposals would come forward as planning applications.

Staffordshire County Council as the Highway Authority for the Borough have, it is understood, been kept informed of the existing transport modelling work undertaken for the Etruria Valley scheme proposed at that time although they have not seen the revised modelling required for the draft SPD Etruria Valley scheme. However they are supportive of the principles used in the transport modelling and the proposed mitigation works for the A500 (Porthill to Wolstanton junctions).

It is important for members to note that Policy ASP2 of the adopted Joint Core Strategy outlines the requirement for a new link from the A500 to the City Centre and to Burslem to support the development of the Etruria Valley site for employment and housing uses.

Although the Joint Core Spatial Strategy indicated that the A500 link was necessary to serve the Etruria Valley development, the transport modelling work has considered various options for potential access options into the Etruria Valley site. The option that was considered the most suitable was the A500 link. The indications are that with respect to certain development options, this link would, *relative to what would otherwise be likely to be the position at the forecast date*, create a significant increase in flows on the A500 (Porthill to Wolstanton section), although it would mean a significant reduction in flows on the A500 between the Wolstanton junction and the Basford A53 junction, and through that junction.

Due to the significant impact on the A500 (Porthill to Wolstanton section) it has been proposed to widen the A500 between those junctions to create an additional lane (A500 Lane Gain) in both directions (on highways maintained by the Highways Agency). The A500 Lane Gain may result in some departures from Highways

Agency standards which are mandatory for Trunk Roads and so a reduction in the speed limit on the A500 may be required to mitigate these departures.

In addition the new A500 link would also comprise:

- A dual carriageway all-purpose highway link from the eastern side of the Wolstanton Junction to a new junction in the centre of the site.
- Two bridges and associated embankments to allow the A500 link to cross the West Coast Railway Line and Fowlea Brook
- Enlarging the two existing roundabouts at the Wolstanton Junction by means of signal-controlled crossings and new/improved footway/cycleways (on highways maintained by the County Council)

In terms of public rights of way the SPD refer to a footpath which runs from Pidduck Street (to Orford Street) via an underpass under the railway line and the A500 which it suggests would require improvements to its appearance. The SPD then goes on to indicate that:

“Development of the Etruria Valley site will need to have regard to the incorporation of this footpath link into the site along a similar alignment. Its diversion within the site itself may be required, dependent upon the ground remodelling work, which will be required to prepare the site for redevelopment.”

It is anticipated that the new A500 link; the bridge across the Trent and Mersey Canal at Newport Lane and Grange Bridge (Festival Way); and highway links through the site to connect the A500, Shelton Boulevard, Festival Way and Newport Lane will all enable access for pedestrians and cyclists. Footways will be wide enough to accommodate pedestrians and cyclists, and movement across vehicular carriageways will be secured by traffic controlled crossings, particularly on the Wolstanton Junction. As Members will appreciate this will represent a considerable improvement in pedestrian accessibility to land to the east of the Borough boundary.

With reference to the recommendation on this item, whilst no significant adverse implications arising from the provision of the new A500 link (in terms of traffic flows on roads within the Borough) are anticipated it is considered that the Borough Council should continue to seek clarification of this, and that it should also ask to be given an opportunity, with the County Council, to comment upon the as yet to be completed Transport Assessment, bearing in mind the importance of the roads such as the A53 and the A527 to the attractiveness and thus economic wellbeing of Newcastle Town Centre. The recommendation otherwise remains unaltered.

By virtue of paragraph(s) 5 of Part 1 of Schedule 12A of the Local Government Act 1972.

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