

## **ADDENDUM**

**PLANNING COMMITTEE**

**28<sup>th</sup> April 2016**

**P.A. No: 2015/05549/PA**

**LOCATION: Platt Brook Way, Sheldon, Birmingham B26**

**PROPOSAL: Erection of 30 dwellings with associated parking**

### **Additional objection (Transport Statement):**

A local resident has submitted his independently commissioned Transport Statement (TS) undertaken by Mewies Engineering Consultants Ltd on the application in support of his objection. The TS states that it is intended to assist the Planning Committee, highlighting the deficiencies in the current application, in an effort to ensure that when the application is determined, it is done so based on robust evidence against factual site specific background information. The document raises concerns relating to highway safety and parking issues which to date considers have not been accurately or robustly addressed by the applicants' submissions. The TS provides information and evaluation/appraisal relating to the following:

#### **1 Analysis of proposed site access coupled and immediate highways likely to be affected**

1.1 The TS details two site visits carried out both on the 12/04/16 covering the periods of 0845-1000hours and 1515-1615hours and identifies on-street parking along Platt Brook Way is currently a significant issue restricting both access along the footways for pedestrians and the safe passing of two vehicles. The morning site visit found continuous on-street car parking from the junction with Sheldon Heath Road up to the eastern site boundary adjacent to the Ann Marie Howes Centre. The majority of this on street parking was found on the southern side of the carriageway, however, several cars were also parked over the footway on the northern side of the carriageway, reducing access up Platt Brook Way to only one car width. The findings from the afternoon visits was that parking on both side of the carriageway had significantly increased, forcing cars to pull over so as to allow oncoming vehicles to pass along Platt Brook Way. It adds that the high level of on-street parking also required vehicles to turn in the road and in property access points. The document includes photos taken during these site visits as well as vehicles parking over the footway, restricting footway width and an obstruction to pedestrians. The TS notes that the on-street parking was mainly attributed to staff and visitors at the Ann Marie Howes centre and to a lesser degree some resident parking. Allocated parking within the curtilage of the Ann Marie Howes Centre was fully occupied and indiscriminate parking within the curtilage was also evident.

1.2 Regarding the proposal, the TS highlights that a visibility splay of 2.4m by 43m can be achieved from the new access, however the proliferation and location of parking along Platt Brook Way is likely to prevent this from being maintained in perpetuity and thereby hinder a driver's ability to observe on coming road users.

#### **2 Assessment of traffic generation of the proposed use and potential impact on adjacent highways**

2.1 The TS also considers that the proposal could generate 16 trips during the AM peak period (0800-0900hours) and 15 trips in the PM peak period (1700-1800hours), which equates to approximately 1 additional trip every 4 minutes during these periods.

### 3 Commissioning of a safety Assessment to review and mitigate for any potential hazards

3.1 The TS includes an independent safety assessment for the proposal and whilst it concludes that the additional traffic generated would not substantially increase the risk of injury-related collisions, other safety aspects need further consideration. The assessment concludes that on-street parking could restrict driver's visibility and further assessment of likely on-street parking levels and the need for additional visitor spaces is recommended. The assessment raises particular concern with vulnerable road users including; sight impaired pedestrians, disabled people, wheelchair users, mobility scooter users, older people or those with prams or pushchairs. The TS recommends that as a minimum a Stage 1 Road Safety Audit and Car Parking Assessment is carried out prior to the application being determined.

### 4 A review of local accident data for previous ten years

4.1 The TS has also reviewed the Personal injury accident data and 33 accidents have occurred in the local area between 2005-2014. This highlights that a serious accident occurred at the Platt Brook Way / Sheldon Heath Road junction on 07/03/14. The TS recommends that latest accident records in 2015 are evaluated to observe if there are any common causation or trends that may have occurred as a result of the intensification of the use of Platt Brook Way by vehicles.

### 5 Site's accessibility to local amenities and to sustainable transport modes

5.1 The TS also concludes that the site is considered to be in a reasonably sustainable area, with opportunities for current and future residents to make use of sustainable transport modes. Due to the parking problems in the area, the TS suggests further investigation into this matter.

### 6 Proposed car parking provision

6.1 On the matter of car parking provision, the TS suggest that 60 parking spaces are required, in accordance with the Council's Car Parking Guidelines SPD'S maximum provision of 2 spaces per dwelling. The TS also notes that a parking management strategy condition was attached to the planning permission for the Ann Marie Howes Centre, inferring that at the time of considering this application parking was deemed a potential issue. It adds that there is no copy of this strategy on the file and that it is unlikely that the Council would approve a strategy that would interfere with the free flow of traffic and therefore assumes that it is not operating within an approved car parking strategy. The TS recommends that the current application is not considered until this matter has been fully considered and resolved.

### 7 Proposed layout

7.1 Regarding the proposed layout, the TS considers that the road narrowing to a width of 4.5m would prevent any on-street parking in that area, and should insufficient parking levels be achieved for the new properties, further pressure would be placed for parking on Platt Brook

Way. Furthermore, there are no proposals to introduce kerb side control other than in isolated locations around junctions and bends along Platt Brook Way.

## **8 Review of applicant's TS**

8.1 The TS has also reviewed the applicant's TS, raising a number of issues including; not scoping the TS, the methodology using the wrong housing mix, non-compliance with the Car Parking Guideline's SPD and not taking all relevant considerations into account, unclear which layout is referenced, errors relating to on-street parking and accidents in the locality, inaccuracies within the accident data and distances to Marston Green Railway Station as well as references to roads and features in Selby in North Yorkshire.

The speaker in objection to this application has also submitted a letter covering the issues contained within his representations and independently commissioned transport statement and safety assessment. The speaker intends to attend Planning Committee but if he is unable to attend he requests that members do not interpret this as a lack of concern in relation to this matter.

### **Transportation Development's comments:**

Transportation Development have analysed this TS and have made a number of observations:

1. The accident data covers a very wide area and covering a period of 10 years. This has produced a high headline figure which is unreasonable to relate this to the development under consideration. Within 100m of the Sheldon Heath Road / Platt Brook Way junction over the last 5 years there has been other 2 accidents, neither of which were a result of an intensification of the use of Platt Brook Way by vehicles.
2. The approval of the BMHT development included the provision of traffic regulation orders on Platt Brook Way / Sheldon Heath Road. Platt Brook Way is now within a 12-month maintenance period with a view of it becoming formally adopted as public highway. A Stage 3 RSA has referenced issues regarding parking associated with excessive on-street parking associated with the adjacent medical facilities. The developer (BMHT) has paid the amount which will enable the constituency engineer to progress these TROs.
3. The proposed layout offers the potential for a number of dwellings to increase on-plot parking (from 1 to 2) should the residents so desire.
4. The level of parking is consistent with that approved for the BMHT scheme.
5. The proposed frontage parking (footway crossings) to Platt Brook Way together with the established bellmouth accessing the adjacent centre car park would reduce the impact/likelihood of any obstructive on-street parking and therefore assist with the provision of the referenced visibility splay for the proposed road junction.

### **Additional representations (conditions):**

Regulatory Services have assessed the submitted Remediation Strategy and Verification Plan and raise no objection. Therefore condition 1 should be amended to read:

*Requires the scheme to be in accordance with the approved Remediation Strategy and Verification Plan*

*The development hereby approved shall be implemented in accordance with the approved Remediation Strategy and Verification Plan dated January 2016 (ref: 14 1426RS). Any changes to these components require the written consent of the Local Planning Authority prior to implementation. The scheme shall be implemented as approved and must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 (and subsequent legislation) in relation to the intended use of the land after remediation.*

*Reason: In order to secure the satisfactory development of the application site in accordance with Paragraphs 3.8 and 3.10 of the Birmingham UDP 2005 and the National Planning Policy Framework.*

The Landscape Officer has also assessed the amended landscape scheme and raises no objections. Therefore conditions 5 should be amended to read:

*Requires the scheme to be in accordance with the approved landscape details*

*The development hereby approved shall be implemented in accordance with the approved landscape details (Drawing nos. R/1828/1E & R1828/2D prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority and thereafter maintained. Any trees or shrubs which, within a period of two years from the completion of the development, die, are removed or become seriously diseased or damaged, shall be replaced in the next planting season with others of similar size and species.*

*Reason: In order to secure the satisfactory development of the application site, ensure a high quality of external environment and reinforce local landscape character in accordance with Paragraphs 3.8, 3.10, 3.14 and 3.16A of the Birmingham UDP 2005.*

**Recommendation:**

The contents of this report are considered prior to the determination of the application and conditions 1 and 5 are amended as detailed above.