

DELEGATED

AGENDA NO 8  
PLANNING COMMITTEE

DATE 12<sup>th</sup> DECEMBER 2007

REPORT OF CORPORATE DIRECTOR,  
DEVELOPMENT AND NEIGHBOURHOOD  
SERVICES

07/2582/FUL

Cheltenham Road, Portrack, Stockton on Tees

Mixed development of B1, B2 and B8 units including associated external works and footpath diversion.

Expiry Date 17 December 2007

#### **SUMMARY**

Since the original report to the Planning Committee additional comments have been received from the Highways Agency and the Council's Highways Engineers which has led to one of the conditions in the original report being removed and 4 additional conditions.

The comments and conditions are detailed in the report below, although the recommendation for approval remains unchanged.

#### **RECOMMENDATION**

Planning application 07/2582/FUL be approved subject to the conditions set out in the previous report and the following additional/revised conditions;

*Condition 13 as detailed in the original report is to be deleted.*

*27. Prior to first use or occupation of any part of the development, the applicant shall appoint a Travel Plan Co-ordinator, and contact details for this individual shall be provided to the local planning authority.*

*Reason; To reduce the dependence and reliance of the private motor car in the interests of the free flow of traffic and highway safety*

*28. As set out in the Interim Travel Plan document Revision 2, 29/11/07 prepared by WSP, a detailed travel survey shall be undertaken no later than three months after first occupation of the development. The results of this survey shall be provided to the local planning authority, and used to agree appropriate mode share targets, outcomes, and corresponding timescales.*

*Reason; To monitor traffic levels in order to reduce the dependence and reliance of the private motor car in the interests of the free flow of traffic and highway safety*

**29. As set out in the Interim Travel Plan document Revision 2, 29/11/07 prepared by WSP, a detailed travel survey shall be undertaken on an annual basis (at the same time as the baseline survey identified in Condition 28 for as long as the development remains occupied. The results of these surveys shall be provided to the local planning authority, and used to identify appropriate corrective measures should the Travel Plan fail to comply with the agreed mode share targets and outcomes within the specified timescales.**

**Reason; To monitor traffic levels in order to reduce the dependence and reliance of the private motor car in the interests of the free flow of traffic and highway safety**

**30. Following the results of the fifth annual travel survey (i.e. 5 years post occupation), and any subsequent travel surveys, if the employee car driver modal split value exceeds 58.4% and the Site is generating more than 426 vehicles (two way) or more than 256 vehicles (two way) during either the AM Highway Peak Hour of 08:00 – 09:00 or the PM Highway Peak Hour of 16:00 to 17:00 respectively, then additional measures shall be implemented having been agreed with Local Planning Authority, and these could include the following:**

**Either:**

- **Car Park Charging – a small employee car parking charge will be introduced for each single occupancy vehicle wishing to park on the Site. The monies raised will be ring fenced for other travel plan measures; and**
- **Cash Out for not Parking Scheme – a cash incentive will be provided for employees not to drive to work as a single occupancy trip. The incentive could take several forms including free entry into prize draws, accumulation of vouchers redeemable at retail outlets or a direct financial payment. The cost is likely to be funded by the car parking charging measure described above.**

**And/Or:**

- **Access Control – vehicular access to and from the Site will be physically restricted to control the number of employees parking at work. The access control will take the form of traffic lights or gated barriers which will either be manned or will automatically read number plates. The gated barrier option would be implemented in conjunction with a parking permit system; and**
- **Control of Adjacent Off-Site Parking – The Travel Plan Co-ordinator will liaise with nearby car park owners to ensure that enforcement measures are being implemented.**

**Reason; To ensure that the A19 trunk road can continue to fulfil its purpose as part of the national system of routes for through traffic, in accordance with Section 10 (2) of the Highways Act 1980, maintaining the safety of traffic on the road.**

## **CONSULTATIONS**

The following Consultations were notified and any comments received are set out below:-

### **Urban Design - Engineers**

Further to my previous memo, Urban Design has no objection to this application subject to the updated highway comments below.

Consideration has been given to the further information submitted by the applicant which is primarily regarding the operation of Portrack Interchange, Cheltenham Road junction, the impact on North Shore gyratory and further details regarding the travel plan.

The assessments undertaken by the consultant indicate that the Portrack Business Park application has a material impact at Portrack Interchange, Portrack Lane/Cheltenham Road traffic signal junction, Portrack Lane/Holme House Road roundabout and North Shore gyratory. The assessments include the residual development trips as a result of the application of the travel plan. Failure to meet the targets of the Travel Plan, would increase the development traffic generation and hence impact. The revised Travel Plan produced proposes measures to redress the failure to meet targets.

The assessments indicate that Portrack Interchange and the Portrack Lane/Holme House Road roundabout can accommodate the development without the need for further mitigation. Improvements are required at the Portrack Lane/Cheltenham Road junction. The improvements include physical works and re-phasing and staging of the traffic signals.

The development will add at the North Shore gyratory 25 and 14 vehicles two-way on Maritime Road, 23 and 13 vehicles on Riverside and 18 and 10 vehicles two-way on Council of Europe Boulevard in the morning and evening peaks respectively. These flow increases are low, but will add to predicted congestion at the gyratory, marginally affecting the operation.

The applicant has indicated a commitment to provide a Travel Plan Co-ordinator for their sites within Stockton-on-Tees. The appointment of the co-ordinator is a positive step to reduce the impact of single occupancy car trips on the highway network.

The Travel Plan and its targets should be conditioned together with the mitigation works. Consideration should also be given to conditioning the provision of a Travel Plan co-ordinator.

The Interim Travel Plan (ITP) has been reviewed and it includes a range of mode share targets for the development based on the outcomes of the Transport Assessment. These also form the basis for monitoring the effectiveness of the Travel Plan measures. The amendments in the Interim Travel Plan describe efforts to encourage people to use alternative modes of transport. If the measures do not prove to be successful in achieving targets the ITP proposes measures to address this including the reallocation of parking spaces and remedial parking measures to be enforced.

It is proposed to undertake staff travel plan surveys on an annual basis, with the results being compared to Travel Plan targets. The results of the fifth annual survey after full occupation will form the new benchmark against Section 2.3 of target modal splits in the Interim Travel Plan. However, if the car driver modal split result exceeds 58.4% by then and the site is generating 426 vehicles (two-way) during either of the peak hours, then the following measures should be implemented:

- Car parking charging
- Cash incentive for not parking scheme
- Access/control (possibly a permit system)
- Control of adjacent off site parking

The results from the sixth annual travel survey will reveal what impact the extra measures have had upon travel patterns to and from the Business Park.

### **Highways Agency**

Have served a TR110 order which requires the LPA to attach planning conditions on any approval granted.

Referring to the notification of a planning application dated 21 September 2007, your reference 07/2582/FUL, in connection with the A19, Mixed Use Development at Cheltenham Road, Portrack, Stockton-on-Tees, notice is hereby given under the Town and Country Planning (General Development Procedure) Order 1995 that the Secretary of State for Transport:-

c) directs conditions to be attached to any planning permission which may be granted;

Condition(s) to be attached to any grant of planning permission:

**Condition 1 - Travel Plan Co-ordinator**

Prior to first use or occupation of any part of the development, Mandale shall appoint a Travel Plan Co-ordinator, and contact details for this individual shall be provided to the local planning authority.

**Condition 2 – Initial Travel Survey**

As set out in the Interim Travel Plan document Revision 2, 29/11/07 prepared by WSP, a detailed travel survey shall be undertaken no later than three months after first occupation of the development. The results of this survey shall be provided to the local planning authority, and used to agree appropriate mode share targets, outcomes, and corresponding timescales.

**Condition 3 – Annual Travel Surveys**

As set out in the Interim Travel Plan document Revision 2, 29/11/07 prepared by WSP, a detailed travel survey shall be undertaken on an annual basis (at the same time as the baseline survey identified in Condition 2) for as long as the development remains occupied. The results of these surveys shall be provided to the local planning authority, and used to identify appropriate corrective measures should the Travel Plan fail to comply with the agreed mode share targets and outcomes within the specified timescales.

**Condition 4 - Travel Plan Measures**

Following the results of the fifth annual travel survey (i.e. 5 years post occupation), and any subsequent travel surveys, if the employee car driver modal split value exceeds **58.4% and** the Site is generating more than **426** vehicles (two way) or more than **256** vehicles (two way) during either the **AM Highway Peak Hour** of 08:00 – 09:00 or the **PM Highway Peak Hour** of 16:00 to 17:00 respectively, then additional measures shall be implemented having been agreed with Local Planning Authority, and these could include the following:

**Either:**

- Car Park Charging – a small employee car parking charge will be introduced for each single occupancy vehicle wishing to park on the Site. The monies raised will be ring fenced for other travel plan measures; and
- Cash Out for not Parking Scheme – a cash incentive will be provided for employees not to drive to work as a single occupancy trip. The incentive could take several forms including free entry into prize draws, accumulation of vouchers redeemable at retail outlets or a direct financial payment. The cost is likely to be funded by the car parking charging measure described above.

**And/Or:**

- Access Control – vehicular access to and from the Site will be physically restricted to control the number of employees parking at work. The access control will take the form of traffic lights or gated barriers which will either be manned or will automatically read number plates. The gated barrier option would be implemented in conjunction with a parking permit system; and
- Control of Adjacent Off-Site Parking – The Travel Plan Co-ordinator will liaise with nearby car park owners to ensure that enforcement measures are being implemented.

**Reason(s) for the direction given at b), c) or d) overleaf and the period of time for a direction at e) when directing that the application is not granted for a specified period:**

The conditions set out above are made to ensure that the A19 trunk road might continue to fulfil its purpose as part of the national system of routes for through traffic, in accordance with Section 10 (2) of the Highways Act 1980, maintaining the safety of traffic on the road.

**MATERIAL PLANNING CONSIDERATIONS**

**Access and highway safety;**

The Council's Highway Engineers and the Highways Agency have considered further information put forward in support of the application in relation to the impacts on the Highway Network. Both of the Statutory consultees have confirmed that they have no objections to the proposed development although have stated that the green travel plan condition needs to cover specific mitigation measures and also to establish a regular monitoring programme.

Given that there are no objections to the proposed development it is considered that there are no significant impacts on the highway network.

**CONCLUSION**

In conclusion it is considered that the proposed development is acceptable in this location, is visually acceptable, will not have a detrimental impact on the amenity of the neighbouring businesses and does not any significant threat to public safety, flood risk or highway safety.

Consequently the proposed development is recommended for approval subject to planning conditions.

**Corporate Director of Development and Neighbourhood Services  
Contact Officer Mr Simon Grundy Telephone No 01642 528550**

**WARD AND WARD COUNCILLORS**

**Ward Norton South  
Ward Councillor Councillor R. Cook**

**Ward Norton South  
Ward Councillor Councillor S. I. Nelson.**