

NORTHERN PLANNING COMMITTEE – 16 APRIL 2014

UPDATE TO AGENDA

APPLICATION NO.

13/3931M

LOCATION

Boundary Farm Styal Road Wilmslow

UPDATE PREPARED

11th April 2014

ADDITIONAL INFORMATION

The incorrect Parking Layout Plan has been referred to, a copy of the correct Parking Layout Plan is shown below. This plan indicates that 534 cars could be parked within the glasshouse as opposed to 480 vehicles referred to within the committee report. There is a difference of 54 vehicles. The figure of 480 vehicles was taken from the Parking Layout Plan originally submitted with the application and the supporting information.



CONSULTATIONS

Highways – No objection

OFFICERS APPRAISAL

GREEN BELT

The parking of an additional 54 vehicles within the glasshouse does not change the Officer view that the proposal would be not inappropriate development within the Green Belt. This is for the same reasons stated within the committee report.

NEIGHBOURING RESIDENTIAL PROPERTIES AMENITY

The additional vehicles have been taken in consideration however, the proposal is still not considered to significantly injure the amenities of nearby residential properties for the same reasons as stated within the committee report.

HIGHWAYS

The applicants Highways consultant has advised that

The expanded Park & Ride Facility at Boundary Farm, which includes the glasshouse comprising the current planning application, has been operational since the Autumn of 2012. The traffic generating potential of the expanded facility has been determined from surveys of usage undertaken throughout the month of April 2013, during which the facility was operating to its maximum capacity. The results of the April 2013 surveys therefore represent the total vehicle movement likely to be generated by the expanded operation.

The Parking Layout Plan indicates that the glasshouse will have the capacity to accommodate 54 spaces more than is quoted in the supporting Transport Statement, i.e. 534 spaces compared to 480 spaces. However, as the traffic generating potential of the expanded facility has been determined from surveys of usage of when the facility was operating to its maximum capacity, the likely traffic generated by the additional 54 spaces has already been taken into account in the assessment.

The likely traffic generated by the expanded facility, including the additional 54 spaces, can be accommodated on the highway network with no detriment to operation, or road safety.

The Councils Highways department has been consulted and advise that they would have no objection to the proposal.

It is therefore considered that the proposal will not be detrimental to highway safety or have an adverse impact on the highway network.

CONCLUSION

The reasoning and recommendation of approval subject to conditions remains the same as in the committee report.