

PLANNING COMMITTEE
4th September 2017

**SUMMARY OF ADDITIONAL CORRESPONDENCE RECEIVED SINCE THE
PUBLICATION OF THE AGENDA AND ERRATA**

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Agent: The following supporting information has been submitted by the agent along with a revised plan (dwg no. PK6062-HP1-002C):

Norfolk County Councils design team (commercial side) have been instructed by BCKLWN (client) to progress with detailed design, including submission of the planning application. Subject to planning approval the instruction is to manage the scheme to completion of construction.

The scheme has been designed to incorporate three new accesses at the southern end of Harding's Way.

The proposal includes moving the existing bus gate on Harding's Way 15m further north. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained.

The Traffic Regulation Order (Bus and Cycle Lane Order) for Harding's Way will be retained, but amended to show its limit to the south being the proposed new bus gate position.

The shared use facility on the western side of Harding's Way will have priority over the new vehicular access.

A new shared use facility will be included on the eastern side of Harding's Way. This will also have priority for the shared use facility over the two accesses, and include an informal crossing across Harding's Way just above the northern most access (informal as only buses and cyclists will use Harding's Way at this point).

The design meets all national design requirements, including Manual for Streets and current best practice, such as general principles from the London Cycle Design Standards. The design has been subject to a safety audit and has actioned all items raised through the process.

Norfolk County Highways: The following statement from the local highway authority has been provided in order to clarify what the application is for and why they have recommended 'no objection subject to conditions'.

"This application proposes to move the existing bus gate 15m to the north west and to build three access points between the existing junction with Wisbech Road and the relocated bus gate. In addition a footway/cycleway will be constructed along the eastern side connecting the new access points to Wisbech Road. The application is NOT proposing that all traffic will use the bus lane. The bus gate will be moved and the bus lane between the bus gate and South Quay will only be used by buses. All traffic associated with the new accesses will be required to turn into and out of their appropriate junctions from/to the south east (Wisbech road). No general traffic will use the bus gate or the bus only route between the bus gate and South Quay, this will remain as a bus route with the existing provisions for pedestrians and cyclists.

At this point we do not know what development these three access points will serve but whatever development does come forward will be required to demonstrate and if necessary mitigate their impact on the adjacent junctions. When the development comes forward the bus only section of road between Wisbech Road and the bus gate will become normal highway and will serve the development from the new access points only.

As with all development proposals the current application has to be assessed in light of the requirements of the National Planning Policy Framework and was discussed by NCC's Development Team. The proposals are compliant with paragraph 32 of the NPPF and the development is deemed to be safe and sustainable in transport terms."

A further email from Norfolk County Highways received 31st August 2017 confirms they have no objection to the revised plan (dwg no. PK6062-HP1-002C).

Amended conditions: Amend conditions 2, 5 and 9 to include revised plan:

2. Condition: The development hereby permitted shall be carried out in accordance with the following approved plans: drawing nos. PK6062-HP1-002C and PK6061-HP1-004.

2. Reason: For the avoidance of doubt and in the interests of proper planning.

5. Condition: Prior to the use of the development hereby permitted the vehicular access shall be provided and thereafter retained at the position shown on the approved plan (drawing no. PK6062-HP1-002C) in accordance with the appropriate highway specification. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

5. Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway.

9. Condition: Notwithstanding the details indicated on the submitted drawings no works shall commence on site unless otherwise agreed in writing until a detailed scheme for the off-site highway improvement works as indicated on drawing number PK6062-HP1-002C and to include information regarding secure fencing have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

9. Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

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Agent: A letter dated 28th August 2017 was received from the applicant advising that they wish to withdraw application ref: 17/01128/O. However, the agent has since confirmed by email on 31st August 2017 that the applicant has now decided to let the application go to a decision, therefore please ignore the letter.

Assistant Director comments: Just to clarify, the application is still to be determined by Committee.