

Application No: S/03/00398/FUL

Date Registered: 24th March 2003

Applicant: Douglas Park
C/o 12 Beveridge Terrace
Mossend
Bellshill
ML4 2RJ

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Development: Formation of Vehicular Access

Location: 517 Windmillhill Street
Motherwell
Lanarkshire
ML1 2UF

Ward: 12 Knowetop Councillor William Wilson

Grid Reference: 276222 656093

File Reference: S/PL/B/12/18/GORL/MM

Site History: No Relevant History

Development Plan: The site is zoned for Residential Use in the Burgh of Motherwell and Wishaw Development Plan 1953 and as policy RTL3 (Retail Warehouse Development) in the Southern Area Local Plan Finalised Draft (Modified 2001, 2004 and 2005).

Contrary to Development Plan: No

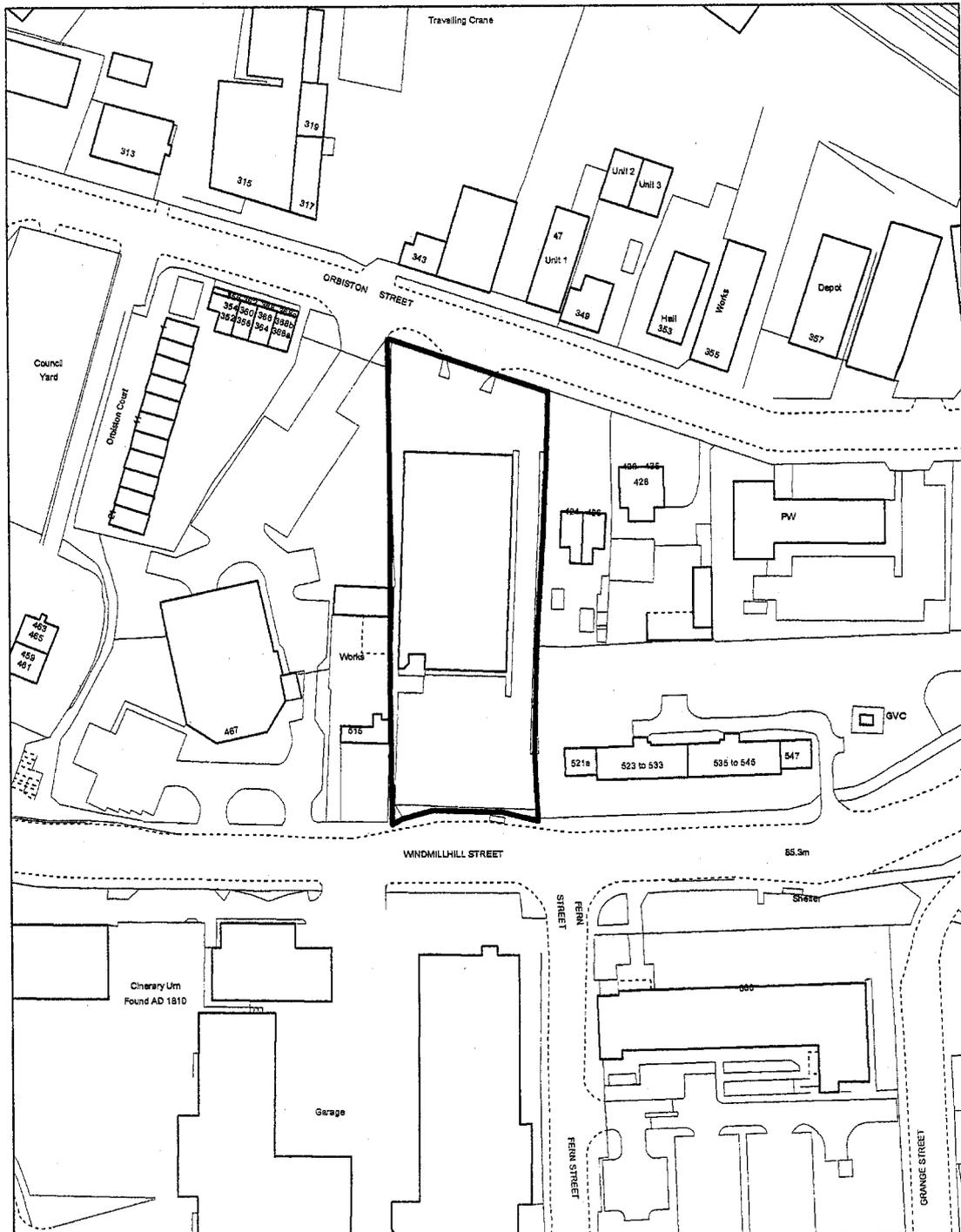
Consultations:

Representations: None Received

Newspaper Advertisement: Not Required

Recommendation: Refuse for the Reason:-

1. That the proposal is contrary to the provisions of the Southern Area Local Plan Finalised Draft (Modified 2001, 2004 and 2005) policy TR13 - Assessing the Transport Implications of Development, in that the proposal would, due to additional vehicular movements and manoeuvres, and the introduction of sub-standard junction spacing, seriously compromise pedestrian and vehicular safety within the area.



Produced by
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 North Lanarkshire Council 100023396 2004

Planning Application No. S / 03 / 00398 / FUL

Formation of Vehicular Access

517 Windmillhill Street Motherwell



Background Papers:

Application form and plans received 24th March 2003

Memos from Transportation Section received 14th April and 28th July 2003

Burgh of Motherwell and Wishaw Development Plan 1953
Southern Area Local Plan Finalised Draft (Modified 2001, 2004 & 2005)

Any person wishing to inspect these documents should contact Mr Gordon Liddell at 01698 302128.

Date: 26 September 2006

APPLICATION NO. S/03/00398/FUL

REPORT

1. Description of Site and Proposal

- 1.1 This application seeks planning permission for the formation of a vehicular access onto Windmillhill Street, to access an existing retail warehouse unit, situated between Orbiston Street and Windmillhill Street. The unit is currently accessed from Orbiston Street.
- 1.2 The current retail warehouse, occupied by 'Textile World', is located in an area characterised by a mix of uses. Further retail warehouse uses are located directly adjacent to the west, 3-storey flats to the east and a tyre/exhaust/mot centre opposite to the south. The application site extends to the north right up to Orbiston Street itself. There are also various car showrooms in the vicinity of the proposed access. Also located in the vicinity is the junction of Fern Street with Windmillhill Street and various accesses serving adjoining landuses. The proposed access would directly cross over an existing bus lay-by.

2. Development Plan

- 2.1 The site is zoned for Residential Use in the Burgh of Motherwell and Wishaw Development Plan 1953 and is covered by policy RTL3 (Retail Warehouse Development) in the Southern Area Local Plan Finalised Draft (Modified 2001, 2004 and 2005). Policy TR13 (Assessing the Transportation Implications of Development) is also relevant to this development.

3. Consultations and Representations

- 3.1 My Transportation Team Leader has raised serious concerns over the proposals on the basis that the proposed access would result in an additional junction on a busy, and at times, congested, A-class road. It is highlighted the proposed new access would result in additional accelerating, braking & turning manoeuvres all to the detriment of general road safety and that these manoeuvres would increase traffic congestion along this length of road. My Transportation Team Leader has therefore recommended that planning permission be refused.

4. Planning Assessment and Conclusions

- 4.1 Under Section 25 of the Town and Country Planning (Scotland) Act 1997, planning decisions must be made in accordance with the development plan unless material considerations indicate otherwise.
- 4.2 In terms of the development plan, the application is not of strategic relevance and can therefore be assessed against the provisions of the Local Plan. The site is zoned for residential purposes in the Burgh of Motherwell and Wishaw Development Plan 1953, however, this plan is significantly out of date. The up-to-date policy position is that found in the Southern Area Local Plan Finalised Draft (Modified 2001, 2004 & 2005) where the site is covered by policy RTL3 (Retail Warehouse Development). This reflects the long established use on the site. The current application is for a new secondary access to serve the existing retail warehouse from Windmillhill Street in addition to the existing access on Orbiston Street. The proposal does not impact on the established use in policy terms and there is no requirement to revisit the general provisions of the policy RTL3.

- 4.3 In assessing new access proposals, reference is given to Policy TR13 (Assessing the Transportation Implications of Development). Policy TR13 details general assessment criteria which includes:
- 1) The level of traffic generated by a proposal and its impact on the environment and adjoining land uses;
 - 2) The impact of development proposals on road traffic circulation and road safety; and
 - 3) The scope to integrate development proposals with existing public transport facilities.
- 4.4 Windmillhill Street is classed as a District Distributor Road and as such a minimum junction spacing of 150 metres is required. This proposal would introduce junction spacing of approximately 25 metres between Fern Street and also with the adjacent Taggarts garage. Furthermore, the proposal would result in access being taken through an existing bus lay-by.
- 4.5 While the proposal has no general landuse policy implications, my Transportation Section has objected due to the impact that the access will have on the existing road network. It is considered that the access will result in additional accelerating, braking and turning manoeuvres which would have a detrimental impact on pedestrian and road traffic circulation and safety. This is proliferated further by the access joining an already busy section of road. Furthermore, taking the access through a bus lay-by is also unacceptable. While the applicant has suggested that the bus lay-by could be relocated, having considered how this might be achieved there would appear to be no acceptable solution in the vicinity. Alternative options have implications for forward visibility requirements on Windmillhill Street as well as land ownership and residential amenity issues for the existing adjacent flats. The obvious relocation position takes the lay-by directly to the front of the adjacent flats with an encroachment onto front garden ground. I do not consider this to be appropriate.
- 4.6 While not contrary to the land use zoning of the emerging local plan it considered that the proposal would be detrimental to general road and pedestrian safety in the area. The proposal is therefore considered to be contrary to the provisions of policy TR13 (Assessing the Transport Implications of Development) and as such is recommended for refusal.
- 4.7 It should be noted that the applicant has requested that a site visit and hearing be conducted prior to a decision being made on the application.