

Welcome to the West Area Planning Committee

- This planning committee meeting is held in public, but it is not a public meeting.
- There will be opportunity for the public to address the committee on each application.
- If you wish to speak for or against a planning application, you will need to have either requested it in advance, or fill out and hand in one of the available speaker forms.
- Information on meeting protocol and conduct at committee is set out in the Code of Practice.
- You can find a copy of the Code of Practice in the committee agenda, just before the first planning application report.



View within site: 9 Coombe Rd to the LHS, Office and store of College Cruisers to be demolished. Location of Boatyard, chandlery and community centre



(9 Coombe Road



View of the site from the towpath of northern end



View of the site from the towpath of the existing dock of the form boatyard and St Barnabas; the new bridge would be sited approximately here.



∞

Approximate location of second bridge

View down towpath



View of towpath and trees



View of towpath and trees



View of across Castle Mill Stream to railway



12

View of across Castle Mill Stream to railway

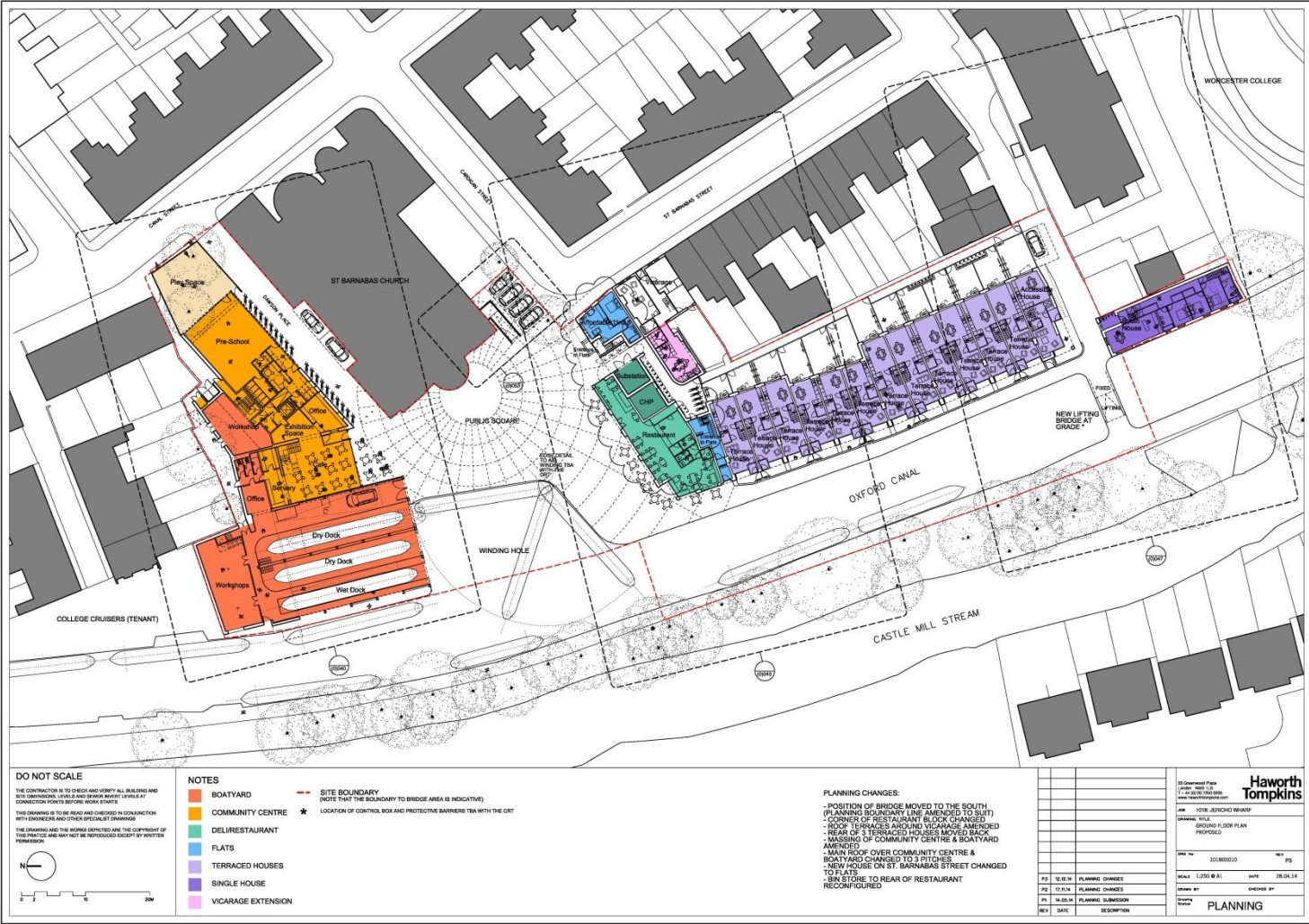


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View of across Castle Mill Stream to railway

Whole site proposed Ground Floor Plan

14



DO NOT SCALE
 THE CONTRACTOR IS TO CHECK AND VERIFY ALL BUILDING AND SITE DIMENSIONS. LINES AND SPACES MUST BE LAYOUT AT CONNECTION POINTS BEFORE WORK STARTS.
 THIS DRAWING IS TO BE READ AND CHECKED IN CONJUNCTION WITH CONDITIONS AND OTHER RELEVANT DRAWINGS.
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- NOTES**
- BOATYARD
 - COMMUNITY CENTRE
 - RESTAURANT
 - FLATS
 - TERRACED HOUSES
 - SINGLE HOUSE
 - VICARAGE EXTENSION
- SITE BOUNDARY**
 (NOTE THAT THE BOUNDARY TO BRIDGE AREA IS INDICATIVE)
- ★ LOCATION OF CONTROL BOX AND PROTECTIVE BARRIERS TIA WITH THE CRT

PLANNING CHANGES:

- POSITION OF BRIDGE MOVED TO THE SOUTH (PLANNING BOUNDARY LINE AMENDED TO SUIT)
- CORNER OF RESTAURANT BLOCK CHANGED
- REAR TERRACES AROUND VICARAGE AMENDED
- REAR OF 11 FLATTED HOUSES MOVED BACK
- MISSING OF COMMUNITY CENTRE & BOATYARD AMENDED
- MAIN BODY OVER COMMUNITY CENTRE & BOATYARD CHANGED TO 3 PITCHES
- NEW HOUSE ON ST. BARNABAS STREET CHANGED TO FLATS
- SHOP STORE TO REAR OF RESTAURANT RECONFIGURED

PS	10.05.14	PLANNING CHANGES	REV	PS
PS	10.05.14	PLANNING CHANGES	REV	PS
PS	14.05.14	PLANNING SUBMISSION	REV	PS
REV	DATE	DESCRIPTION	DATE	BY

10/08/2010
 1:200 @ A1
 DATE 28.04.14
 DRAWN BY
 CHECKED BY
 APPROVED BY
PLANNING

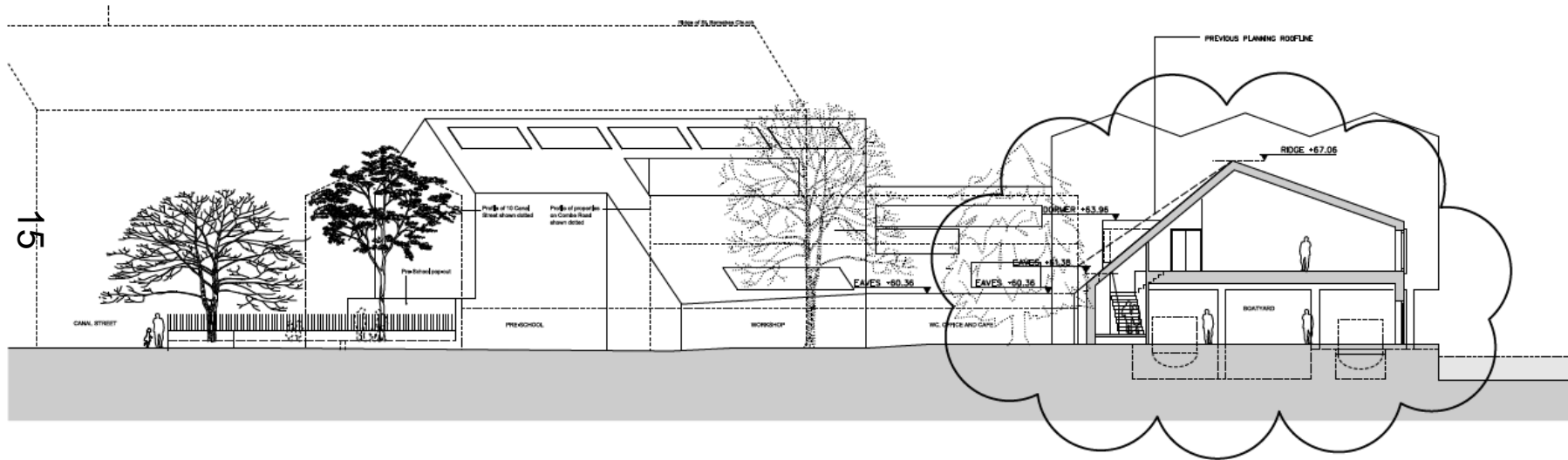
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 APPROVED BY
PLANNING

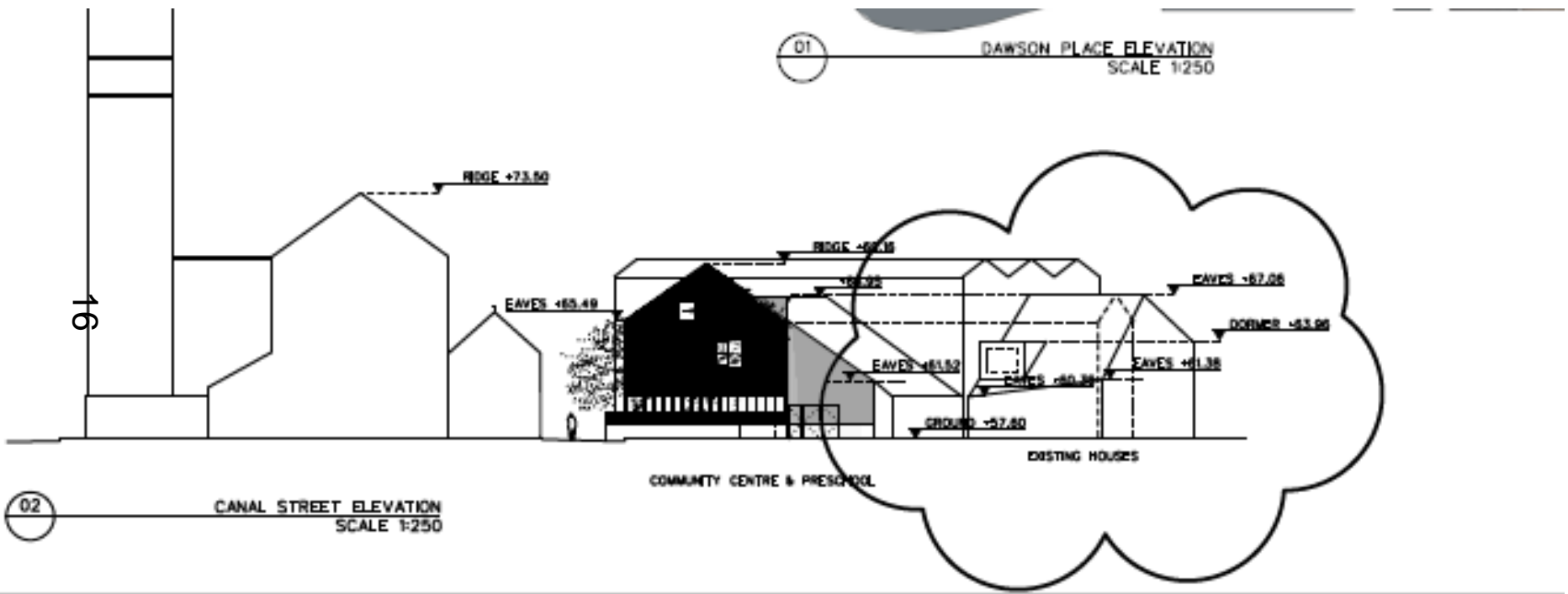
Haworth Tompkins
 10/08/2010
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 DATE 28.04.14
 DRAWN BY
 CHECKED BY
 APPROVED BY
PLANNING

Amended plans for boatyard chandlery element

Proposed section through



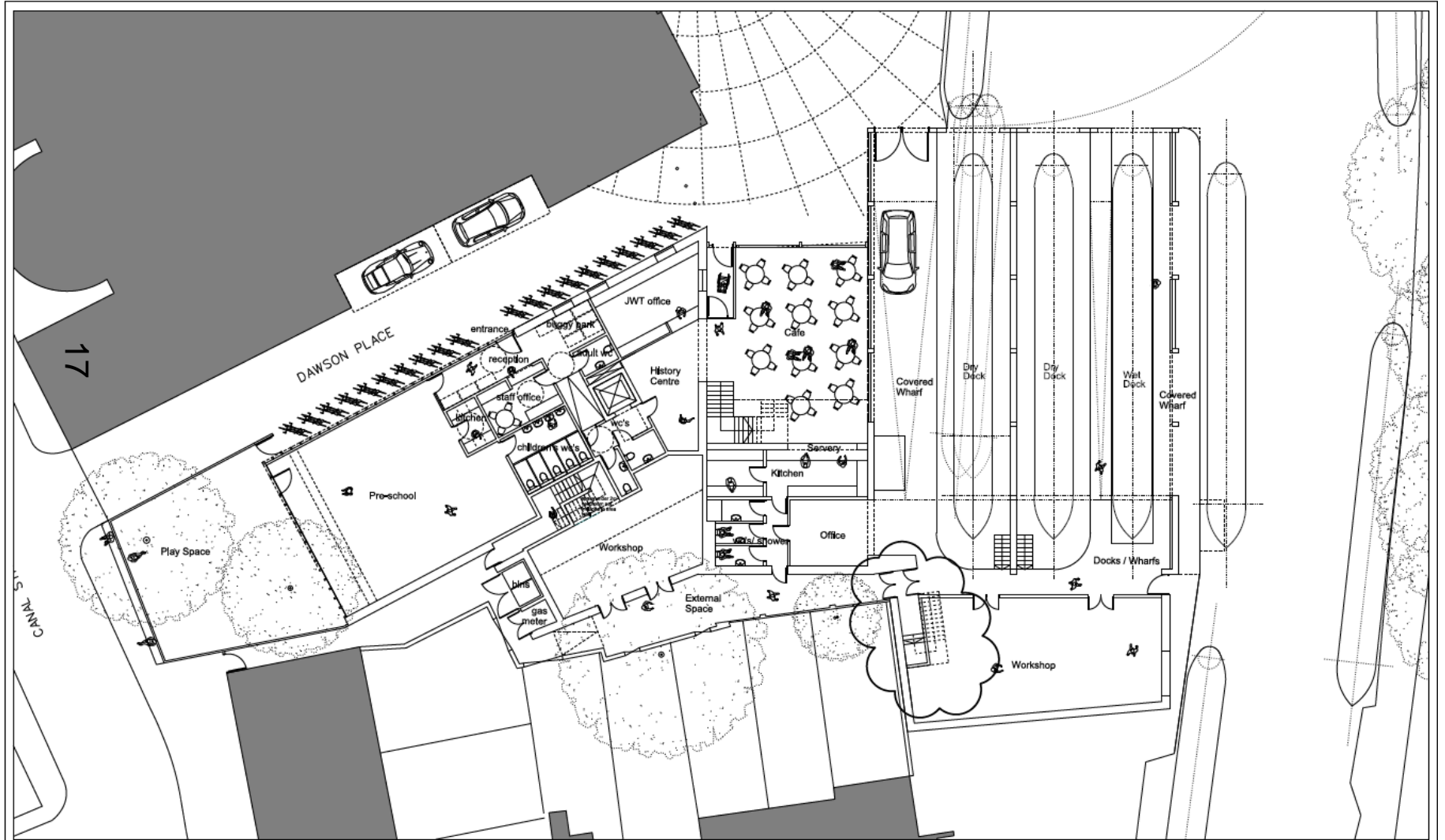
Amended plans for boatyard chandlery element rear elevation



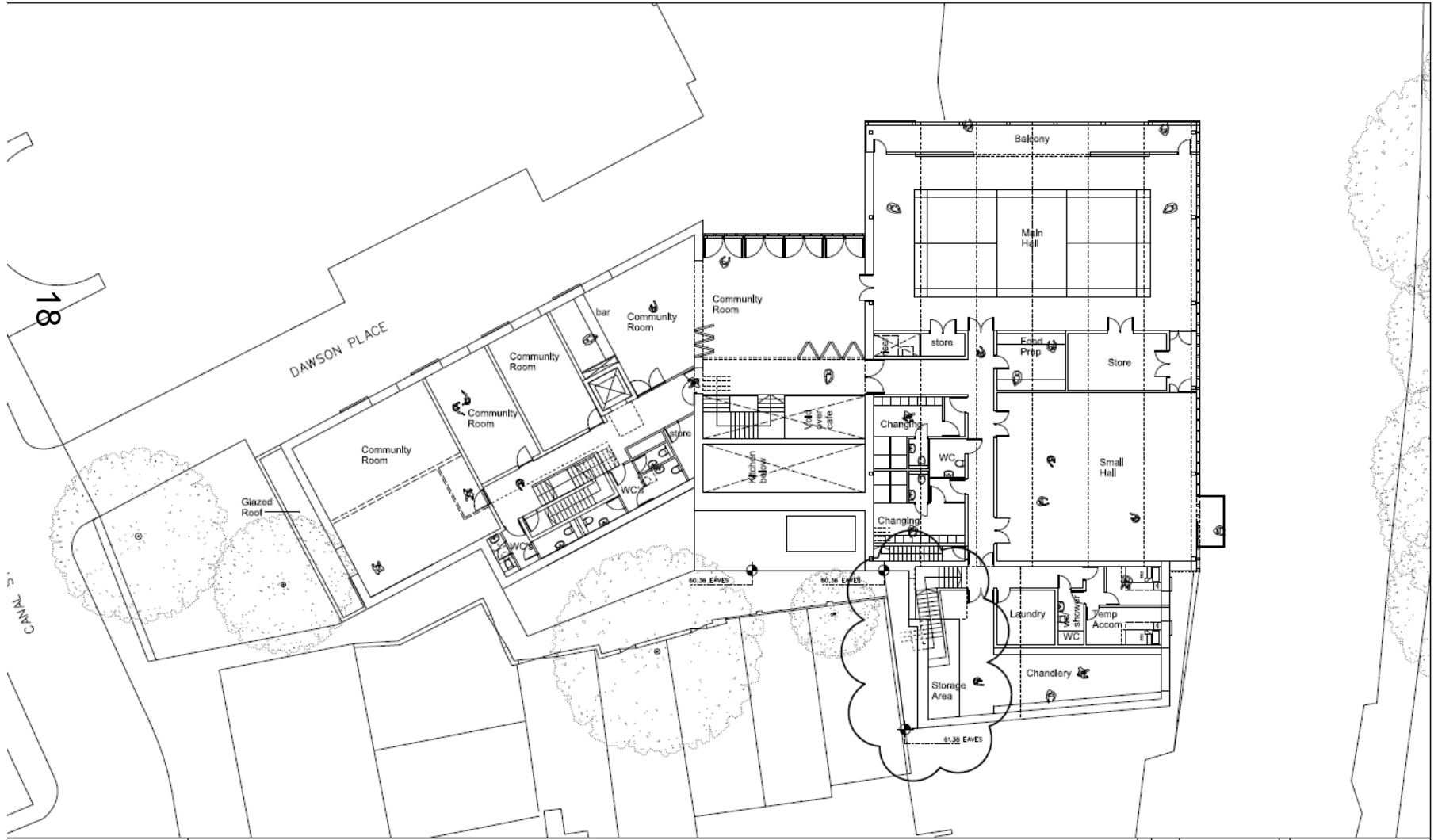
SCALE

NOTES

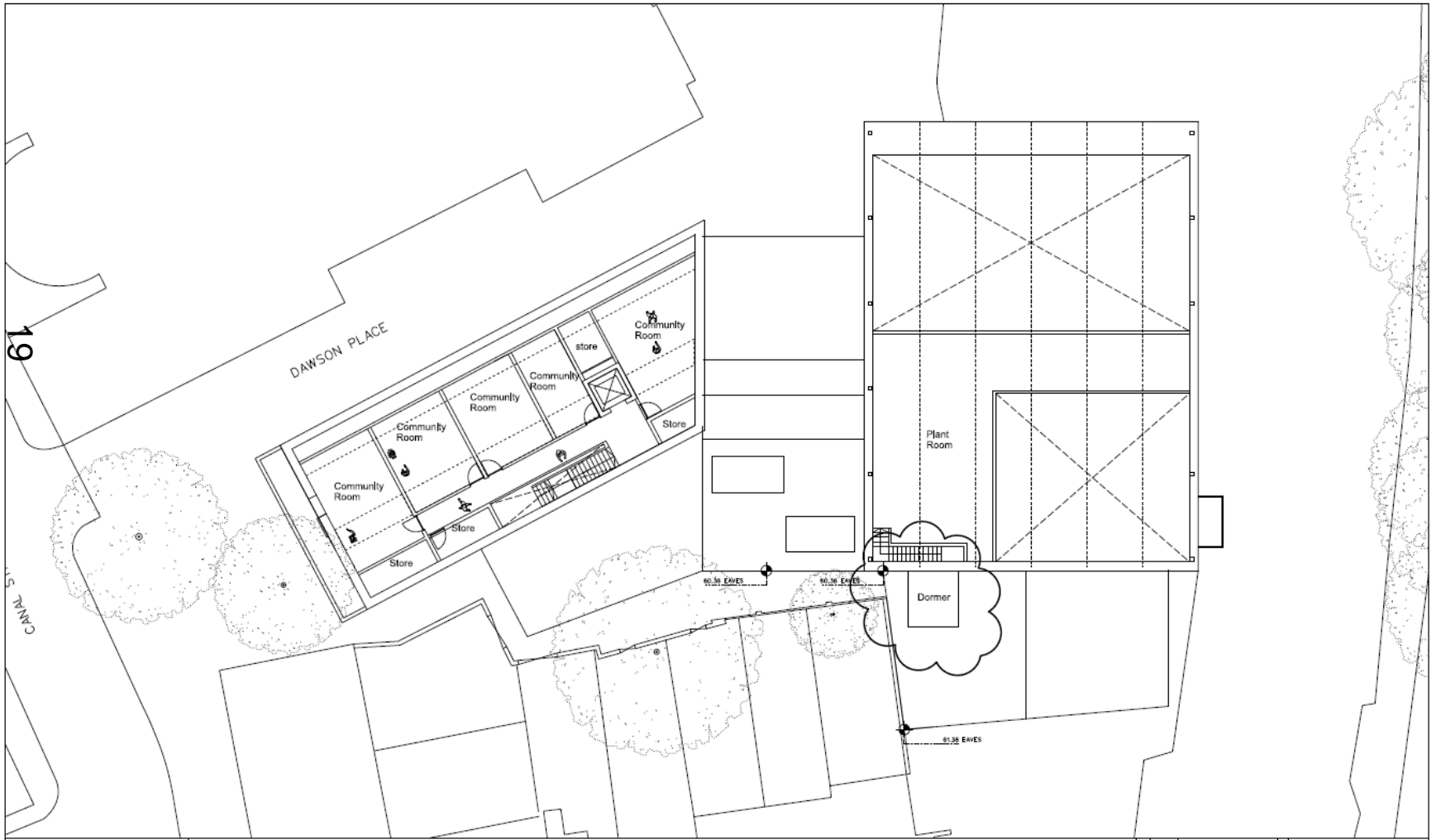
Amended plan proposed ground floor



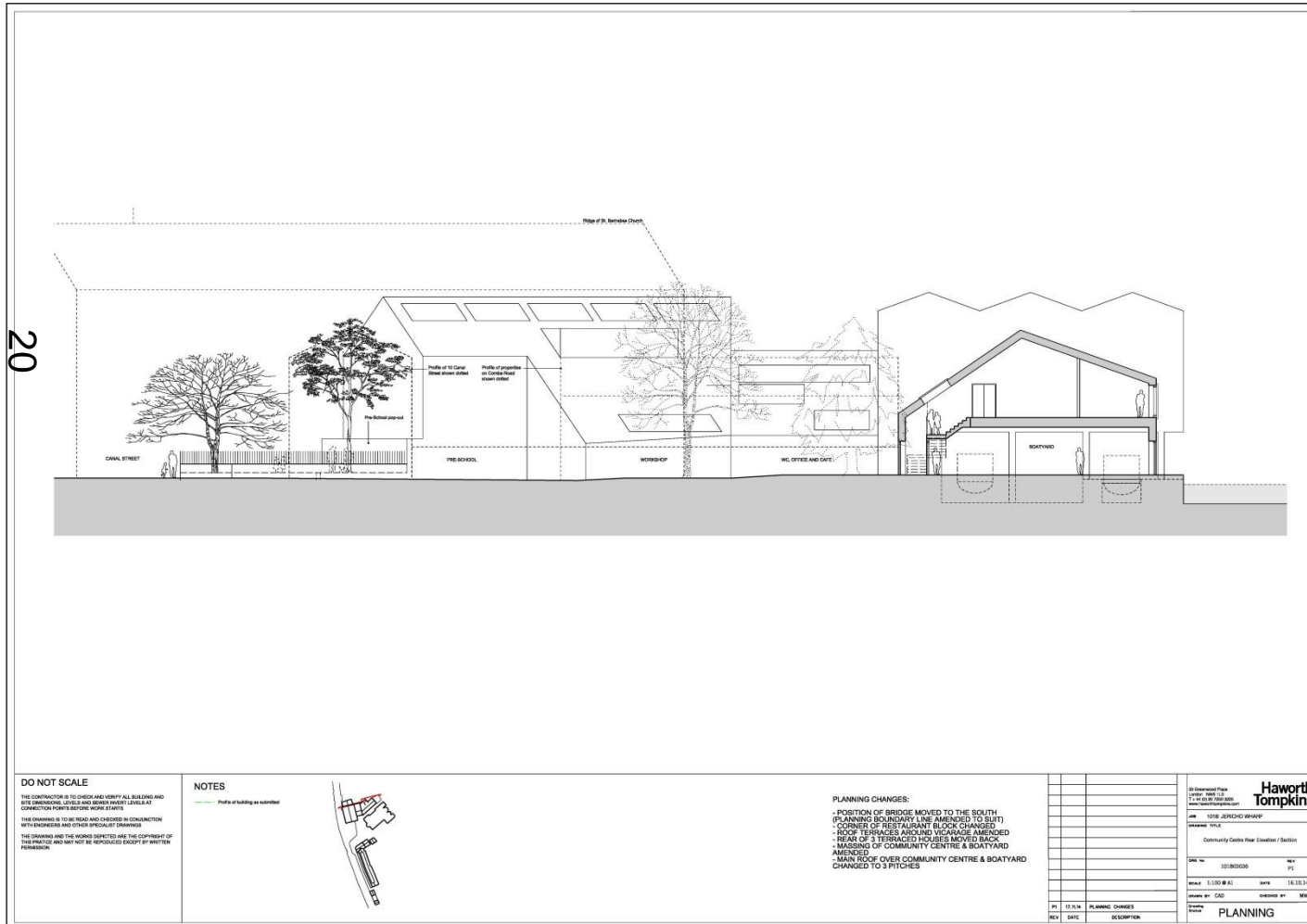
Amended plan proposed first floor



Amended plan proposed first floor



Community Centre/Boatyard Rear Elevation (superseded)



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NOTES

--- Profile of building as submitted



PLANNING CHANGES:

- POSITION OF BRIDGE MOVED TO THE SOUTH (PLANNING BOUNDARY LINE AMENDED TO SUIT)
- CORNER OF RESTAURANT BLOCK CHANGED
- ROOF TERRACES AROUND VICARAGE AMENDED
- REAR OF 3 TERRACED HOUSES MOVED BACK
- MASSING OF COMMUNITY CENTRE & BOATYARD AMENDED
- MAIN ROOF OVER COMMUNITY CENTRE & BOATYARD CHANGED TO 3 FITCHES

REV	DATE	DESCRIPTION

Haworth Tompkins

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Leeds, LS15 2JZ
T: +44 (0)113 245 0800
F: +44 (0)113 245 0801
www.haworthtompskins.com

Job: 1018 - JERICO WHARF
Drawing: 1018 -
Community Centre Rear Elevation / Section

Site No: 1018000300
Rev: P1

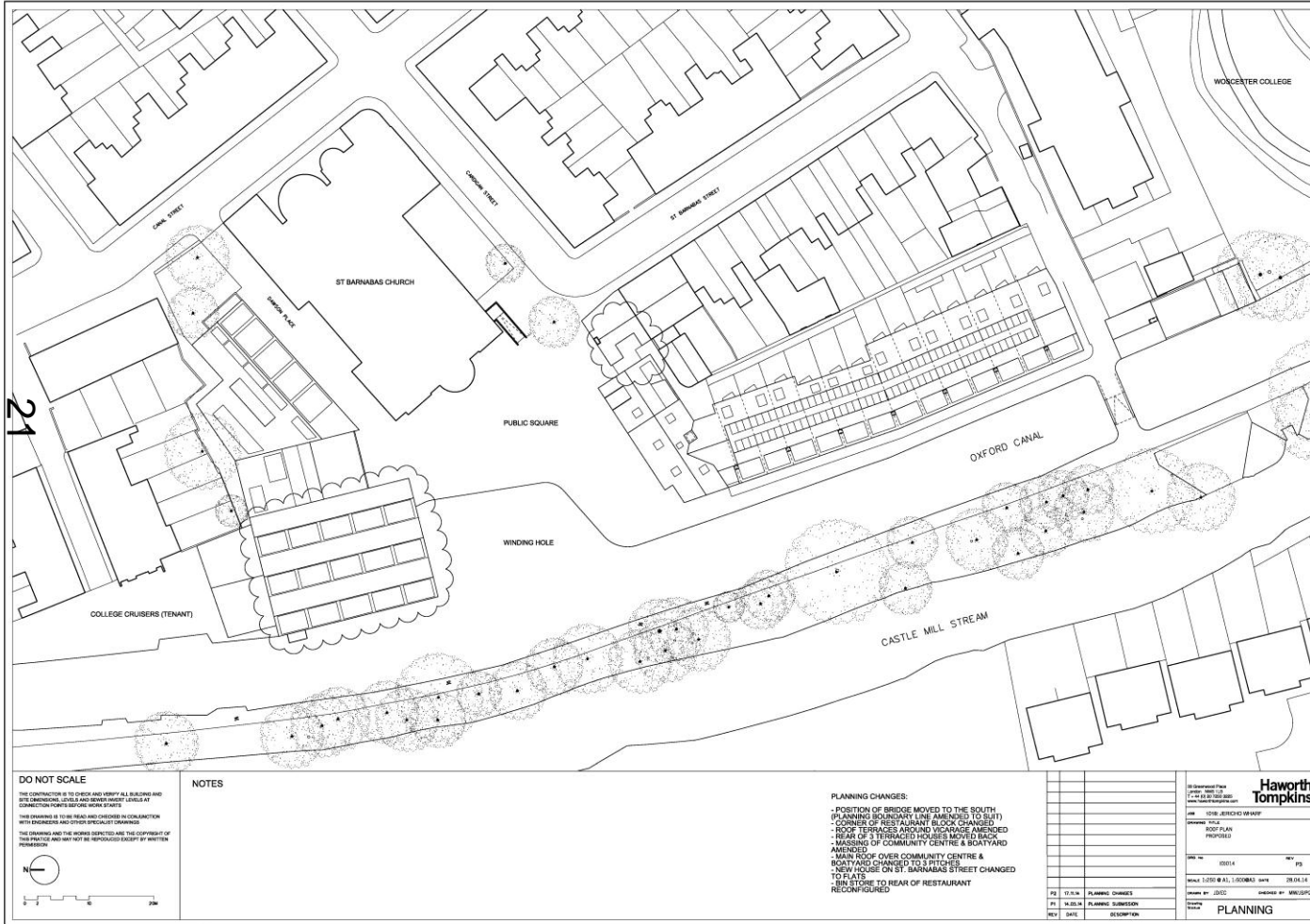
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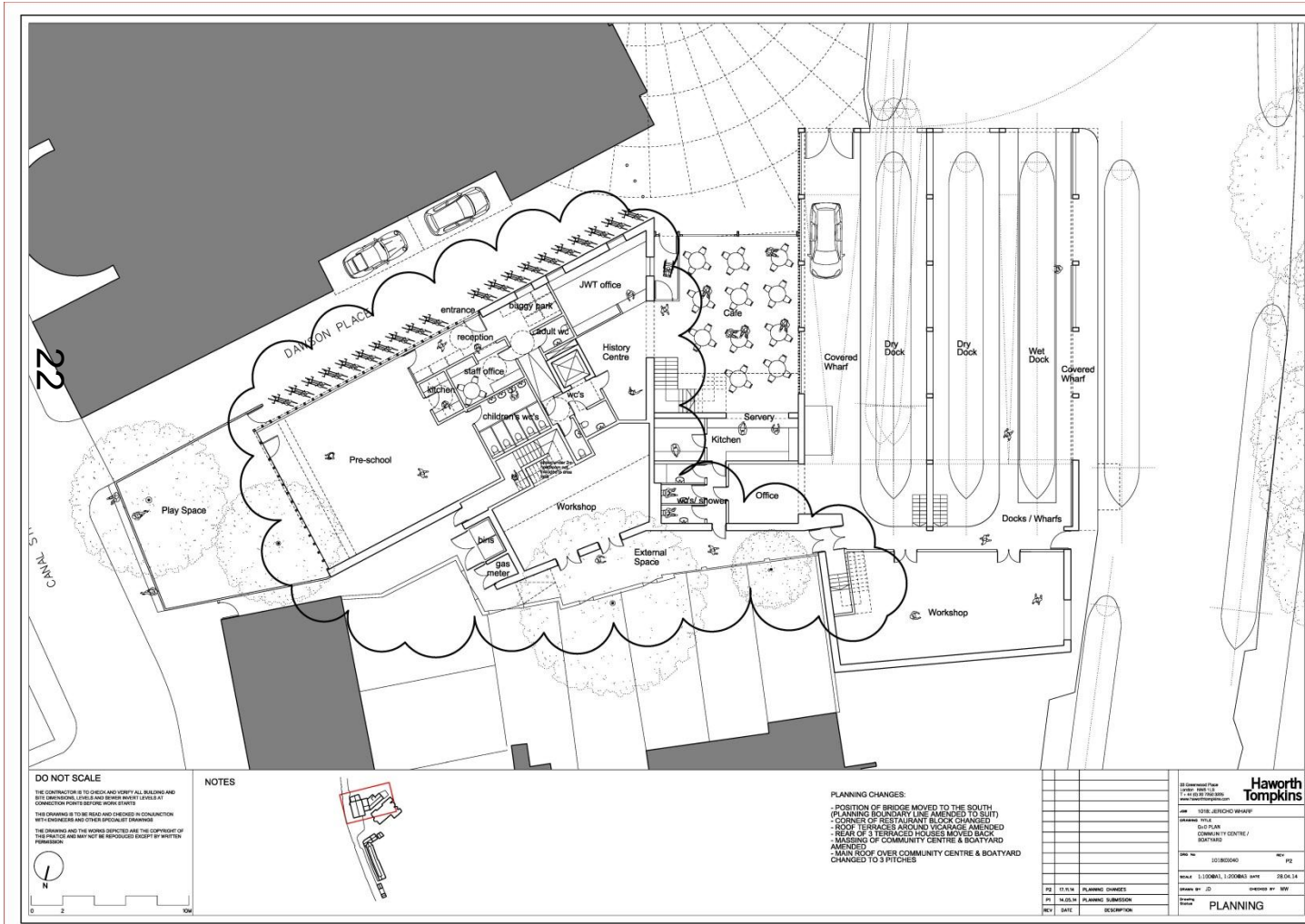
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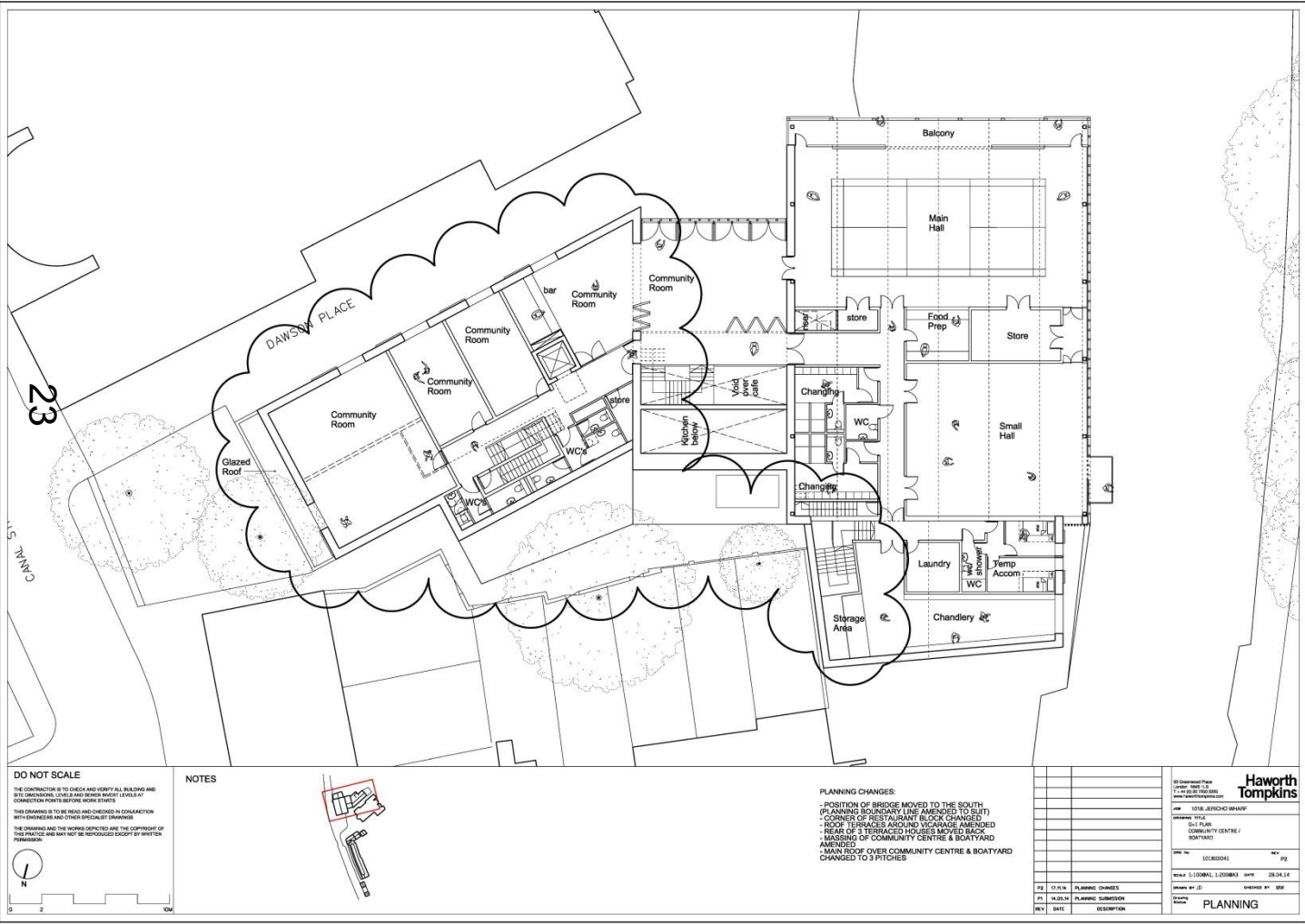
Proposed Roof Plan



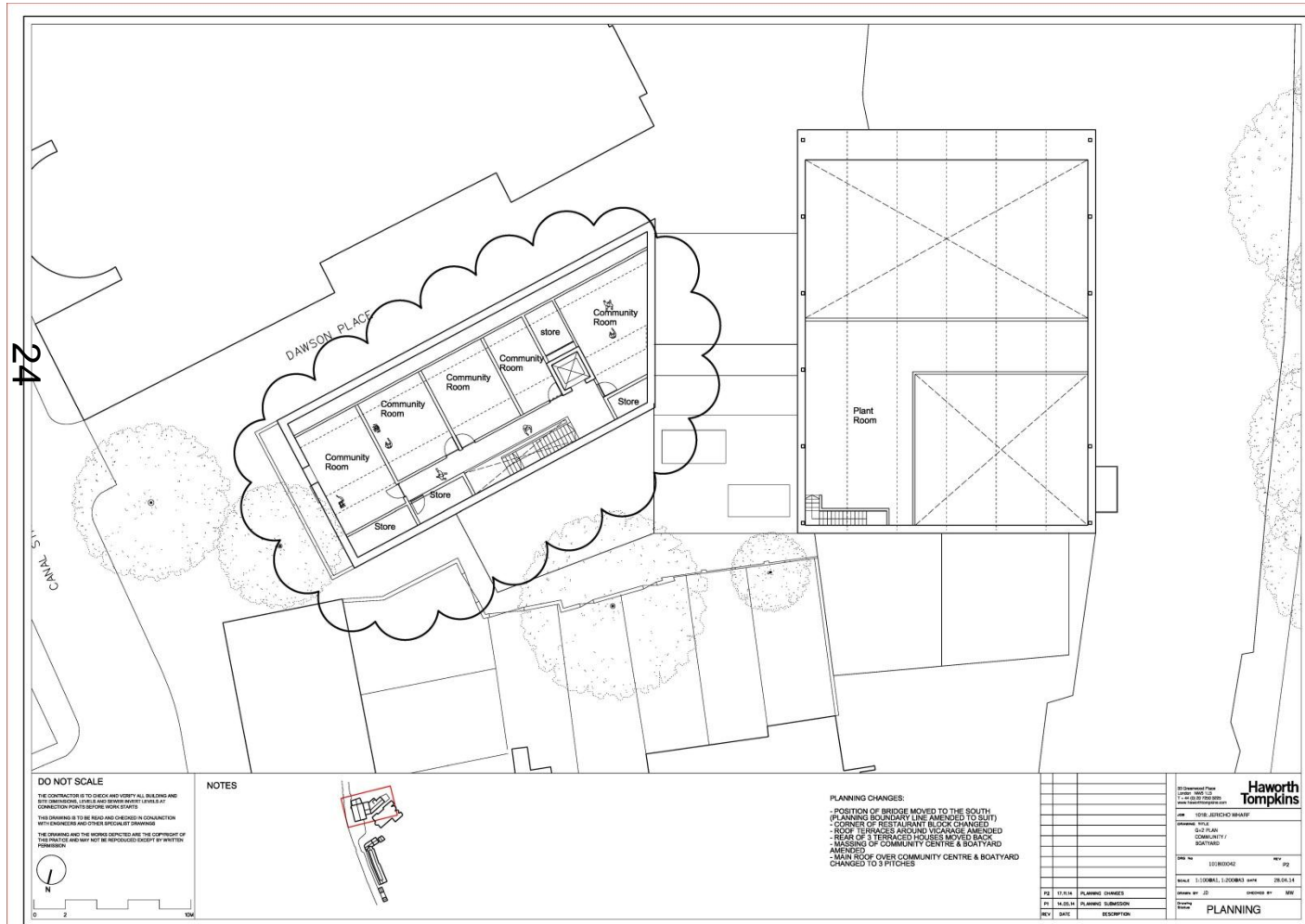
Community Centre/Boatyard Ground floor Plan (superseded)



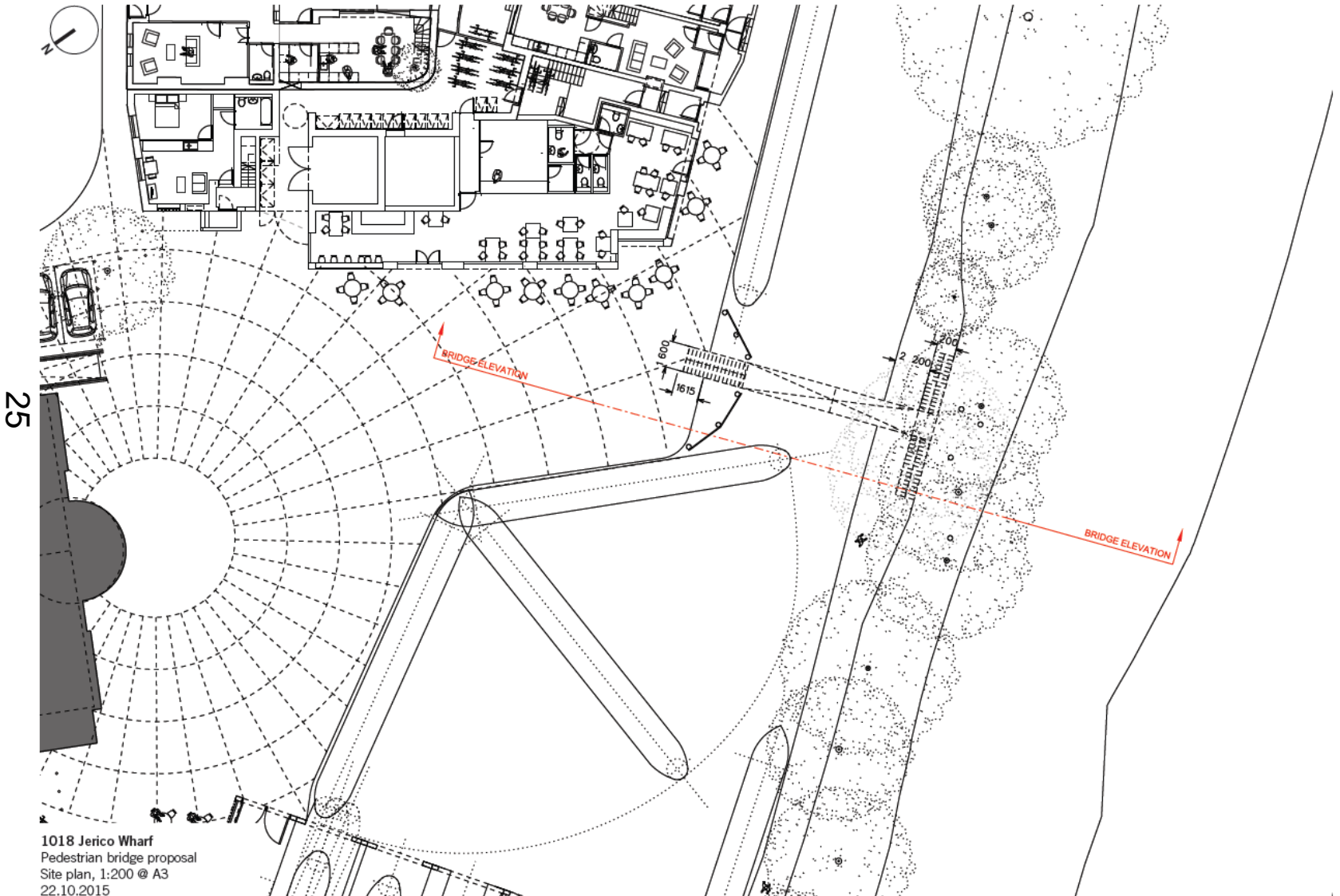
Community Centre/Boatyard 1st floor Plan (superseded)



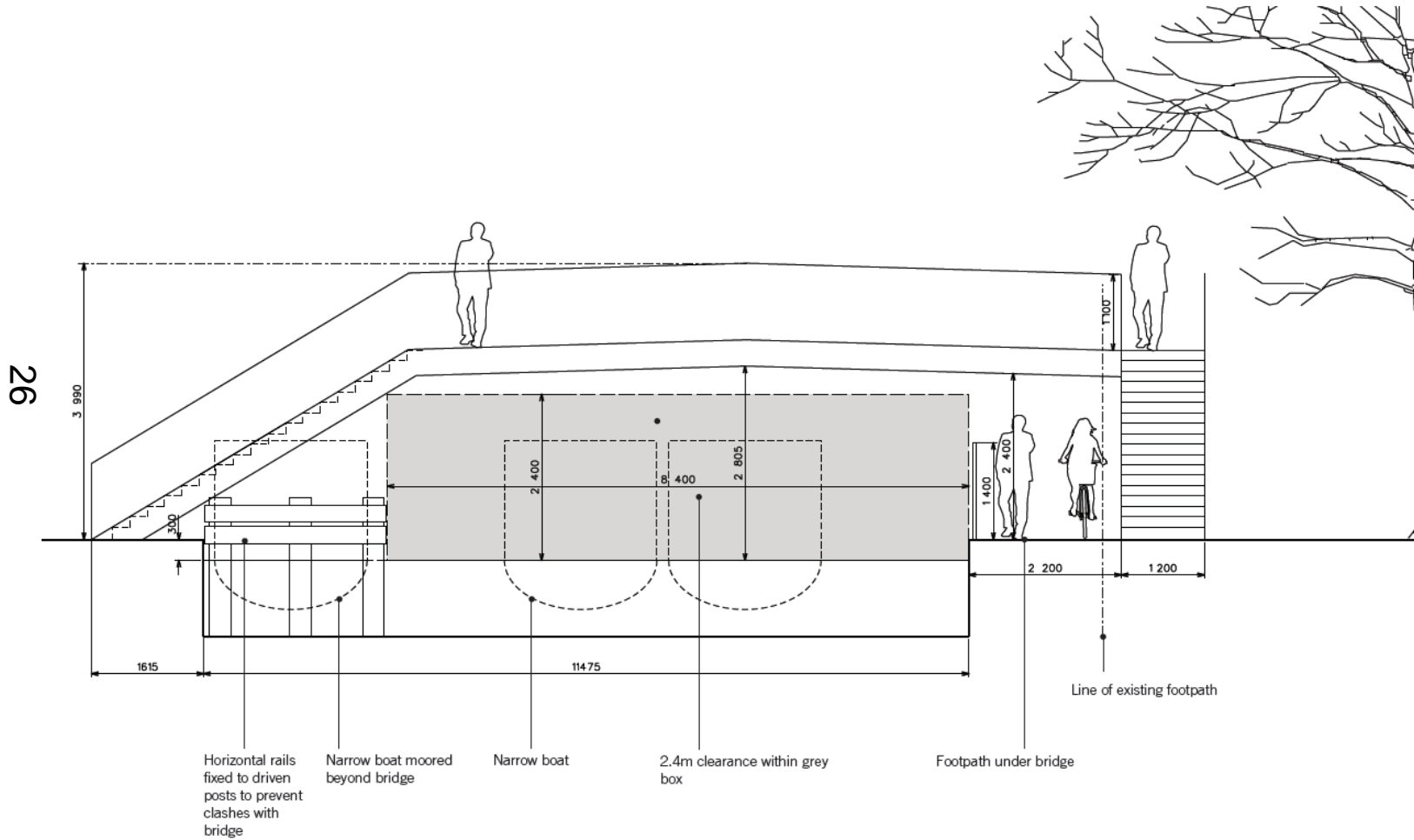
Community Centre/Boatyard 2nd Floor Plan (superseded)



Proposed location plan for new second bridge



Indicative elevation/ section through to show height, span and design



Additional supporting information for the bridge design

Note on bridge clearance for pedestrians and cyclists

In reviewing the proposed dimensions for clearance for pedestrians and cyclists using the tow path, we have referred to the following standards:

1)
Highways Agency, Design Manual for Roads and Bridges, Volume 2, Section 2, Part 8. BD 29/04, Design Criteria for Footbridges

Recommended minimum headroom for pedestrians and cyclists: 2.4m

2)
Highways Agency, Design Manual for Roads and Bridges, Volume 6, Section 3, Part 1. TD 36/93, Subways for Pedestrians and Pedal Cyclists: Layout and Dimensions

Recommended minimum headroom for pedestrians and cyclists: 2.4m

3)
The National Cycle Network - Guidelines and Practical Details issue 2, Chapter 8 Paths and Areas Free from Motor Traffic

Minimum path width: 2m
Ideal path width: 3m

Typical Canal Path Bridges: 2.0m headroom x 1.5m width. Balustrade 1.4m high. See diagram opposite.

4)
Canal & River Trust: Towpath Design Guide

Section 2.6.2: "It is generally recommended that heavily used multi-user paths are at least 3m wide, however the towpath is somewhat unique in that the available width is restricted by the very nature of the environment. Therefore, where verges are available a 1.8m path may be sufficient and in some instances a 1-1.5m wide path, where passing places are regularly located, may be suitable."

Section 3.5: "Many towpaths form part of the National Cycle Network. It is generally envisaged that this national network will provide a route of 2-3 metre wide paths designed for use by both cyclists and walkers."

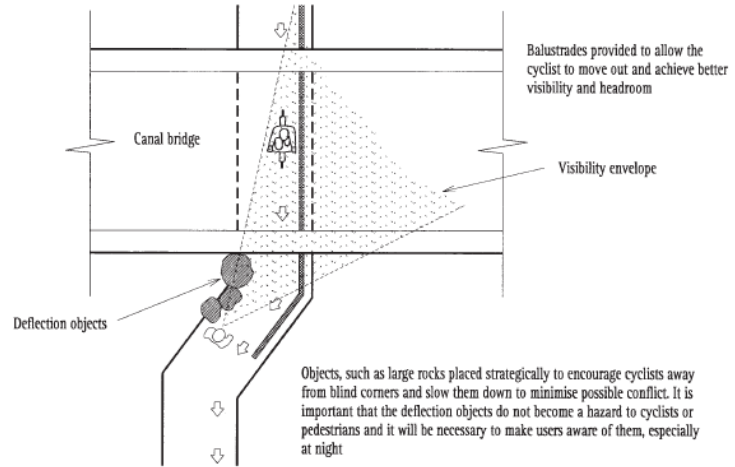
Conclusion:

It is widely accepted that a 2-3m wide path is the target for shared pedestrian and cycle paths with the exact width determined by local circumstances. The proposal for 2.2m therefore falls within these boundary and is therefore consistent with CRT requirements.

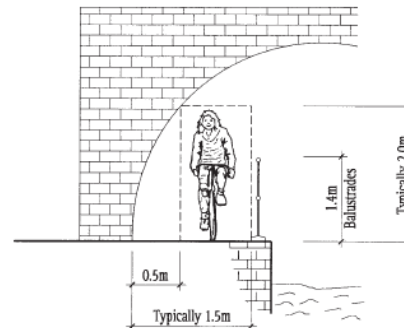
Likewise, 2.4m headroom is accepted in Highways Agency guidance as being suitable for cyclists using subways and covered bridges, and is therefore proposed as a reasonable height, albeit less than the CRT target of 2.7m.

To help provide a safe environment of for users, we propose that a 1.4m high barrier be installed in accordance with the National Cycle Network Guidelines shown opposite. The length of barrier would be kept to a minimum so as not to restrict general access to the canal or impede access to moored boats.

Canal Path Balustrades – Figure 8.3



Plan of Canal Bridge



At bridges over canal towpath, the width is generally 1.5m over short lengths with good visibility. This will often provide the safest crossing of a busy road

Balustrade to have a smooth top

Section through Canal Bridge

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