

**SOUTH PLANNING COMMITTEE
SCHEDULE OF ADDITIONAL LETTERS**

Date: 22nd July 2014

NOTE: This schedule reports only additional letters received before 5pm on the day before committee. Any items received on the day of Committee will be reported verbally to the meeting

Item No.	Application No.	Originator:
5	13/03862/OUT	Applicant

The applicant has submitted a number of documents providing further clarification on the information previously submitted in support of the application with respect to drainage and access/highway issues. These documents do not represent new information but are intended instead to provide a summary to Members of the main elements discussed / agreed as part of the planning consultation process. These are summarised below:

Ludlow Access briefing note

The site has been assessed following detailed discussions with Shropshire Highways (SH) and the Highway Agency/advisors (HA).

It has two vehicle access points for the two development areas, off the A49 shown as an amber circle and Broomfield Road respectively with green arrows.

It also has two pedestrian and cycle routes shown in yellow, the key connection across the rail line to Broomfield Road and one across the River Corse to the open area/residential area to the SE.

Vehicle access Traffic surveys of the A49 and Broomfield Road junctions were undertaken in the peak periods, daily/weekly flows on the A49 along with the speeds of the vehicles. The A49 access is the primary access off the trunk road network, extensive meetings and discussions with the HA to ensure the scale of the roundabout was appropriate for the traffic flows

The HA have a detailed process to agree new junctions on the system including st lighting and traffic sign design, landscape and visual impacts, safety reviews and road markings to ensure the scheme can be approved and the design is deliverable with no associated safety or design issues.

The preliminary design was subject to a safety audit and the feedback used to improve the design and add further detail. The revised design was then also subject to a further safety audit to no outstanding concerns were raised, the roundabout access has been agreed as a safe junction for the scheme to use.

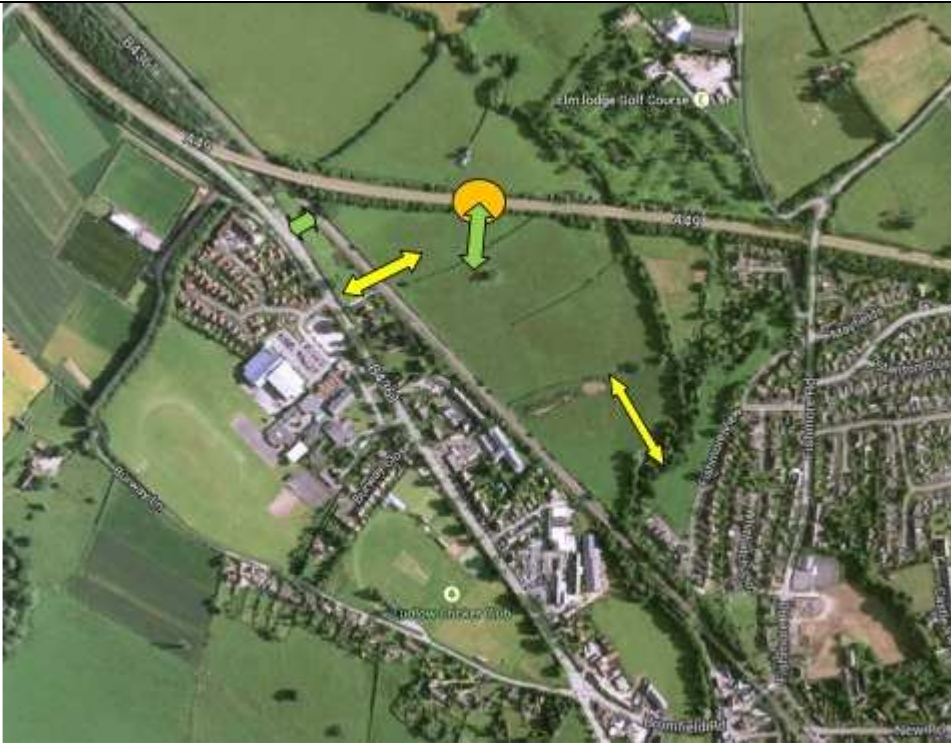
The Broomfield Road access is to a much lower scale as the development area is much reduced, that said good guidance and agreement with SH has been used to design the access and provide a new right turn ghost island to ensure that the free flow of the slip roads to and from the A49 is not adversely affected.

Pedestrian and cycle access

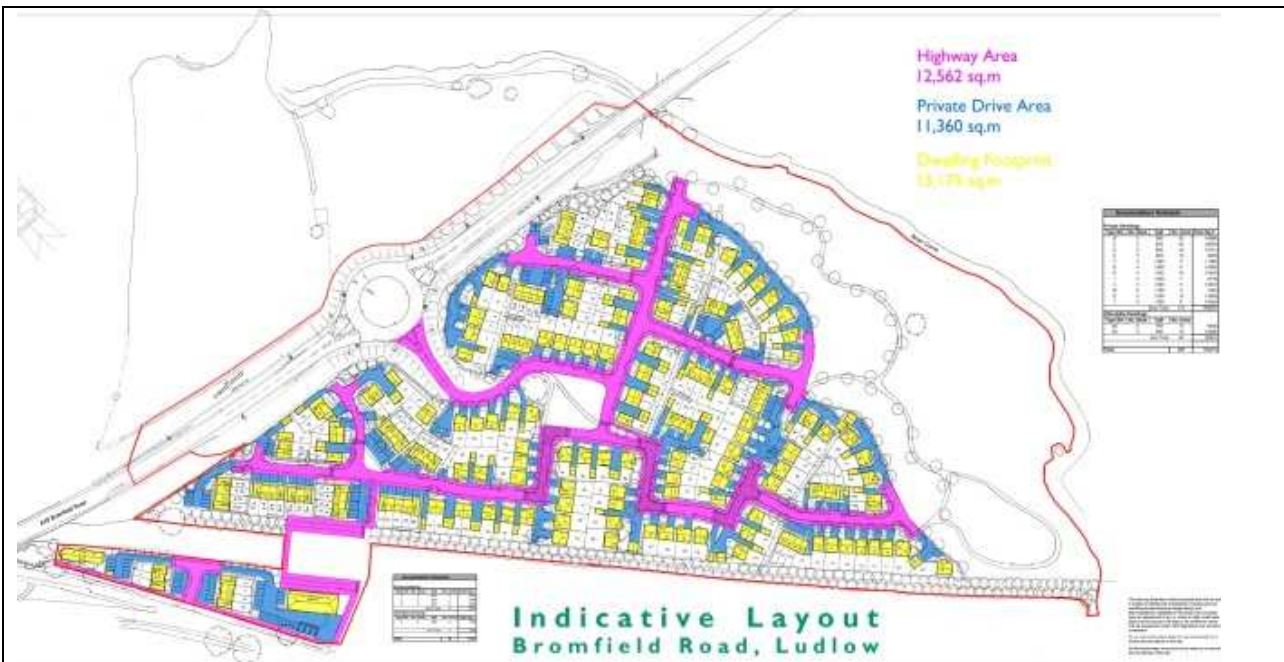
Broomfield Road - Meetings and liaison has been undertaken with Network Rail to agree the format and technical details for the bridge over the rail line to meet their high safety standards with set distance from the rail line and height restrictions. The bridge has ramps to be DDA compliant along with steps for the able bodied.

This is the main access for non car modes to the school, leisure facilities and bus services.

River Corve – This is a second access to the SE linking into the open space and residential area, it also gives access to other bus routes and an alternative route into the centre. It is at a set grade to be DDA compliant and no steps.



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<p>The applicant's drainage consultant has submitted an outline surface water strategy which highlights existing drainage commitments in the application. The conclusions indicate that appropriate sustainable drainage solutions are available and are capable of being progressed at the reserved matters stage:</p> <ol style="list-style-type: none"> 1) The options in order and to be investigated further are: <ul style="list-style-type: none"> <input type="checkbox"/> Disposal of all surface water to ground via infiltration techniques. <input type="checkbox"/> Partial disposal of surface water to ground in priority of private driveways using permeable paving systems; roof drainage using soakaways and carriageway using permeable paving systems. <input type="checkbox"/> Partial or complete discharge to watercourse with limited discharge and on-site storm attenuation as required in the form of large diameter trunk drains and / or offline tank storage. Attenuation could also be incorporated in rainwater harvesting tanks. 2) It should be noted that the layout should only be finalised after the drainage has been designed to ensure sufficient space is allowed for soakaways and / or attenuation. 3) A possible scenario for the controlled disposal of Surface Water can be found in Appendix C which can be used for guidance. 4) Design the size of the soakaways for roof drainage, design the permeable paving for private driveways and consult the highway authority to agree a sustainable highway drainage method. 		



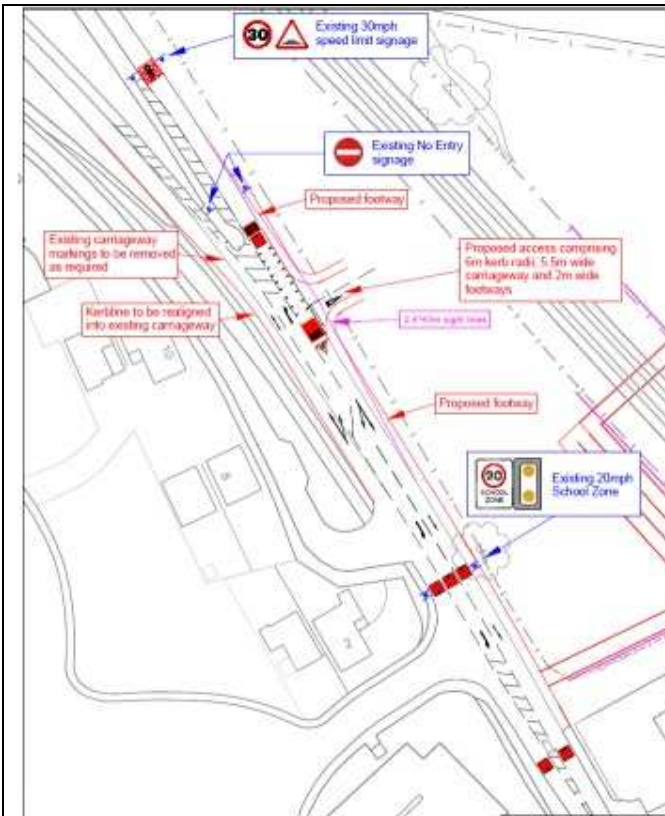
Item No.	Application No.	Originator:
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The applicant has confirmed the layout of the proposed roundabout on the A49 and that this has been agreed in principle by the Highways Agency. A vertical alignment plan has also been provided and will be made available at the committee site visit:



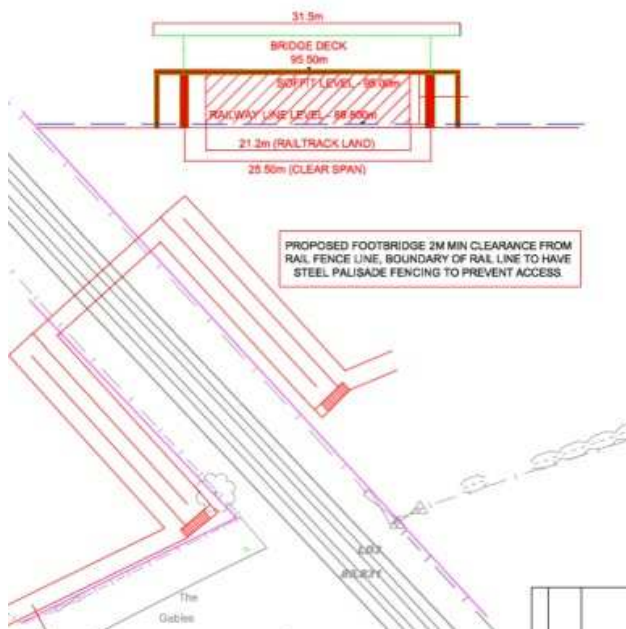
Item No.	Application No.	Originator:
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The applicant has provided confirmation of the junction layout for the site at Bromfield Road and the associated safety signage. This has been discussed with the Council's Highways officers.



Item No.	Application No.	Originator:
5	13/03862/OUT	Applicant

The applicant has provided a plan showing the details of the pedestrian footbridge over the railway line at Bromfield Road.



Item No.	Application No.	Originator:
8	14/01016/OUT	Objector 09.07.14

Confirms that the tree (protected tree 24) is still situated partially, but substantially within the roadside hedge of Eversley House. Having regard to the Thomas Consulting Ltd.'s

Highway, Drainage and Flood Risk Assessment document and the highway comments of 19.05.14 requests that if the hedge cannot be moved/realigned or cleared then a reassessment by the highways agency is required as it is not possible to produce a visibility splay to the southwest and public safety will be at risk.

Item No.	Application No.	Originator:
8	14/01016/OUT	Objector 15.07.14

A small strip of land lies within the Conservation area of Oldbury and it was judged by the Southern Planning Committee to be of sufficient merit to refuse planning (Meeting 24th June). Considers that the HIA produced by the developer (The Planning Group Ltd) was rushed, contains numerous inaccuracies and was biased towards the development potential of the agricultural field (scant reference was made with regards to the area actually within the conservation area).

Seeks confirmation of the following:

- Is the Conservation Area of Oldbury Village too remain?
- Is it of any value and why was it thought to be of value in 1981 but seems no longer to have any feature of note (according to the HIA)?
- Do the council have plans to reassess it as is required in Section 69 (2) of the 1990 Planning Act?

Item No.	Application No.	Originator:
8	14/01016/OUT	Conservation Officer 15.07.14

The appraisal of the Oldbury Conservation Area is being looked into but resource constraints are currently a factor and the Conservation team would hope to resolve this in the near future. Once an appraisal has been undertaken this will determine whether any changes should be made to the conservation area boundary and if changes are proposed local residents will be consulted on any changes proposed before making any final recommendations.

Item No.	Application No.	Originator:
8	14/01016/OUT	Objector 17.07.14

Requests that the application be withdrawn from the July meeting to allow for the Council to carry out an appraisal of the Oldbury Conservation Area before the refusal decision is re-examined.

Item No.	Application No.	Originator:
8	14/01016/OUT	Objector 17.07.14

The report to committee notes that the Agent had confirmed (18.06) that the visibility splay did not involve removal/alteration of the hedge in front of Eversley House but it didn't mention that the Thomas Consultancy document says:

4.8 From an X distance of 2.4m, visibility to the left (northeast) is approximately 64m, subject to the removal or realignment of the hedge line. Visibility to the right (southwest) is approximately 60m and will also require the hedge line to be realigned.

On what basis can the Agent make that statement contrary to the consultancy document?

Item No.	Application No.	Originator:
8	14/01016/OUT	Highways

In response to concerns raised with regard to access and visibility splays to the above mentioned development, Shropshire Council as Highway Authority can confirm the following;

Site observations noted that the existing hedge line between the proposed development boundary and Eversley House is currently overgrown and is encroaching on to the existing highway boundary. Photo 1 below provides an indication of the boundary line (fence line) and the existing hedge line that encroaches on to the existing footway.



Photo 1 – Facing Eastbound between Eversley House and Proposed Development site.

Due to the existing hedge line is a difficult to establish the proposed visibility splay and mark it on site. However, based on site observations and the information submitted within the amended tree report and Drawing SR3 – Root Protection, it is considered that the proposed visibility splay of 2.4 metres by 60 metres in a south west direction can be provided without the removal of any tree that falls within third party land to include Tree 24.

Photo 2 below is taken facing westbound providing an indication of the existing hedge line, Photo 3 shows a lighting column that has been enclosed by the over grown hedge line. Shropshire Council as Highway Authority is in a position whereby notice can be served if they consider it necessary, on any land owner where an overhanging hedge line encroaches on the existing highway boundary. It is considered that if the existing hedge line was cut back to the back of the footway, then a sufficient visibility splay can be provided as per the submitted Block Plan (Drawing no. 3907/03).



Photo 2 – Facing westbound from development site to Eversley House.



Photo 3 – Existing hedge line is over grown and encroaching on to the existing highway boundary.

In addition to the issues raised above, it is worth noting that whilst the applicant has provided visibility splays in accordance with the average vehicle speeds along Oldbury Road, the Department for Transport document that provides advice with regard to visibility splays, Manual for Streets only requires a visibility splay of 2.4 by 43 metres, which in the event of a planning appeal would be upheld as the required visibility splay, further reducing the need for the removal of hedge line.

Item No.	Application No.	Originator:
8	14/01016/OUT	Officer comment

Visibility Splays – Highways have reassessed this and it has been confirmed that the proposed visibility splays to be provided in front of Eversley house can be achieved without removal of the hedge or trees and that trimming of any vegetation that overhangs the highway (pavement and road) is all that is required as indicated on the submitted plans. The statement in the submitted report by Thomas Consultancy which states at paragraph 4.8 that the '*visibility to the right (southwest) is approximately 60m and will also require the hedge line to be realigned*' has been misleading. All that is required is the trimming back of the hedge and only the removal of the hedge in front of the application site itself

Conservation area – There are no immediate plans to re-appraise the Conservation area but the determination of the application cannot be delayed until a Conservation area appraisal is undertaken.

Item No.	Application No.	Originator:
9	14/01393/FUL	SC Ecology

Suggested informatives relating to nesting wild birds and bats should be applied to the decision notice

Item No.	Application No.	Originator:
10	14/01690/FUL	Objector

In your report to the South Planning Committee you say that the Severn St buildings adjacent to the proposed development are Victorian.

Although the houses on the north side of Severn Street were built in the 1890s the South/West sides are much older, probably 18th century.

They were certainly there by 1835 when they were known as GLAZELY'S LANE. This can be checked by looking at a plan of Bridgnorth 1835 Shropshire Archives Ref BB/E/1/5/2/15

These are historical buildings which could now be overshadowed in the mistaken belief that they are from a later period.

I should be grateful if you would correct these details and inform the chair of the South Planning Committee.