

PLANNING COMMITTEE

Date: 24 February 2016

Schedule of Committee Updates/Additional Representations

Note: The following schedule represents a summary of the additional representations received following the publication of the agenda and received up to midday on the day before the Committee meeting where they raise new and relevant material planning considerations.

SCHEDULE OF COMMITTEE UPDATES

**150052 - PROPOSED 10 NO DWELLINGS WITH GARAGES
AT LAND OFF GINHALL LANE, LEOMINSTER,**

**For: Mr Owens & Parry per Mr John Needham, 22 Broad
Street, Ludlow, Shropshire, SY8 1NG**

ADDITIONAL REPRESENTATIONS

The Council's Transportation Manager states :

1. The 40 mph speed limit adjacent to the site was extended in Jan 2015 past the proposed site entrance.
2. Using Mfs2 - (Manual for streets 2 2.0 sec), The submitted speed survey shows the 85%tile speed as 48 mph over a 6 day period, the survey was undertaken in 2014 before the speed limit had been reduced. The visibility splays would equate to 105m in each direction, therefore the proposed visibility splays would exceed the requirements. Traffic/speed calming measures should be sort as part of this application. A 30 mph should be provided as a s278 requirement. To enhance the provision of a 30 mph speed limit, dwellings **MUST** have a presence on the highway, therefore screening of the site on the highway side should be minimal. The site should be in keeping with other historic developments in the area of having a presence near the highway, therefore promoting a change in drivers perception of the site/highway. The forward visibility for vehicles approaching a turning vehicle can also be met.
3. There have been no recorded accidents within the official 5 year period adjacent to the site. However it has previously been a historic accident cluster site adjacent to Ginhall Lane.
4. Width of the access needs to be 5 m wide from its junction with B4360 for approximately 25+ metres.
5. The turning head to the north west of the site does not meet HC design guidance.
6. A footway runs along site boundary, no footway connections have been provided both onsite and adjacent to the access. Drop crossings should be provided at the site access. The site should look to connect to footways/cycleway in the area to provide safer routes.
7. Forward visibility on site should meet HC design guidance.
8. Cycle parking needs to be provided, it should be secure, covered and individual to each property.
9. All developments should meet HC design speciation and should be to adoptable standard.

Conditions

CAB – 2.4, 105M

CAE, CAH, CAL, CAJ, CAQ, CAP, CAS, CAT, CAZ, CB2,

I11, I09, I45, I08, I07, I05, I47, I35

6 letters of objection have been received raising the following additional points. Ginhall Lane will be used as a rat –run. No need for houses given site opposite not developed. Calming measures required for Ginhall Lane. Back draft from lorries for pedestrians walking along Cholstrey Road. Strategic green corridor in The Green Infrastructure Study, incorporated in

draft Neighbourhood Plan Study. Protection is afforded by Policy LD3 in Core Strategy and Paragraph 5.1.42 of Core Strategy

S106 headline figures subject to legal scrutiny

Transportation

2 bed - £1966

3 bed - £2949

3 bed – 3932

Open Space

2 bed - £965

3 bed - £1640

4 bed - £2219

Recycling

£80 per dwelling including affordable

Affordable

25% of the dwellings being Affordable units covering the whole site

OFFICER COMMENTS

Removal of the Ginhall Lane access retains hedgerow that contributes to the green corridor. The access provided on Cholstrey Road will have the required visibility based upon a speed survey carried out when the speed limit was higher than 40 mph. The additional conditions recommended by the Transportation Manager are set out below

It should be noted that the indicative layout provides for 12 dwellings and 23 on the adjoining site. The descriptions for each site relate to 10 and 25 dwellings respectively.

CHANGE TO RECOMMENDATION

Add the following conditions

H03 Visibility splays (2.4m x 105m)

H09 Driveway gradient

H11 Parking-estate development (more than one house)

H17 Junction improvements /off site works

H20 Road completion in 2 years

H21 Wheel washing

H29 Secure covered cycle parking provision

Additional Informatives :

HN07 Section 278 Agreement

HN24 Drainage other than via highway system

150053 - PROPOSED 25 DWELLINGS WITH GARAGES AND CAR SPACES AT LAND AT AND WEST OF WEST WINDS, CHOLSTREY ROAD, LEOMINSTER, HEREFORDSHIRE,

For: Mr And Mrs Preece per Mr John Needham, 22 Broad Street, Ludlow, Shropshire, SY8 1NG

ADDITIONAL REPRESENTATIONS

The Council's Transportation Manager states :

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2. Using Mfs2 - (Manual for streets 2 2.0 sec), The submitted speed survey shows the 85%tile speed as 48 mph over a 6 day period, the survey was undertaken in 2014 before the speed limit had been reduced. The visibility splays would equate to 105m in each direction, therefore the proposed visibility splays would exceed the requirements. Traffic/speed calming measures should be sort as part of this application. A 30 mph should be provided as a s278 requirement. To enhance the provision of a 30 mph speed limit, dwellings **MUST** have a present on the highway, therefore screening of the site on the highway side should be minimal. The site should be in keeping with other historic developments in the area of having a presents near the highway, therefore promoting a change in drivers perception of the site/highway. The forward visibility for vehicles approaching a turning vehicle can also be met.
3. There have been no recorded accidents within the official 5 year period adjacent to the site. However it has previously been a historic accident cluster site adjacent to Ginhall Lane.
4. Width of the access needs to be 5 m wide from its junction with B4360 for approximately 25+ metres.
5. The turning head to the north west of the site does not meet HC design guidance.
6. A footway runs along site boundary, no footway connections have been provided both onsite and adjacent to the access. Drop crossings should be provided at the site access. The site should look to connect to footways/cycleway in the area to provide safer routes.
7. Forward visibility on site should meet HC design guidance.
8. Cycle parking needs to be provided, it should be secure, covered and individual to each property.
9. All developments should meet HC design specification and should be to adoptable standard.

Conditions

CAB – 2.4, 105M

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I11, I09, I45, I08, I07, I05, I47, I35

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