

# PLANNING COMMITTEE

Date 23 March 2011

## 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.

**DMS/103136/O - Redevelopment of site including demolition works to provide mixed use scheme comprising retail, financial & professional services, food, drink & leisure (Use classes A1, A2, A3, A4 & D2), new public realm, landscaping, car parking, servicing & general highway works, including new access arrangements on Newmarket Street & Blackfriars Street at Livestock Market & adj Land, Edgar Street, Hereford, HR4 9HX**

**For: Mr Bourne, Stanhope Plc per Mr Craig O'Brien, Savills, Embassy House, Queens Avenue, Bristol, BS8 1SB**

### ADDITIONAL REPRESENTATIONS

Two further letters of objection from Rockfield DIY (Leon Wolverson) and Kings Sturge on behalf of DRE Ltd (Maylords). The points raised are largely covered in section 5.2 of the report. The letters state and reiterate ...

- The development should not be approved until the link road is provided.
- Business on the line of the link road will be blighted for another 5 years as there is no guarantee of funding
- Previous arguments regarding the necessity for the road have been forgotten.
- The application is invalid due to inadequate information regarding the integration of the development with the city and the Committee report provides little commentary or critical analysis on how the development will be integrated or address the proposals compliance with the ESG masterplan and SPD. As such, the application is procedurally flawed and may have to be referred to the courts for judicial review.

A letter of support has been received from Bill Jackson (property agents). The main points raised are:

- Hereford has stood still in recent times while competing centres take advantage of investment opportunities which has resulted in many residents and the young choosing to spend their recreational time outside the County and visitors by-passing the City.
- The development will enable Hereford to compete with other centres and encourage knock on investment guaranteeing an economically prosperous future for the benefit of those who live, work and visit the city.

In response to amended highway plans and further sensitivity testing of the traffic model, the Traffic Manager confirms the following:

- Correction - the reduction in traffic flows on Newmarket Street in the AM period is 15% rather than 25% as quoted in the report
- The amended highway plans largely address all previous comments raised and any minor detail changes such as the engineering design of the Newmarket Street upgrade works can be dealt with through the highway approval process (Section 278 process). The notable changes to the plans include the deletion of the right turn option from Garrick multi storey, extension of the raised table at the Widemarsh Gate junction to include the Wall Street exit and change to the site access junction to include right turn lanes in both directions.
- The 2013 and 2020 traffic modelling scenarios have been re-assessed with a higher percentage of exiting traffic being retained and the re-routing of other traffic back on to the A49. In both scenario assessment years, the modelling demonstrates that the Edgar Street roundabout and Blackfriars/Edgar Street junction operate within or with improved capacity with the development in place and associated proposed highway works compared to the no development and no highway alterations scenario.
- Overall, the proposed highway works are considered acceptable and further testing of the traffic model has achieved acceptable results.

Further comments from the Highways Agency who now confirm the following:

- The Framework Travel Plan is acceptable
- The Sustainable Implementation Strategy is acceptable
- The proposed highway alterations affecting the trunk road in terms of their layout, design and capacity are all acceptable
- The service management plan is broadly acceptable
- The further sensitivity testing of the traffic modelling and junction capacities has demonstrated that the development can be accommodated without detriment to the movement or safety of traffic on the trunk road.

The Highways Agency therefore withdraw their holding Direction to the application subject to conditions concerning the construction of the Blackfriars/Edgar Street and new Edgar Street services access junctions, implementation of the travel plans and submission of the final service management plan and its implementation prior to first occupation.

The planning and listed building applications referred to in section 3.1 of the report proposing alterations to the Old Market Inn have now been approved.

## **OFFICER COMMENTS**

The additional representations received do not raise any new material planning issues that aren't already considered and addressed in the report. In particular, the integration of the development has been fully considered in the assessment of the application and the individual components and development proposals as a whole have been assessed against all relevant policies including the ESG SPD and masterplan.

The additional comments from the Traffic Manager and Highways Agency now mean that all highway, traffic and transport issues have been addressed.

## **CHANGE TO RECOMMENDATION**

As the Highways Agency have now withdrawn their holding Direction, delegated authority is no longer required and the application can now be recommended for approval subject to the conditions set out in the report and any other conditions considered necessary by officers along with the conditions directed by the Highways Agency. Where duplication occurs, the relevant conditions will be amalgamated to follow the Highways Agency's requirements.

## **RECOMMEND APPROVAL**