

WYRE FOREST DISTRICT COUNCILPLANNING COMMITTEE
14TH JANUARY 2014**ADDENDA AND CORRECTIONS**

REFERENCE NO.	PAGE	ADDENDA AND CORRECTIONS
PART A		
13/0612/RESE	17	<p>A car parking survey has been submitted by an objector (please see attachment).</p> <p><u>Officer Comment</u> – The submitted survey of parking provision in the area shows that of the 63 properties fronting Leswell Street, 45 rely on on-street and 18 properties provide off street (including garages). This excludes the Caretaker’s House which has multiple car parking provision being associated with the school.</p> <p>Analysis of the data provides the following information;</p> <ul style="list-style-type: none"> • 71% of the properties rely on on-street parking provision with 29% having off street parking. • On the basis of the information submitted by the objector the 29% of properties that have off-street parking have a provision at an average ratio of 1 space per property (i.e. the objector has shown that there are 18 spaces for 18 properties) <p>The comments at paragraph 4.4 were given without the benefit of this survey data and as such the paragraph should be read in the context of this additional information. However, it is not considered that this survey data should change the conclusion or recommendation given at paragraphs 5.1 and 5.2.</p>
13/0618/FULL	24	<p><u>Corrections</u> –</p> <p>Paragraph 4.1 – 2nd sentence should read “The development subsequently commenced on site in early 2013”.</p> <p>Paragraph 4.3 – the 2nd line of the 1st bullet point should read “The current application proposes conservatories which span almost the entire width of the rear of the properties</p>

REFERENCE NO.	PAGE	ADDENDA AND CORRECTIONS
		<p>Paragraph 4.7 – a superfluous “located” appears on the 4th line. Should read “ ... deep conservatory centrally located on the rear elevation”</p> <p>Paragraph 4.9 – there is a missing word at the end of the 3rd line, which should read “ but spanning almost the entire width”</p>
13/0620/FULL	30	<p><u>Neighbour</u> - A further 6 representations have been received objecting to the proposed development, none of which raise any different reasons for objection over and above those already summarised within the officer report.</p> <p><u>Correction</u> – The Reason for Referral to Committee should read “Councillor request for application to be considered by Committee”</p>

Agenda Item 9

13/0579/WCCR 88 This page has been omitted from the printed version of the Agenda (please see attachment)

Leswell Street – Car Parking (Possibilities) 12th January 2014

House Nos	Description	Street	Front	Side	Rear
Southern Side starting at Western (Coventry St/Leswell Lane) End					
2, 4, 6, 8	House on pavement edge				
10, 12, 14, 16, 18, 20, 22	Small front gardens (no room for a car)				
24a, 24b	Parking to front (one each)		1 + 1		
26	Two widths to side + Tandem of two widths			2 (2T)	
28	No current facility but room for same as 26			(2 + 2T)	
Rectory	Garage to side plus side parking for 2 and several more in tandem			G + 2 + several T	
32	Side parking for 1			1	
34	Front parking for 1		1		
The Old School - 5 Flats	Lots of parking behind				Lots for 5
48 (corner opp Clarence St)	House on pavement edge				
50	Side garage plus room for one in front		(1)	G	
52	Side garage plus room for two in front		(2)	G	
Offmore Road					
Northern Side starting at Western (Coventry St/Leswell Lane) End					
1	Side garage plus (tandem) drive for 1 (half side half front)		(1/2)	G + (1/2)	
3	Integral Garage plus room behind side gates			G + 1	
5	Possibly room at side (bare on width)		1	?	
7	House on pavement edge		1		
9	House on pavement edge but parks on pavement to side		1	?	
School/Church/Club Entrance					
Caretakers House – uses School/Church/Club parking area					
13, 15, 17, 19, 21, 23, 25,	Small front gardens (no room for cars)				Lots
27, 29, 31, 33,					
35	Large side area room for 2 plus two more in tandem & 1 front		1	2 + 2T	
37, 39, 41, 43, 45, 47, 49	House on pavement edge		7		
51 (The Old Corner Shop)	Property on pavement edge, slight set back on Clarence Street		1		
Clarence Street Junction					
53	Room at side (in Clarence Street for 1, might be extended)			1	
55, 57, 59, 61, 63, 65, 67,	House on pavement edge				
69, 71, 73	(73 has significant length of side boundary to Offmore Rd where they normally park)				
Offmore Road					
Total Number of Properties 63			45	8	6
	For each Parking Type		Totals		
	Ditto disallowing Garages		45	6	6

Reference: 13/0579/WCCR – This page has been omitted from the printed version of the Agenda

lighting will be present above or below the bridge or within the Canal Conservation Area).

EM5: Construction and Environmental Management Plan (CEMP)

EM6: Sustainable Urban Drainage System (SuDS)

EM7: Wildlife Enhancement Specifications (bat boxes, bird boxes, otter holts)

EM8: Wildlife Connectivity Measures (semi natural substrate for the footings of the bridge to ensure terrestrial connectivity, two wildlife tunnels under the proposed road, reptile and amphibian exclusion fencing)

EM9: Flood Compensation Measures (excavation within the River Stour floodplain is proposed to provide compensation for the land take required for the bridge and abutments, with the detention of water in high fluvial and pluvial events and slower release of water into the River Stour)

EM10: Habitat Management Plan

- 5.17 The principle of grazing the grassland and wetland areas either side of the watercourses has been agreed in principle with the District Council with the aim of controlling Himalayan Balsam, however as detailed within the comments of the Council's Countryside Officer, the details of the management of such a scheme have yet to be finalised. The land involved is either already in the ownership of the District Council or is currently within the ownership of the St Francis Group (i.e. the owners of the former British Sugar site) and will be adopted in the future by the District Council.
- 5.18 Subject to additional details regarding the planting of the area between the River and the Canal, clarification of grazing arrangements and agreement to which parts of the site the District Council is to maintain there are no objections subject to suggested conditions.
- 5.19 NOISE AND VIBRATION - The noise chapter of the ES predicts that there is the potential for noise impacts to arise from activities during the construction and operational phases. During the construction phase of the scheme the hours of construction are likely to be 0700 to 1900 hours Monday to Friday and 0700 to 1300 hours on Saturday with no works on Sundays or Public Holidays. The ES advises that significant impacts from the construction phase are predicted within a 150m radius. A list of mitigation measures are proposed which include careful consideration of equipment and site layout, shutting down equipment when it is not in use for longer than five minutes and deliveries only arriving within daytime hours.
- 5.20 The ES also advises that there would a major adverse impact with respect to noise once the road is up and running on the residential areas already approved under Phase 1 of the former British Sugar site. This potential impact was considered prior to the determination of the outline consent (12/0146/EIA) and hence mitigation via a planning condition relating to those dwellings which will front onto the link road was attached. The condition seeks to ensure that living conditions within the living rooms and bedrooms within these frontage properties is reasonable by requiring that noise conditions do not exceed a certain maximum decibel level. Such a restriction would be achieved by a higher specification of glazing. Confirmation on whether these decibel levels can still be achieved and clarification of the impact upon the remainder of the Phase 1 development is currently being sought.
- 5.21 IMPACT UPON FLOODING - Part of the application site within the vicinity of the Canal and River lies within flood zones 2 and 3. A Flood Risk Assessment has been submitted which considers the potential for flood risk and any necessary mitigation to prevent

