

WYRE FOREST DISTRICT COUNCILPLANNING COMMITTEE14TH OCTOBER 2014**ADDENDA AND CORRECTIONS**

REFERENCE NO.	PAGE	ADDENDA AND CORRECTIONS
PART A		
14/0343/FULL	15	<p><u>Correction</u> – Paragraph 4.8 should read “<i>The addition of a first floor rear facing gable is not an uncommon extension and similar examples can be found at Nos. 24, 37, 39, 49 [not 59] and 53 Belbroughton Road.</i>”</p> <p><u>Neighbour</u> : An additional letter of objection has been received - We note that the Committee Report has been submitted with additional comments and also provides examples of other developments nearby. We appreciate that the Committee will make their decision based on the site visit and your Report, and we are not making further comments or objections at this late stage. We would however ask that the Committee’s decision is based on the facts and a balanced reporting of other extensions locally. Accordingly, please will you review the comments made in paragraph 4.6 of your Report in light of our comments below:</p> <p>24 Belbroughton Road - While this extension is close to the boundary with no.22 there remains a considerable separation distance between the houses.</p> <p>37 and 39 Belbroughton Road - These are Victorian terraced cottages and as such have shared boundaries and party walls, unlike the detached houses adjacent to the application site. Their use as examples is less relevant due to the expectations of amenity and privacy of a resident of a terraced house compared to a resident of a detached house. The extension to no.37 is on its western boundary to no.35 and has a separation distance from it the width of a garage/car port.</p>

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		<p>The extension to no.39 is adjacent to its boundary with no.41. By agreement between the neighbours, no.41 submitted an application almost consecutively for their own two storey rear extension, also along the common boundary so in effect there could be no loss of amenity to either side as each extension nullified the potential harm of the other.</p> <p>53 Belbroughton Road - This 2007 consent was for single and two storey extensions to the side and rear. It may now have lapsed as the work was not undertaken. Although to have been built up to the boundary with no.51 (in the same ownership as the applicants) the separation distance from no.51 is the width of a driveway. Standard fenestration was proposed at first floor level.</p> <p>59 Belbroughton Road - The extension is a single storey front porch and is not relevant. (<i>Officer Comment – As stated above the correct reference is 49 not 59</i>)</p> <p>There are other extensions which are not mentioned in your Report on the southern side of Belbroughton Road. You may consider these to be relevant due to the different architectural styles and plot sizes of the 1920's/30's ribbon development on the southern side of the road compared to the Victorian terraced cottages you have noted above.</p> <p>26 Belbroughton Road - Two storey gabled rear extension close to eastern boundary with no. 28, but with a separation distance the width of a garage.</p> <p>36 and 38 Belbroughton Road - Although flat roofed and historic planning decisions these were substantial extensions. The effect on their neighbours is limited by the large separation distances to the houses on either side.</p> <p>52 Belbroughton Road - A two storey gabled extension on the eastern boundary alongside a bridleway with no overlooking or impact on neighbouring plots.</p>

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		<p>49 Belbroughton Road - A large house on the northern side of the road with substantial single and two storey extensions granted consent in 2007. Although part was built close to the western boundary to no.47 there is a separation distance of a driveway between the dwellings and no overlooking of garden/patio areas due to the layout of the adjoining houses rear garden and patio areas being reversed. First floor fenestration is standard.</p> <p><u>Officer Comment</u> - The examples referred to in the report were chosen because they are relatively recent examples, dating from 2007, 2012 and 2013 and show extensions to the rear with gable ends as is the design proposed in the current application, and not necessarily chosen because of the relationship between the position of the approved extensions and the adjacent property.</p>
14/0461/S73	24	<p><u>Correction 1</u> – The two way traffic movements quoted under paragraph 4.5 should have the words “per 100 sq.m.” It therefore follows that the correct predicted two way traffic movements are:</p> <p>126 x two way traffic movements between the hours of 07:00 and 08:00; 252 x two way traffic movements between the hours of 20:00 and 21:00; and 126 x two way traffic movements between the hours of 21:00 and 22:00.</p> <p>The agent on behalf of the applicants has previously advised that part of the reason for extending the opening hours is to replicate those at the previous store in Lombard Street in order to provide an identical shopping experience for existing Tesco customers. The transactional data from the Lombard store indicates that:</p> <p>between Mondays and Fridays 07:00-08:00 there are on average 107 transactions made; between Mondays and Fridays 20:00-22:00 there are on average 135 transactions made; on Sundays between 10:00 and 16:00 there are on average a total of 348 transactions made over the whole 6 hour period, averaging out at 58 transactions per hour</p>

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		<p>The transactional data at a similar sized store at Bishops Cleeve indicates the following:</p> <p>between Mondays and Saturdays 07:00-08:00 there are on average 73 transactions made; between Mondays and Saturdays 20:00-22:00 there are on average 148 transactions made; on Sundays between 10:00 and 16:00 there are on average a total of 2938 transactions made over the whole 6 hour period, averaging out at 490 transactions per hour.</p> <p>The transactional data at a similar sized store at Ludlow indicates the following:</p> <p>between Mondays and Saturdays 07:00-08:00 there are on average 50 transactions made; between Mondays and Saturdays 20:00-22:00 there are on average 77 transactions made; on Sundays between 10:00 and 16:00 there are on average a total of 1890 transactions made over the whole 6 hour period, averaging out at 315 transactions per hour.</p> <p><u>Correction 2</u> – the following (g-s) should be added to the list under paragraph 1.5 to complete the list of S106 obligations:</p> <ul style="list-style-type: none"> g) the implementation of a previously agreed Green Travel Plan prior to the first opening of the store; h) that the agreed Green Travel Plan is reviewed at regular intervals of no greater than one year and that reasonable modifications are implemented; i) an agreed construction programme identifying compounds for the storage of equipment and material, the movement of traffic and parking for site operatives; j) an agreed lorry routing agreement which will require heavy vehicles to approach via the link bridge and not along Mitton Street;

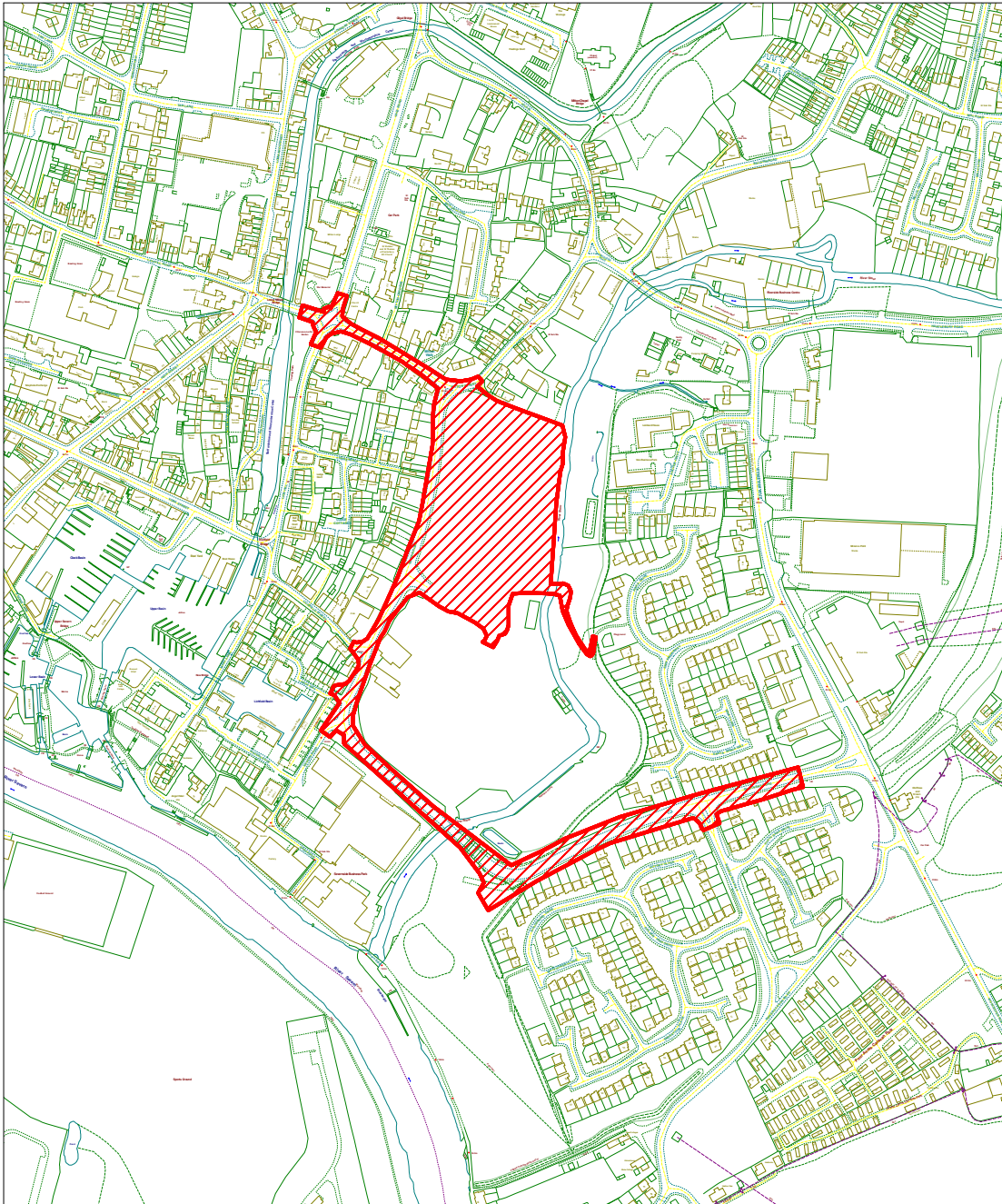
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		<p>k) payment of the County Council's costs in respect of those incurred in the promotion of Traffic Regulation Orders and the installation of crossings for pedestrians (to exclude the cost of constructing pedestrian crossings, signalised junctions and other measures);</p> <p>l) payment to the County Council of £95,000 as a bus service capital contribution – (to include all or any of the following measures) – kerbing, bus shelters, timetable information, highway surface improvements, the marketing of bus services and the provision of equipment to provide bus priority routes;</p> <p>m) payment to the County Council of £200,000 as a contribution to subsidise the bus service start up measures (to include all or any of the following) – the amendment of existing or award of new bus service contracts and the enhancement of vehicle quality and the enhancement of bus services; by the provision of a new or amended bus service linking Areley Kings, the site and the town centre and enhancing service nos. 914, 915 and 11</p> <p>n) payment to the County Council of £30,000 for improvements to the highway to enable improved access by pedestrians from the store along Lodge Road to the town centre;</p> <p>o) payment to the County Council of £20,000 for the installation of signage and street furniture to promote the use of sustainable forms of access/travel by pedestrians and cyclists from the site to and within the town centre;</p> <p>p) payment to the County Council of £50,000 towards junction improvement measures along the route of bus services and/or junctions otherwise affected by traffic impact from the development which may include York Street/Bridge Street/New Street;</p>

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		<p>q) that the development is not commenced until a detailed design of the link road has been agreed by the District Council and County Council with evidence submitted of land ownership and agreement to dedicate the relevant parts of the land to the County Council for adoption;</p> <p>r) that the development is not commenced until a detailed design of the pedestrian bridge and footpath has been agreed by the District Council with evidence submitted of land ownership and agreement to dedicate the relevant parts of the land to the District Council if required; and</p> <p>s) that the link road and pedestrian bridge and footpath are constructed prior to the opening of the store.</p> <p><u>Correction 3 -</u> The table under paragraph 4.1 indicates that the Applicant is proposed to open between 1600 – 1700 on Sundays. This is incorrect. Only 6 hours of trading on Sundays are proposed between 1000 and 1600.</p> <p><u>Correction 4 –</u> Paragraph 5.4 should read “In addition the potential impact on the local highway network together with matters of lighting have been considered, however on the basis of the additional hours of opening alone it is considered that objections could not be sustained.”</p> <p><u>Correction 5 –</u> Please see attached corrected application location plan which excludes Stourport Wharf, Severn Side, Stourport on Severn which does not form part of the current application site.</p>

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		<p><u>Highway Authority</u> : Additional comments received - The application proposes to extend the hours of trade of this store, however the key consideration for traffic generation is the impact on the peak hours of the network which is normally considered to be Monday – Friday 8-9am and 5-6pm. The store is already trading at these hours so an extension of the trading hours has no negative impact on these peak periods, in fact it can be argued that the lengthening of trading hours spreads demand and may reduce trips at these key peak times. If the network is able to accept the traffic generated at these hours, and the original assessment indicates it can, then it will be able to cater for lower movements at different time periods as well.</p> <p>When calculating trip rates across a set of hours or a day the nationally recognised tool is to use average trip data from comparable sized stores in broadly similar geographic locations. To clarify this issue for Members of the Planning Committee and follow up of the Planning Officer report the applicants highway consultant has refreshed the TRIC's data to reflect the original assessment being undertaken in 2007 and provided analysis per 100 sq.m of floor area, this shows that the 2007 data and the latest data is comparable and in fact less vehicle trips are now expected in the peak hours.</p> <p>Committee Members should note this approach reflects averages and national trends and the data should be considered as a reflection of what could occur rather than an absolute of what will, notwithstanding this the Highway Authority considers that this application does not result in a severe highway impact, in fact it is likely to result in a neutral to slightly beneficial situation compared to what is experienced today.</p>

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		<p><u>Worcestershire Regulatory Services (Noise)</u> : Additional comments received - With regard to the trip generation I can confirm that the changes are not substantially significant due to the number of trips, their relative speed (30mph limit on this road) and class of vehicle visiting the supermarket (LGV) during these trading hours proposed. This in effect would not increase noise exposure in a way that would be detrimental to the amenity of the area. I believe that this is also the conclusion in the ARUP report as to calculate these variances using the Calculation of Road Traffic Noise (CRTN) would in all likelihood demonstrate a negligible variance value. However the Local Planning Authority may wish to request the calculation from the applicant if it feels that the decision making on this issue is significantly important in the evaluation process. We would be obliged to advise you on the technical content of that submission.</p> <p><u>Worcestershire Regulatory Services (Air Quality)</u> - Based on the information provided, Worcestershire Regulatory Services does not believe that the application for extended hours will have a significant impact on the air quality at the site. It is considered that the proposed change will not greatly increase the traffic volume to any significant degree above that already agreed by the initial proposal but rather spread the traffic that is generated over a wider time period relieving pressure at the rush hour times. Therefore WRS has no adverse comments to make with regards the application.</p> <p><u>Neighbour</u> : An additional letter of objection has been received on behalf of Midcounties Co-operative. In summary the following issues are raised -</p> <ul style="list-style-type: none"> • Bearing in mind the amount of background work that went into determining the original application there must have been good reason for not allowing Sunday opening. This decision was also subject to detailed scrutiny in the High Court; • It seems most unreasonable for Tesco to request a change so late on in the day. My clients see no reason for any change, there are already a number of shops already opening in the town on Sundays and a further outlet, the size of this superstore would undoubtedly cause serious damage to the Sunday trading potential of other retailers.

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		<ul style="list-style-type: none"> We would ask the Committee to uphold their original decision in this matter. <p><i>(Officer Comment – The retail impact upon the vitality and viability of Stourport town centre was fully assessed prior to the approval of the outline application in 2008 when no specific issues were raised by the Council’s retail consultant with regard to hours of opening and the need to restrict hours to protect the vitality of the town centre).</i></p>
14/9025/NMA	41	<u>Application</u> DEFERRED
PART B		
14/0504/FULL	47	<u>Stourport on Severn Town Council</u> – No objection
14/0506/FULL	50	<u>Wolverley and Cookley Parish Council</u> – Recommend approval



ECONOMIC PROSPERITY AND PLACE DIRECTORATE

Tesco Store, Severn Road, Stourport on Severn, DY139AH
Correct Application Site for 14/0461/S73
which excludes The Wharf



Date:- 14 October 2014

Scale:- 1:5000

OS Sheet:- SO8171

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