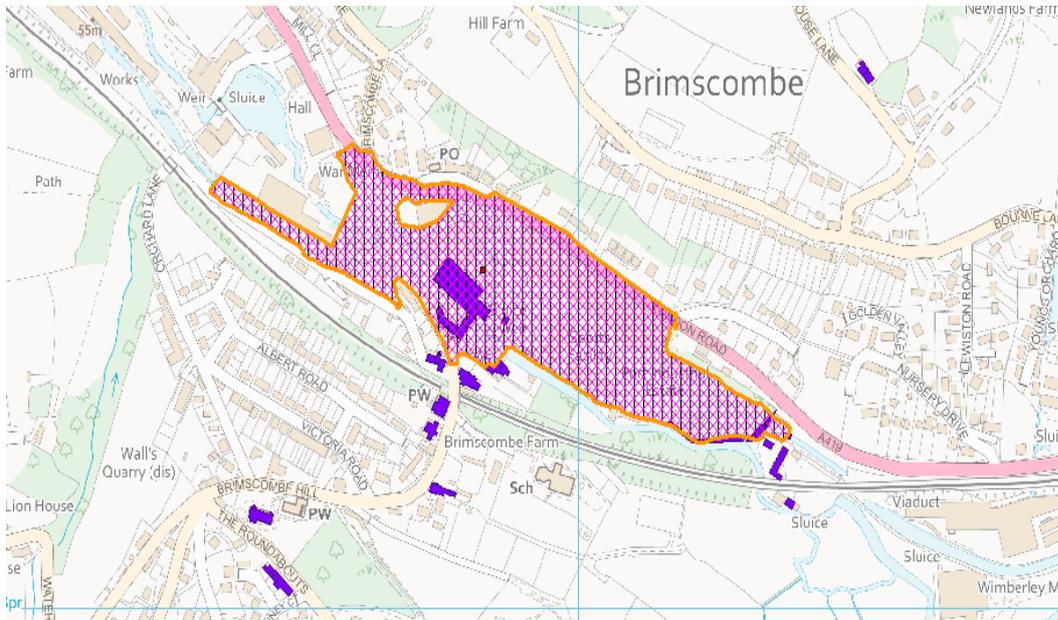


**LATE PAPERS FOR DEVELOPMENT CONTROL COMMITTEE**  
**23<sup>rd</sup> February 2021**

**Item: 02**

**Application: S.19/1502/FUL**

**Address: Brimscombe Port Business Park, Port Lane, Brimscombe**



**GCC Highways:** No objection subject to conditions.

This proposal seeks to demolish existing buildings and install a new access onto the A417 London road to service access to canal and future development, it also looks to raise the levels of Brimscombe Hill to accommodate the new bridge structures. The application has been accompanied with a transport assessment (TA) and the design of the new streets has evolved through the course of the application to address what a future proposal may require.

The Highway Authority is satisfied with the proposal and it should be noted that this application does not generate any additional trips, and in fact arguably reduces impact with buildings being removed. The new access has been designed to cater for abnormal vehicles and provides visibility splays which are suitable based on recorded vehicle speeds. It is clear that on the occasions when abnormal vehicles access the site temporary adjustments are required to the splitter island, whilst this is less than ideal it is accepted that the access cannot be designed to cater for these vehicles without this and it is important to design for the predominant vehicle which in the future will be a car.

The engineering works to Brimscombe Hill are significant and will see disruption to the local highway network whilst these works are carried out. This cannot be avoided give the nature of the works involved. The applicant is invited to submit their engineering drawings for detailed technical approval at the earliest available opportunity for the works in the existing highway as works cannot commence without separate approval under the Highways Act 1980.

The proposed streets are intended to be dedicated as future highway. The planning process cannot insist on this and the Highway Authority can only offer advice to the applicant to assist this process. Give the expected residential nature of "Brimscombe Port Access" this may be

suitable for dedication, however "Carpet Hotline Access Road" is less clear given its more commercial nature and the design implications to address its use as a station for a crane.

Given the nature of the proposal is demolition and enabling infrastructure only the required number of highway conditions are limited, but the design checks to comply with these conditions are likely to take time.

The Highway Authority is aware of application S.19/2690/FUL and that the access to that proposal is via a vehicle access that is to be removed by this proposal. This is a matter for the various applicants to resolve as the right of access between the highway and S.19/2690/FUL is a private matter and there is no public status to that land. The access track to which rights of access are likely to exist is enclosed within the application S.19/01502/FUL.

The Highway Authority has undertaken a robust assessment of the planning application. Based on the analysis of the information submitted the Highway Authority concludes that there would not be an unacceptable impact on Highway Safety or a severe impact on congestion. There are no justifiable grounds on which an objection could be maintained.

**Environment Agency:**

Due to the impact of the current national Coronavirus lockdown and recent flooding incidents, it has not been possible in this instance to make a full bespoke review of the information submitted during this time.

Accordingly, we would recommend you seek the advice of Natural England in relation to any Habitats Regulations matters. We would refer you to our 23 October 2020 letter for our recommended conditions relating to land contamination. In addition, following our email exchanges and meetings relating to the protection of the water environment and associated species and habitats, we recommend the following condition is attached to any permission granted:

**CONDITION:**

No development approved by this planning permission shall take place until a strategy that includes details of the measures required and how they are to be undertaken to deal with the treatment and restoration of the river Frome, has been submitted to, and approved in writing by, the Local Planning Authority. The strategy shall include a phasing element detailing in which phase(s) each part of the strategy will be carried out and shall include the following elements:

1. The River diversion and restoration
2. Modifications to the weir and sluices to improve habitat connectivity and quality
3. River corridor planting and landscaping

Thereafter the strategy shall be implemented in accordance with the phasing and details contained therein.

REASON: To protect the water environment.

Finally, as per my email to you of 21st December 2020, we do not at this time consider it is necessary to recommend conditions relating to flood risk but we will be seeking additional information and detailed design on flood risk matters throughout future stages/phases of the development.

**Further public comment received:**

Objection – the application has not adequately address the impact on Bats. The bat surveys should be much more comprehensive and they should be repeated with Core Sustenance Zones in mind.