

20 July 2018



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Dear Sir / Madam,

Updated information in respect of planning application reference 2016/01520/OUT – Land west of Swanbridge Road, Sully

Further to meetings and discussions in respect of the above application I am pleased to enclose updated information to address the points raised and to allow the application to progress towards a positive determination.

I enclose the following information:

1. Updated indicative masterplan (reference SULL/S2/IM01)
2. Transport assessment addendum N02-MR-TAA– June 2018 (including indicative plans for an eastern boundary footway/cycle way – reference W120604 a/A/02C)
3. Updated reptile mitigation strategy – 18 July 2018
4. Updated GCN mitigation method statement – 18 July 2018

Background

The submission follows the insistence from the highways department that a cycle/pedestrian link is provided to link this application site (and the land to the north) to South Road (along Swanbridge Road).

The enclosed transport addendum details the discussions that led to this proposal and provides further information about the indicative route for the new path.

The submission enclosed updates the concept masterplan to bring it up to speed with the preliminary pre-application discussions in relation to the land north of the hedgerow. The nature of the proposals has not changed in any way. The layout remains illustrative.

The cycle path has been incorporated into the concept layout within the red line of this current application.

The concept plan for the cycle path shows how it can be delivered on land also within the control of the applicant between the south eastern boundary of the red line and the disused railway line to the south on Swanbridge Road (the blue line land).

The feedback from the authority is that this will satisfy the highways authority's requirements and that contributions via the sustainable transport payments will be utilised to deliver the remainder of the cycle/pedestrian link beneath the disused railway bridge and south to South Road.

Email correspondence has confirmed that the cycle path can be delivered in the following manner:

Delivering the cycle path within the blue line land

This can be dealt with by providing a plan within the S106 agreement to show the extent of land that would need to be provided to deliver the cycle lane and a relocation/translocation of the hedge.

The S106 would require that this land is transferred to the Council at zero cost. This transfer would be triggered by a request from the Council for the land. The details of the trigger and the longstop date are to be discussed and agreed.

The agreement would allow the monetary sustainable transport contribution to be used for creating the cycle lane and relocating and establishing the hedgerow within the blue line land. The money could also be used for other sustainable transport initiatives, including the provision south of the railway bridge as required.

There will be a restriction on the transfer of the land so that it could only be used for improving cycle/pedestrian facilities.

The link will be actioned by the Council following the transfer of the land, utilising the sustainable transport payment and at no further cost to the applicants.

Delivering the cycle link within the red line land

This route is shown on the illustrative master plan. Details of this would be secured through the reserved matters permission. Whilst it would actually be delivered through a S278, the timing could be controlled through the S106.

Delivery of the link from the phase 1 access to the northern boundary of phase 2

This hadn't been envisaged within the outline permission for phase 1 scheme but will be dealt with through the reserved matters for phase 1 (land north of the hedgerow).

Summary

The enclosed information allows the application to proceed, having now included the cycle/pedestrian link alongside Swanbridge Road in line with the highways authority's requests.

I would be grateful if you could assess and undertake any necessary consultation exercise with the public and statutory consultees.

Should you require any clarification of the above points, or the enclosed information please do not hesitate to contact me. I would be grateful if you could confirm the proposed course of action in terms of any re-consultation.

Yours sincerely

Paul Williams
Associate Director