

Dear Michael

I refer to the recent planning consultation relating to the above scheme.

While we were generally aware of the emerging Aurora/Allies & Morrison scheme from recent local media/community coverage, we haven't been consulted formally by OPDC during the statutory consultation period. I can appreciate why this might be the case given the relative distance of our land holding/operation from the application sites, but wonder if for future applications, you should review the consultation list you hold for this area to include those parties who are likely to be impacted by proposed development.

In our case (and indeed EMR's), access to our businesses/land - where we hold substantial leasehold interests - is wholly dependent on the efficient performance of the road junction between our haul road and Scrubs Lane itself. This 'junction' is directly opposite the application sites so will be significantly affected during the construction period as well as after completion of the development. Network Rail, our Landlord, will no doubt have been consulted during the statutory period but I note from your planning portal that they did not respond. Had they done so, they would surely have commented on the potential traffic impact on their tenants during construction and post development. Unfortunately they have not contacted us to my knowledge to seek our views, no doubt failing to realise the potential impact on us and others.

While we do not have any objection to the principle of this residential development, Highways/Traffic will be a concern given the close proximity to Mitre Bridge and the congestion that already exists in this location. We can imagine that the 'junction' referred to above will become a real pinch-point given the four businesses, (plus Network Rail contractors), currently relying on it for their access. The apparent inability of the Highway Authority (LBHF) to enforce the double yellow lines between Mitre Bridge and the junction only serves to exacerbate the difficulties. As such, I do think your traffic people should insist on a robust plan that deals with such concerns, both short and long term. Maybe you could pass on this email to your colleague dealing with this application.

In the meantime, I would appreciate your response to the suggestion that we and other major businesses are as a matter of course included within a wider consultation group as non-statutory consultees. Having seen the list of those organisations that were consulted – some of whom are remote from this immediate area – I can't see why we couldn't be included on a slightly longer list. Relying on Network Rail to properly represent our views in a formal statutory consultation process is probably impractical and therefore unfair on us.

Look forward to hearing from you.

Regards

Mark

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