

UPDATE SHEET

PLANNING COMMITTEE – 13 JANUARY 2021

**To be read in conjunction with the
Head of Planning and Infrastructure's Report (and Agenda)**

This list sets out: -

- (a) Additional information received after the publication of the main reports;**
- (b) Amendments to Conditions;**
- (c) Changes to Recommendations**

A1 19/00652/FULM

Hybrid planning application for redevelopment of the site comprising: Outline application (all matters reserved) for the erection of Class B8 distribution unit(s) and ancillary offices (B1a), service yards and HGV parking, fuel and wash facilities, vehicular and cycle parking, gatehouse(s) and security facilities, plant, hard and soft landscaping including boundary treatments and retaining walls, pedestrian and cycling infrastructure, internal roads, and foul and surface water drainage infrastructure. Full application for site clearance works (including removal of railway, existing trees/hedgerows and existing hardstanding), access from (and alterations to) Corkscrew Lane, brook diversion and crossings, earthworks and structural landscaping (including boundary treatments), associated utilities infrastructure, surface water drainage outfall, and construction access and compounds

Former Lounge Disposal Point, Ashby Road, Coleorton

Additional Information Received:

The applicant has confirmed that they can commit to a HGV routeing plan to discourage HGVs from turning right onto the A511, from Corkscrew Lane. The applicant confirms that this can be secured through an explicit requirement of the Travel Plan (which is required by condition) and can be included within the occupier lease(s) (the applicant will retain ownership of the site) to commit them to using best practice and advising HGV drivers to turn left onto the A511 to access the A42 Flagstaff junction. The HGV routeing plan will therefore be produced as part of the approved Travel Plan and issued to occupiers and posted in gatehouses; transport offices; canteens etc. Signage can also be installed at the exit to the site to support this routeing. The applicant have confirmed that they have adopted this approach successfully at Magna Park, Lutterworth.

Furthermore, in relation to a query about the access from the A512, the applicant states that it is neither feasible or desirable for the development to rely upon the existing access from the A512, due to the following factors:-

- a) It would greatly prejudice the development potential of the site as the gross developable plot would be significantly reduced and would not maximise the potential of this brownfield site in a highly accessible location.
- b) With the field adjoining Corkscrew Lane now included a new access from Corkscrew Lane can be provided which is a more direct route to the A511 and A42 when compared to the existing, and convoluted, access from the A512.
- c) HS2 is proposing to realign the A512 creating uncertainty over longer-term access to the Lounge site. The most up-to-date plans produced by HS2 Ltd propose to remove the Lounge access from the A512.

The applicant concludes that the new Corkscrew Lane access provides the most direct link between the proposed development and the strategic road network and will maximise the redevelopment potential and market appeal of this primarily brownfield site, allowing a building similar in scale to the 2012 permission to be delivered.

Following a request from the Council's Air Quality Consultant, the applicant has also submitted an 'Air Quality Clarification Note'. The model verification presented in the Air Quality Assessment has been re-run excluding the data for monitoring site 31N in Sinope.

Additional Consultee Responses

Network Rail have confirmed that a construction methodology statement is required to be conditioned.

Packington Parish Council raise a concern about traffic and in particular lorries leaving the site. Will there be controls put in place to ensure that they do not use Corkscrew Lane? The Parish Council believe they should be made to turn towards the A50 only.

County Highway Authority provides the following clarification to the following questions:

Q1: Predicted trip assignment.

A1. The predicted trip assignment is shown in Figure 11 of Appendix H of the Transport Assessment (TA). No trips were shown as using Corkscrew lane to the south. Whilst some light vehicle trips would undoubtedly approach via Corkscrew Lane from the south, the LHA is happy with the assumed assignment of trips in the TA on the basis that this has allowed for a robust assessment of the A511 junctions. An extract of the trips for the morning and evening peak hours (shown with the flows converted to passenger car units (PCUs)) can be seen below.

Q2: Traffic impact on A511 / Corkscrew Lane and A511 / A42 junctions.

A2. The development is not predicted to have a severe impact on either junction.

Q3: Impact on A511.

A3. The developer will make a contribution to the Coalville Transport Strategy to facilitate delivery of a number of identified schemes at key junctions along the A511 corridor.

Q4: Access from A512.

A4. This was not proposed by the applicant. The CHA's role is to comment on the application as submitted.

Q5: Left turn only onto A511 from Corkscrew Lane.

A5. This was not proposed by the applicant given the junction is predicted to operate within practical capacity and has not been assessed.

Q6: Impact of HS2 construction on A511.

A6. This is not a consideration for this application.

Q7: Percentage of Walk and Cycle Trips

A7. The Travel Plan refers to existing NWL mode share percentages for walk and cycle trips to work of 17% and 2% respectively (see section 3) from the 2011 census, and proposes that these be improved upon. The CHA is very sceptical that these percentages would be achieved here due to the location of the site, which is severed from Ashby by the A42. This is one of the reasons why the CHA has insisted that a robust public transport strategy will be required to be developed and implemented in addition to a contribution to the CTS.

The CHA has also clarified that the total daily average movements of HGVs would be and 418 average daily HGV movements are anticipated.

In relation to HGV movements from the south of Corkscrew Lane into the site, the CHA have subsequently confirmed that no movements associated with the development have been assumed from Corkscrew Lane.

Air Quality Consultant has independently reviewed the application and has concluded that the development is compliant with the North West Leicestershire Local Plan and is acceptable in air quality terms. The Air Quality Consultant recommends that the construction dust impacts are assessed and mitigated and that the Construction Environmental Management Plan (CEMP) should include both the specific measures arising from a construction dust assessment, and the 'all sites' measures.

The Air Quality Consultant has also specifically responded to neighbour letters of objection relating to air quality concerns:

Obj 1. The diffusion tube 31N was not installed in a manner compliant with Defra guidance, so data from this site is 'invalid', and any assessment which used this data (such as this Air Quality Assessment) was also 'invalid'.

A1. North West Leicestershire District Council have agreed that the installation of diffusion tube 31N was not compliant with DEFRA guidance, and taken remedial action.

The Council proposed, through the statutory Local Air Quality Management system, a correction factor (based on Defra guidance) to adjust the data prior to the remedial action for this site. Defra have accepted this factor and agreed that data from this site can be used in the Council's statutory Local Air Quality Management reports and submissions. This correction factor was used to adjust the data from this site that was used in the Air Quality Assessment for this development.

In addition, the applicant has prepared an Air Quality Clarification Note, which compared the air quality impacts based on verification from the original three sites and the two sites, omitting the 31N Sinope site. The Air Quality Consultant confirmed that one of the receptors would exceed the air quality limit which would change the categorisation from 'Negligible' to 'Slight Adverse' but that the conclusions are robust and the predicated impacts did not change.

Obj 2. Pollution levels are already high in this area and in Ashby-de-la-Zouch, as seen on Defra's interactive air pollution emissions map and description in the NWLCD ASR 2018.

A2. Local monitoring data and national concentration of maps indicates that pollution levels are below the National Air Quality Objective, and the EU limit values (which are adopted into UK law) for NO₂, PM₁₀ and PM_{2.5}.

Officer Comments:

Network Rail

It is a standard requirement that where excavations/piling/buildings are to be located within 10 metres of the railway boundary a method statement should be submitted for Network Rail for approval. Network Rail require that a method statements submitted to Network Rail's Asset Protection Project Team for approval prior to works commencing on site, which can be secured by way of condition.

Highways

In response to the representation made by Packington Parish Council, the proposed access has been designed to remove the ability for HGVs to turn right out of the site onto Corkscrew Lane.

The suggested amendments from the applicant in relation to the HGV routeing plan to discourage HGVs from turning right at the junction onto the A511 from Corkscrew Lane are welcomed and can be a requirement of the Travel Plan. The Travel Plan is being secured by way of a planning condition (suggested condition 17 on the outline) and it is considered that a note to applicant be included to make clear that the Travel Plan is to include the lorry routeing as set out above.

Air Quality

The Air Quality Consultant recommends that the construction dust impacts are assessed and mitigated and that the CEMP should include both the specific measures arising from a construction dust assessment, and the 'all sites' measures. It is recommended that the construction dust impacts are secured by way of a planning condition, and that the existing CEMP amended to reflect the proposed mitigation measures.

RECOMMENDATION: NO CHANGE TO RECOMMENDATION subject to the following additional/amended conditions and note to applicant:

Condition

1. Method Statement (Network Rail)
2. Construction dust impacts and mitigation
3. Amended Construction Environmental Management Plan (CEMP) to include construction dust mitigation

Note to Applicant

1. The Local Planning Authority would expect the Travel Plan to include a specific requirement for lorry routeing during the operation phase, which would include measures to discourage HGVs from turning right onto the A511 from Corkscrew Lane.

**A3 20/01401/FUL Change of use from residential dwelling (Use Class C3) to
childrens carehome (Use Class C2)**
75 Main Street, Thringstone

Additional Information Received:

The councils safeguarding team have been consulted on the proposal. They have responded and do not consider that anti-social behaviour would be associated with this type of property and raise no objections to the proposal.

RECOMMENDATION: NO CHANGE TO RECOMMENDATION