

# UPDATE SHEET

## PLANNING COMMITTEE – 10 May 2016

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

This list sets out: -

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

### MAIN REPORT

A1 and A2	13/00802/FULM and 15/00641/FULM	Residential development of 78 dwellings with associated road and service infrastructure, drainage ponds and features, landscaping and open space and Residential development of 197 dwellings with associated road and service infrastructure, drainage ponds and features, landscaping and open space, together with demolition of 104 Forest Road Land to the north of Wainwright Road, Hugglescote
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### Amended Plans

A further revised set of plans has been received in respect of both applications. These have been submitted at the Local Planning Authority's request in order to simplify matters following the deletion of a number of previously proposed house types superseded by earlier amendments, and in order to correct minor labelling errors on the proposed layout plans. The amended recommended conditions below reflect these changes.

### Additional Consultee Responses

The **District Council's Urban Designer** has reviewed the amended schemes and considers that they would offer a good standard of design as it performs well against Building for Life 12, with 11 "greens" and 1 "amber". The Urban Designer has suggested a number of conditions to resolve minor design issues and work through

detailed aspects of the design relating to boundaries, hard and soft landscaping and materials. Where applicable, these are reflected in the updated recommendations below.

**County Highway Authority** raises no objections to either application subject to conditions and Section 106 obligations. In particular, the County Highway Authority advises as follows:

*Wainwright Road Site Access:*

The County Council notes that a ghost right turn lane island would be constructed at the junction of Grange Road, and that the proposed scheme takes into account the access to the Taylor Wimpey site to the south of Grange Road (planning permission ref. 14/00354/OUTM). A Stage 1 Road Safety Audit was undertaken as part of the preliminary design process which raised no significant concerns.

The County Highway Authority advises that it has undertaken preliminary design checks to all site access drawings and junction modelling files. Subject to detailed design, it is satisfied the proposals can be designed to an acceptable standard, and that junctions will operate within capacity. The width of Wainwright Road is currently below 5.50 metres in the vicinity of the Mill Pond junction and, the County Council notes, would need to be widened to 5.50 metres where necessary into the verge.

*Forest Road Site Access:*

The County Highway Authority advises that the access has been designed for use by both cars and buses and that a Stage 1 Road Safety Audit was undertaken as part of the preliminary design process which raised no significant concerns. The County Highway Authority advises that it has undertaken preliminary design checks to all site access drawings and junction modelling files. Subject to detailed design, it is satisfied the proposals can be designed to an acceptable standard, and that junctions will operate within capacity. Notwithstanding the details shown on the submitted site access plan, the County Council advises that the existing double yellow lines on Forest Road would need to continue an appropriate distance into the site access.

The County Highway Authority advises that, following concerns being raised regarding speeding traffic and parking issues within the vicinity of the proposed Forest Road access (particularly at school start / finish times), the applicant's transportation consultants produced a technical note on parking and speeds within the vicinity of the site access. 85%ile speeds were recorded at the site access over 24 hours on 22 November 2015. Overall recorded 85%ile speeds over the 24 hours were 26.8mph northbound and 26.6mph southbound, and these reduced further between the hours of 0800-0900 and 1500-1600. Traffic calming within the vicinity of the development therefore could not, the County Council considers, be justified. In addition, the County Council notes that advisory school 20mph zones are in place on Forest Road for both Newbridge Academy and St Clare's Catholic Primary School. There are existing double yellow lines within the vicinity of the site access; however the applicant's transportation consultants undertook a parking survey on 22 September 2015 between 0700-1900. Throughout the survey's duration there were 12 parking events on the double yellow lines, all of which were for less than 15 minutes. During 0800-0900, there was one parking event on the double yellow lines, while between 1430-1600 there were no parking events. The County Highway Authority also, it confirms, visited the site at school starting times and agrees the area in the vicinity of the site access is not used for dropping off / picking up of school children.

*Impact on the Wider Highway Network:*

In addition to the proposed site accesses, the County Highway Authority accepts that, with the development taken in isolation, the following junctions would operate within capacity in 2021:

- A511 Flying Horse roundabout
- A511 Stardust roundabout
- A511 Birch Tree roundabout
- Beveridge Lane / Reg's Way roundabout

In terms of the following junctions, the County Highway Authority comments as follows:

**Broom Leys Crossroads:**

Without the proposed developments, in 2021 the crossroads would operate over capacity, with significant levels of queueing in the AM and PM peaks, and practical reserve capacity would be reduced from -21.4% to -21.9% in the morning peak hour and from -27.7% to -28.4% in the evening peak hour. The County Highway Authority accepts that it is not practical for improvements to be made to the junction solely on the basis of traffic generated by the development; however it does contribute to the cumulative impact when combined with the wider growth in the area.

**Hugglescote Crossroads:**

Without the proposed developments, in 2021 the crossroads would operate over capacity. Practical reserve capacity would be reduced from -10.5% to -12.6% in the morning peak hour and from -19.1% to -25.3% in the evening peak hour. The greatest increase in queue lengths would be from 21 to 23 vehicles on Station Road in the AM peak and from 35 to 46 vehicles on Central Road in the PM Peak. The County Highway Authority advises that it had a preferred option to accommodate growth at the crossroads; however following the outcomes of public consultation the County Council's Cabinet is no longer intending to pursue the scheme.

**London Road / Forest Road Crossroads:**

Without the proposed developments, in 2021 the crossroads would operate over capacity. Practical reserve capacity would be reduced from -22.5% to -26.7% in the morning peak hour and from -17.0% to -20.9% in the evening peak hour.

As part of the South East Coalville development, a mitigation scheme was designed that could accommodate the traffic in future years, comprising widening on the London Road (east) arm into the grass verge, to allow a central refuge to be provided, enabling the existing crossing to become staggered. By staggering this crossing, the pedestrian movement can then be catered for within the existing stages allowing the all red stage to be removed from the staging arrangement. This allows the junction to regain green time for the more critical arms. The left turn movement from Broom Leys Road to London Road (east) would need to be banned to allow this staggered arrangement to operate. The forecast demand for this movement is low, at 8 vehicles during the morning peak, and 14 in the evening peak respectively. Drivers wishing to turn left onto London Road (east) would be able to do so via Broom Leys Avenue. The improvement scheme would increase the practical reserve capacity at the junction to 1.1% in the AM peak and 6.5% in the PM peak.

*Internal Layout*

The County Highway Authority has reviewed the proposed internal layouts and is satisfied they can be designed to an adoptable standard in accordance with the 6Cs Design Guide.

The main road through the Phase 2 site has, the County Council confirms, been designed to a standard suitable to accommodate a future bus route, which will come forwards as part of the wider South East Coalville development.

Whilst the County Council considers that the positioning of speed tables as shown on the submitted plans does not achieve the best possible highway layout, the County Highway Authority is content for their precise locations to be determined as part of the Section 38 agreement process.

*Developer Contributions:*

The County Highway Authority considers that contributions ought to be provided in respect of the following matters:

- Travel Packs for new residents
- Bus passes for new residents
- STARS (Sustainable Travel Accreditation and Recognition Scheme) monitoring fee (£6,000)
- Provision of bus stops within the Phase 2 site (including raised / dropped kerbs, information display cases, shelters and Real Time Information (RTI) equipment)
- A contribution towards Transportation Infrastructure within the Coalville area (at a level considered appropriate by the District Council)
- Construction traffic routeing
- Contribution towards implementing the new Traffic Regulation Orders (double yellow lines) on the new Forest Road site access (£5,000)

It is accepted that the contributions sought would be appropriate, and would meet the relevant NPPF and CIL Regulation tests. Subject to the above, and to the conditions listed below, it is considered that the schemes are acceptable in transportation terms.

## **RECOMMENDATIONS**

### **ITEM A1: ADD AND AMEND CONDITIONS AND ADD NOTES TO APPLICANT**

#### **Conditions:**

- 2 The proposed development shall be carried out strictly in accordance with the following plans, unless otherwise required by a condition of this permission:
- Site location plan (EMS.2465\_002 A) deposited with the Local Planning Authority on 3 October 2013
  - Site layout (13-67-10 Rev H) deposited with the Local Planning Authority on 5 May 2016
  - Indicative landscape masterplan (EMS.2465\_03G) deposited with the Local Planning Authority on 27 April 2016
  - House types (elevations and floor plans) and garages as listed in the "Wainwright Road, Hugglescote Phase 1 - House Type Schedule" deposited with the Local Planning Authority on 5 May 2016 and attached to and forming part of this planning permission

*Reason - To determine the scope of this permission.*

- 16 No site works of any description shall take place on the site at any time unless the existing trees and hedgerows shown as retained on drawing no. 13-67-10 Rev H are securely fenced off in accordance with measures for their protection

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as detailed within the submitted FPCR Arboricultural Assessment dated September 2013. Within the fenced off areas there shall be no alteration to ground levels, no compaction of the soil, no stacking or storing of any materials and any service trenches shall be dug and back-filled by hand, unless any alteration is first agreed in writing by the Local Planning Authority.

*Reason - To ensure that existing trees are adequately protected during construction in the interests of the visual amenities of the area and to comply with Policy E7 of the North West Leicestershire Local Plan.*

- 29 Notwithstanding the submitted plans, nor Condition 2 above, no work shall commence in respect of the erection of the dwelling to Plot no. 36 until such time as precise details of the elevations of the dwelling have been submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details.

*Reason - For the avoidance of doubt as to what is permitted, to ensure an appropriate form of design, in the interests of the amenities of the area, and to comply with Policies E4 and H7 of the North West Leicestershire Local Plan.*

- 30 Notwithstanding the submitted plans, nor Condition 2 above, no work shall commence in respect of the formation of the vehicular access to Wainwright Road until such time as precise details of the proposed access and associated highway works (and including details of the widening of Wainwright Road to 5.50 metres in the vicinity of the Mill Pond junction) have been submitted to and agreed in writing by the Local Planning Authority. No works in respect of the erection of any dwelling on the site shall commence until such time as the agreed access and highways works scheme has been implemented in full and is available for use.

*Reason - To provide for an appropriate vehicular access to the site, in the interests of highway safety, and to comply with Policy T3 of the North West Leicestershire Local Plan.*

- 31 None of the accesses hereby permitted shall be brought into use until such time as 1.0 metre by 1.0 metre pedestrian visibility splays have been provided on the highway boundary on both sides of the access with nothing within those splays higher than 0.6 metres above the level of the adjacent footway / verge / highway, in accordance with the current standards of the Local Highway Authority and, once provided, shall thereafter be so maintained.

*Reason - In the interest of pedestrian safety, and to comply with Policy T3 of the North West Leicestershire Local Plan.*

- 32 Notwithstanding the submitted plans, nor Conditions 2 and 7 above, the gradient of any access drive shall not exceed 1:12 for the first 5 metres behind the highway boundary.

*Reason - To enable a vehicle to enter and the highway in a slow and controlled manner, in the interests of general highway safety, and to comply with Policy T3 of the North West Leicestershire Local Plan.*

- 33 None of the dwellings hereby permitted shall be occupied at any time unless a scheme of drainage surface from the relevant plot has been provided within the site such that surface water does not drain into the public highway.

*Reason - To reduce the possibility of surface water from the site being deposited in the highway causing dangers to road users.*

- 34 Notwithstanding the submitted plans, nor Conditions 2 and 6 above, no work shall commence in respect of the formation of the vehicular access estate roads until such time as precise details of all traffic calming measures (and including a timetable for their provision) have been submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details and timetable.

*Reason - To ensure an appropriate traffic calming scheme is provided which makes the best use of the highway layout.*

#### **Notes to Applicant:**

- 12 Your attention is drawn to the attached report of the District Council's Urban Designer. The issues raised should be taken into account when submitting details for approval pursuant to the above conditions.

#### **ITEM A2: ADD AND AMEND CONDITIONS AND ADD NOTES TO APPLICANT**

##### **Conditions:**

- 2 The proposed development shall be carried out strictly in accordance with the following plans, unless otherwise required by a condition of this permission:
- Site location plan (EMS.2558\_01 A) deposited with the Local Planning Authority on 14 July 2015
  - Site layout (13-67-11 Rev J) deposited with the Local Planning Authority on 5 May 2016
  - Indicative landscape masterplan (EMS.2558\_02D) deposited with the Local Planning Authority on 27 April 2016
  - House types (elevations and floor plans) and garages as listed in the "Wainwright Road, Hugglescote Phase 2 - House Type Schedule" deposited with the Local Planning Authority on 5 May 2016 and attached to and forming part of this planning permission

*Reason - To determine the scope of this permission.*

- 16 No site works of any description shall take place on the site at any time unless the existing trees and hedgerows shown as retained on drawing no. 13-67-11 Rev J are securely fenced off in accordance with measures for their protection as detailed within the submitted FPCR Arboricultural Assessment dated June 2015. Within the fenced off areas there shall be no alteration to ground levels, no compaction of the soil, no stacking or storing of any materials and any service trenches shall be dug and back-filled by hand, unless any alteration is first agreed in writing by the Local Planning Authority.

*Reason - To ensure that existing trees are adequately protected during construction in the interests of the visual amenities of the area and to comply with Policy E7 of the North West Leicestershire Local Plan.}*

- 31 Notwithstanding the submitted plans, nor Condition 2 above, no work shall commence in respect of the erection of any dwelling to Plot nos. 98-115, 219-222, 239-240, 259-268 or 270-271 until such time as precise details of the elevations of the relevant dwelling have been submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details.

*Reason - For the avoidance of doubt as to what is permitted, to ensure an appropriate form of design, in the interests of the amenities of the area, and to comply with Policies E4 and H7 of the North West Leicestershire Local Plan.*

- 33 Notwithstanding the submitted plans, nor Conditions 2 and 24 above, no work shall commence in respect of the erection of any dwelling to Plot nos. 150, 174 or 175 until such time as precise details of additional car parking provision to serve the relevant dwelling have been submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details.

*Reason - To ensure that adequate off-street parking provision is made to reduce the possibilities of the proposed development leading to on-street parking problems in the area, to ensure an appropriate form of design, and to comply with Policies T8, E4 and H7 of the North West Leicestershire Local Plan.*

- 34 Notwithstanding the submitted plans, nor Condition 2 above, no work shall commence in respect of the formation of the vehicular access to Forest Road until such time as precise details of the proposed access and associated highway works have been submitted to and agreed in writing by the Local Planning Authority. No works in respect of the erection of any dwelling on the site shall commence until such time as the agreed access and highways works scheme has been implemented in full and is available for use.

*Reason - To provide for an appropriate vehicular access to the site, in the interests of highway safety, and to comply with Policy T3 of the North West Leicestershire Local Plan.*

- 35 None of the accesses hereby permitted shall be brought into use until such time as 1.0 metre by 1.0 metre pedestrian visibility splays have been provided on the highway boundary on both sides of the access with nothing within those splays higher than 0.6 metres above the level of the adjacent footway / verge / highway, in accordance with the current standards of the Local Highway Authority and, once provided, shall thereafter be so maintained.

*Reason - In the interest of pedestrian safety, and to comply with Policy T3 of the North West Leicestershire Local Plan.*

- 36 Notwithstanding the submitted plans, nor Conditions 2 and 7 above, the gradient of any access drive shall not exceed 1:12 for the first 5 metres behind the highway boundary.

*Reason - To enable a vehicle to enter and the highway in a slow and controlled manner, in the interests of general highway safety, and to comply with Policy T3 of the North West Leicestershire Local Plan.*

- 37 None of the dwellings hereby permitted shall be occupied at any time unless a scheme of drainage surface from the relevant plot has been provided within the site such that surface water does not drain into the public highway.

*Reason - To reduce the possibility of surface water from the site being deposited in the highway causing dangers to road users.*

- 38 Notwithstanding the submitted plans, nor Conditions 2 and 6 above, no work shall commence in respect of the formation of the vehicular access estate roads until such time as precise details of all traffic calming measures (and including a timetable for their provision) have been submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details and timetable.

*Reason - To ensure an appropriate traffic calming scheme is provided which makes the best use of the highway layout.*

**Notes to Applicant:**

- 12 Your attention is drawn to the attached report of the District Council's Urban Designer. The issues raised should be taken into account when submitting details for approval pursuant to the above conditions.



**A4      16/00311/OUT      Erection of two detached dwellings and garages  
(outline – access and layout included)  
Land Adjacent to Wilford House, Loughborough  
Road, Coleorton.**

**Additional information received:**

Following the publication of the Committee agenda the highways consultant, acting on behalf of the applicant, has submitted further information to try and address the sole reason for refusal relating to the impacts of the development on highway safety. This information has been forwarded to the County Highways Authority who are yet to provide a response in respect of whether this information would address their concerns or not.

**Officer comment:**

The County Highways Authority response will be verbally reported to Members.

As such there is no change to the recommendation at this stage.

**RECOMMENDATION: No change to recommendation.**

**A6      16/00199/FUL      Additional use for car servicing, repair and  
polishing and storage for 10 cars  
Former Petrol Filling Station, Ashby Road,  
Boundary**

**Letters of representation:**

An addition letter of representation has been received, from the same neighbouring property, as originally objected.

No new objections have been raised, which have not already been summarised within the main body of the report.

**Officer comment:**

The issues raised within the objection letter have been considered within the main body of the report.

**RECOMMENDATION:      NO CHANGE TO RECOMMENDATION**

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