

UPDATE SHEET

PLANNING COMMITTEE – 5th March 2024

**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 publication of the main reports;**
- (b) Amendments to Conditions;**
- (c) Changes to Recommendations**

MAIN REPORT

A1 23/01108/FUL Works to an existing clubhouse to include raising the roof height to provide first floor accommodation, dormer windows and a balcony with the erection of a single storey building to provide changing room facilities, retention/extension to terrace stand and new pathway

Ashby Ivanhoe Football Club, Lower Packington Road, Ashby De La Zouch.

At the technical briefing, members queried what a Grampian condition is. This type of condition is a restrictive condition which prevents something from happening until something else occurs first. It is named as a Grampian condition as it arose from an appeal decision and case law in the Grampian part of Scotland.

Additional Representation

Comments were made after the last committee that the comments made by the County Highway Authority in relation to this scheme were incorrect as they weren't aware in making their comments that the parking and turning facilities for the site were subject to an earlier permission and were not part of this scheme. This comment has been checked with the County Highways and they have confirmed that their original 'no objection' comment was correct, and they do not consider that the use of a Grampian condition is necessary to restrict the development that is before the committee as it is acceptable in its own terms.

Officer Comment

Whilst the inclusion of the Grampian style restrictive condition is not considered to be necessary from the point of view of the County Highway Authority, the applicant has agreed to such a condition to try and address the issues raised by the local residents and Councillor Bigby and having regards to the fact that such a condition is acceptable in planning terms, this scheme is recommended for approval subject to the original conditions and the additional restrictive Grampian condition.

RECOMMENDATION – NO CHANGE TO RECOMMENDATION SUBJECT TO THE INCLUSION OF AN ADDITIONAL RESTRICTIVE CONDITION RELATING TO HIGHWAYS MATTERS

A2 **24/00022/REMM** **Erection of 80 dwellings including temporary construction access, parking, pedestrian links and open space to parcel E (reserved matters of access, appearance, landscaping, layout and scale to outline planning permission ref. 13/00956/OUTM)**
Land adjacent to Grange Road, Hugglescote

Matters Arising from the Planning Committee Technical Briefing

Further to a query raised regarding the likely requirement for anti-skid surfacing in the vicinity of the proposed pedestrian crossing, the County Highway Authority advises that, whilst anti-skid (high friction) surfacing is not generally used these days, as part of the Section 278 detailed design process, consideration would be given to the Polished Stone Value (PSV) of Grange Road on the approaches to the crossing. The County Highway Authority advises that, in locations that are considered higher risk (e.g. approaches to pedestrian crossings / junctions etc.), a higher PSV is required for the purposes of providing greater skid resistance. If the current PSV is not sufficient, the County Highway Authority advises that, as part of the works, an area of the existing carriageway would be required to be planed out and reinstated with a higher PSV.

Insofar as a query relating to the potential need for additional street lighting is concerned, the County Highway Authority confirms that this would be considered as part of a future Section 278 detailed design process (although, given there is existing street lighting in this area, the Highways Development Control case officer's initial view is that additional lighting columns would be unlikely to be required).

In terms of a query regarding the type of pedestrian crossing proposed, this would be of a "puffin" type. Department for Transport Local Transport Note 2/95 "*The Design of Pedestrian Crossings*" provides the following explanations of different types of signalised crossings:

Pelican:

"The Pelican Crossing uses far-side pedestrian signal heads and a flashing amber/flashing green crossing period, of a fixed duration, which is demanded solely by push button."

Puffin:

"Puffin crossings use near-side pedestrian signal heads and an extendable all-red crossing period which is instigated by a push button request accompanied by a pedestrian detector demand."

Toucan:

"A Toucan crossing is an unsegregated signal-controlled crossing for pedestrians and cyclists, linking cycle track and footway systems on opposite sides of a carriageway. ...The Toucan Crossing has the same form of vehicular detection as the Pelican and Puffin crossings and normally the same form of pedestrian on-crossing detector as the Puffin crossing..."

The County Highway Authority also confirms its understanding is as per the above position (and that puffin crossings are pedestrian-only).

In terms of the query as to whether an additional pedestrian link could be provided directly between Phase E1 and Grange Road (in the vicinity of the proposed new crossing and footway) is concerned, the County Highway Authority comments that the normal maximum gradient for a footway would be 1:20, but that the existing levels of the embankment in this area are steeper than this, indicating that (even if it was not proposed to be adopted by the County Council) provision of a suitable pedestrian link in this area could be difficult to achieve in pedestrian and highway safety terms. The applicants are of the view that, whilst a link may be achievable in principle, it would require significant engineering works, and which could result in additional impacts on trees.

In terms of the query as to whether, following the cessation of use of the temporary construction access, a new pedestrian connection to Grange Road could be provided in that location, the applicants confirm that they would be willing to provide such a connection, and suggest a condition be attached in respect of this. For its part, the County Highway Authority advises that any such link would need to be private, and then connect to an additional length of footway of the southern side of Grange Road. The County Highway Authority advises the gradient of that link to the adoptable footway would need to be in line with the criteria specified in Table DG9 of the Leicestershire Highway Design Guide (and, if not, it would be unlikely to be supported).

Officer Comment

Further to the above applicant and County Highway Authority responses to issues raised at the Technical Briefing, it is considered that there would appear to be scope for provision of a future pedestrian connection in the vicinity of the temporary construction access (once it was no longer required in connection with the proposed construction works). The officer view is that such a link would be of benefit in terms of pedestrian connectivity and would therefore be welcomed. In terms of the recommended additional condition below, members' attention is drawn to the conclusions in the main report with respect to the need (or otherwise) to *require* the proposed pedestrian crossing and footway by way of condition (given the position of the County Highway Authority in terms of the need for it). Whilst officers are of the view that benefits of providing this additional pedestrian link would indicate that a condition requiring its implementation would be appropriate, given the need for it to connect to a footway, officers recommend that the condition only be attached if members are of the view that recommended condition item no. 26 in the main report is also required.

RECOMMENDATION: ADD CONDITION

- 29 Provision of a permanent pedestrian connection to Grange Road in the vicinity of the proposed construction traffic access (including a footway connecting to the proposed new Grange Road footway and a timetable for its installation) in accordance with details submitted / approved prior to occupation of any of the proposed dwellings (subject to Planning Committee being satisfied as to the appropriateness of condition item 26)