

UPDATE SHEET

PLANNING COMMITTEE – 05 January 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	15/00717/VC1	Variation of conditions 3, 6 and 11 of planning permission APP/G2435/A/11/2163658 to increase the number of caravans from three to eight, all of which can be static mobile homes, and to amend the site layout to site the eight caravans and provide a drive way and parking and turning area and an alternative landscaping scheme and retain the existing access Land Adjacent To 81 Shortheath Road, Moira
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Letters of representation:

The County Highway Authority advises that the access shown on the submitted layout plan has taken into account their initial comments on the application and raises no objections in relation to the proximity of the site to the access to the Moira Miners Welfare site access or visibility issues due to on-street parking.

A further letter of representation has been received from Moira Furnace Museum Trust which re-iterates the objections set out in its earlier letter of objection and makes the following additional comments:

- the variation is excessive;
- the proposed increase suggests the applicant has little regard for due and fair process or public opinion;
- the proposal seems to be leading to a development with a commercial rather than residential purpose.

Officer Comments:

The County Highway Authority was asked for further comments due to concerns raised by local residents relating to the proximity of the site access to the access to the Moira Miners Welfare site used for events such as football matches and car boot sales and existing traffic, on-street parking and visibility problems associated with such events.

The Highway Authority raises no objections in respect of these matters, advising that the access to the Moira Miners Welfare site is on the opposite side of Shortheath Road to the proposal, that the opposite spacing of the junctions is acceptable, and movements between the two accesses are not likely to be particularly significant and are in any case possible. The Highway Authority also advises that it is not aware of any existing on-street car parking problem which is significantly adversely affecting Shortheath Road at this location that is so significant that visibility at the proposed access will be unacceptable, when considering the relatively modest increase in traffic that would be generated by the proposal.

The objections set out in the Moira Furnace Museum Trust's initial letter of objection have been summarised and addressed in the Committee Report. Conditions have been suggested to restrict the proposal to residential use and any unauthorised commercial use of the site could be addressed by the Council's enforcement powers. The impact of the scale of the proposal has been considered in the Committee Report.

In the Proposals and Background section of the Committee Report it is stated that '*Some additional hardsurfacing of the site has already taken place which goes beyond the extent approved under the appeal decision and appears to reflect the amount proposed under this current application.*' Having further considered this matter additional gravel would be laid on the site under the current application. When measured in January 2015 the gravel extended 27.5 metres further into site when compared with approved layout whereas the submitted layout plan shows the gravel to extend 36 metres further into the site when compared with approved layout. Therefore based on these measurements an additional 8.5 metres of gravel would be laid.

The wording of condition 20 also needs to be altered as it has been drafted incorrectly within the Committee Report.

RECOMMENDATION: NO CHANGE TO RECOMMENDATION with amendments to condition 20:

20. No more than three of the caravans hereby approved shall be occupied until, within a period of four months prior to occupation, the Local Planning Authority (in consultation with Severn Trent Water) has confirmed in writing that there is sufficient headroom capacity available at Donisthorpe Waste Water Treatment Works or elsewhere within Severn Trent Water's sewer system to take the foul drainage discharge from the additional five caravans hereby approved.

A3 **15/00204/FUL** **Construction of a detached two-storey dwelling involving the formation of a new vehicular access off Melbourne Lane.**
1 Hollow Road, Breedon on the Hill, Derbyshire.

Additional information received:

Following the publication of the Planning Committee Agenda, and that the application would be recommended for refusal, the Planning Agent has requested that the application be withdrawn.

RECOMMENDATION: The application is withdrawn.

A4 **15/00958/FUL** **Erection of a detached dwelling with associated detached single garage.**
Land At Bakewells Lane, Coleorton, Leicestershire

Additional information received:

Five additional letters of support to the development have been received as well as additional comments from the Planning Agent. The comments of the Planning Agent are summarised as follows: -

In respect of the appeal decision relating to Willesley Road, Ashby De La Zouch, which was dismissed, and the reference to Highways and Transportation document "*Providing for Journeys on Foot*" the preferred maximum walking distance of 800 metres is to a town centre and therefore not relevant to a dispersed rural settlement such as Coleorton. The document outlines that a preferred maximum walking distance to a school is 2000 metres and other services is 1200 metres.

For the purposes of transparency it is outlined that the application site is located 90.0 metres from the Limits to Development around the properties which exist on Bakewells Lane, to the north-east, and 220.0 metres from the Limits to Development of Peggs Green to the east. This is to accord with the assessment for Item A5 of the Planning Committee agenda (land adjacent to 94 Moor Lane, Coleorton) which is identified as being similar to this application.

It is identified in the report that the land is paddock and there are numerous examples of such sites within the District which have given over to scrub as they are too small to be practically farmed (the site area being 0.09 hectares).

Officer comment:

Whilst accepting that the 'preferred maximum' walking distance to schools and other services within a rural environment would be in excess of the 800 metres referred to for a town centre, the "*Providing for Journeys on Foot*" document does highlight that the 'acceptable' distance would be 1000 metres for a school and 800 metres for other services. The fact that the application site is within the 'preferred maximum' walking distance of available services does not lead to it being socially sustainable particularly when the distances are towards the upper echelons of suitability and are well in excess of 'acceptable'

distances even in a rural location. These distances also do not factor into account that the walk to such services would be along unlit rural roads often with no footpath provision which would not be an attractive proposition for any future residents particularly at night and during inclement weather. It therefore remains the case that the development is not sustainable.

The identification of distances to the Limits to Development, and that the land is paddock/scrub land, only further emphasises the fact that the development would be on greenfield land and would not have a functional relationship with the existing built environment. There is no specific policy presumption in favour of the development of isolated paddock or scrub land, either within the Local Plan or national policy. Therefore conflict with the environmental strand of sustainability remains as well as Policies S3 and H4/1 of the adopted Local Plan.

RECOMMENDATION: No change to recommendation.