

PLANNING COMMITTEE 27 May 2014
LIST OF LATE ITEMS RECEIVED AFTER PREPARATION OF MAIN AGENDA:

ITEM 01

14/00342/FUL

DC Leisure Management

Introduction:-

It should be noted that during the course of the application the applicants 'DC Leisure' have undergone a re-brand and are now known as 'Places for People (Hinckley) Ltd.

Additional highway related justification has been received in support of the scheme and to provide further detail.

Consultations:-

No objection subject to conditions have been received from Director of Environment and Transport (Highways).

Two further letters of neighbour representation have been received raising the following issues:-

- i) neighbour consultation issues
- j) objections to the layout for the wet changing area.

Appraisal:-

Highway Safety

Based on the amended Transport Assessment and further justification received, Director of Environment and Transport (Highways) has raised no objection subject to conditions and a S106 Agreement to secure a Travel Plan the routing of construction traffic.

Ten conditions are recommended; it must be considered whether the imposition of these are reasonable and necessary.

Condition 1: Provision and surfacing of parking and turning in accordance with details submitted. Will be imposed.

Condition 2: Highways inspection to ascertain potential impacts of HGV movements on highway. This condition is not considered reasonable to impose. It would be difficult to ascertain whether or not the HGV movements associated with the leisure centre would have an impact on the highway, how this would be mitigated and how such mitigation would be secured.

Condition 3: Construction traffic/site traffic management plan, including wheel cleansing facilities, vehicle parking facilities and a timetable for their provision has been provided. It is considered necessary to impose a condition requiring wheel washing facilities as the construction site is located in a town centre location, however given the relatively minor scale of the development, details of vehicle parking facilities and a timetable for their provision is not considered necessary.

Condition 4: Details of signage and removal of existing signage to be provided. Signage associated with the development will be dealt with separately. Thus this condition will not be imposed.

Condition 5: Within one week of the development being brought into use, the redundant existing vehicular crossings and the footway shall be reinstated. This condition is not clear and thus will not be imposed.

Condition 6: Turning facilities in Hurst Road. This condition is considered reasonable and necessary and will be imposed.

Condition 7: Submission of a Travel Plan. This condition is considered reasonable and necessary and will be imposed.

Condition 8: Cycle parking provision. 33 cycle spaces have been provided on site and thus this condition is not considered necessary.

Condition 9: Provision of drainage details. Drainage details have been requested by a number of other consultees and thus the submission of such will be requested by way of condition.

Condition 10: If gates, barriers, bollards, chains or other such obstructions are to be erected they shall be set back a minimum distance of 10 metres behind the highway boundary and shall be hung so as to open inwards only. The access road to the Leisure Centre is a private road and thus this condition is not considered reasonable and will not be imposed.

It has been recommended that details of the Travel Plan be secured via a Section106 agreement. The Travel Plan can be secured by way of condition and thus there is no requirement for a legal agreement.

Details of the routing of construction traffic has also been recommended to be included within a legal agreement. Such details are not considered necessary for a development of this relatively minor scale and such a requirement would be impossible to enforce. Accordingly this request will not be imposed.

Of the ten highway conditions recommended four are considered reasonable and necessary and will be imposed.

Other Issues

The REC 1 space measures 1500 square metres.

Concerns have been raised in respect of the internal layout of the changing rooms. Such detail does not constitute a material planning consideration and thus will have no bearing on the outcome of the application.

Queries have been raised in respect of the re-consultation letters and dates they were posed. This matter has been investigated and addressed. The consultations have been conducted in accordance with the Development Management Procedure Order.

Recommendation:-

The following conditions have been amended:-

2. Drg No PL010P rev C should read Drg No: PL10 rev C.
3. Before any development on the floor slab commences, representative samples of the types and colours of material to be used on the external elevations of the proposed Leisure Centre shall be deposited with and approved in writing by the Local Planning Authority, and the scheme shall be implemented in accordance with those approved materials.
4. Before any development on the floor slab commences, full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include:-
 - a) means of enclosure
 - b) hard surfacing materials
 - c) existing trees and hedgerows to be retained and details of their protection
 - d) planting plans
 - e) written specifications
 - f) schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate
 - g) implementation programme.

12. Before any development on the floor slab commences, details of any external lighting of the site, including light emitted from the building, shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. This information shall include a layout plan with beam orientation and a schedule of equipment proposed in the design (luminaire type, mounting height, aiming angles and luminaire profiles). The lighting shall be installed, maintained and operated in accordance with the approved details unless the Local Planning Authority gives its written consent to the variation.

Additional Conditions:-

17. No development shall commence on site until such time as the proposed ground levels of the site, and proposed finished floor levels have first been submitted to and approved in writing by the Local Planning Authority. The approved proposed ground levels and finished floor levels shall then be implemented in accordance with the approved details.

Reason: To ensure the development is compatible with the character and appearance of the existing streetscene, in accordance with the requirements of Policy BE1 (criterion a) of the adopted Hinckley and Bosworth Local Plan.

18. Off-street car parking and turning facilities shall be provided within the application site in accordance with the details shown on the submitted plan; the parking and turning areas shall be surfaced and marked out prior to the development being brought into use, and shall thereafter be so maintained at all times.

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 and to enable vehicles to enter and leave the site in a forward direction in the interests of the safety of road users in accordance with Policy T5 of the adopted Hinckley and Bosworth Local Plan.

19. Prior to development commencing, facilities shall be provided and maintained during the carrying out of the development to enable vehicle wheels to be washed prior to the vehicle entering the public highway.

Reason: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard to road users in accordance with Policy T5 of the adopted Hinckley and Bosworth Local Plan.

20. Prior to development commencing, details of a turning facility within the site at the Hurst Road access to enable vehicles to enter and leave the site in a forward direction shall be submitted to the LPA for approval in writing. The approved scheme shall be provided prior to first occupation of the development and once provided shall not be obstructed and shall be available for use at all times.

Reason: To enable vehicles to enter and leave the site in a forward direction in the interests of the safety of road users in accordance with Policy T5 of the adopted Hinckley and Bosworth Local Plan.

21. No part of the development as approved shall be brought into use until details of a Travel Plan have been submitted to and agreed in writing by the Local Planning Authority.

The Plan shall address the travel implications of the use of the whole site as if the development approved were to have been fully completed and occupied.

The Plan shall specify facilities and measures with measurable output and outcome targets designed to:-

- a) Reduce single occupancy vehicle use, reduce vehicular travel at peak traffic times and reduce vehicle emissions for journeys made for all purposes to and from the developed site.
- b) Increase the choice and use of alternative transport modes for any journeys likely to be made to and from the developed site and, in particular, to secure increases in the proportion of travel by

car sharing, public transport use, cycling and walking modes and the use of IT substitutes for real travel.

- c) Manage the demand by all users of the developed site for vehicle parking within and in the vicinity of the developed site.

The Plan shall also specify:-

- a) The on-site Plan implementation and management responsibilities, including the identification of a Travel Plan Co-ordinator.
- b) The arrangements for regular travel behaviour and impact monitoring surveys and Plan reviews covering a period extending to at least one year after the last unit of development is occupied or a minimum of 5 years from first occupation, whichever will be the longer.
- c) The timescales or phasing programmes for delivery of the Plan's proposals and for the achievement of the specified output and outcome targets.
- d) Additional facilities and measures to be implemented if monitoring shows that the Plan's targets are not likely to be met, together with clear trigger dates, events or threshold levels for invoking these measures.

The Plan, once agreed, shall be implemented in accordance with the approved details, and thereafter, the implementation of the proposals and the achievement of targets of the Plan shall be subject to regular monitoring and review reports to the LPA and, if invoked, to the implementation of the specified additional measures.

Reason: To ensure that adequate steps are taken to achieve and maintain reduced travel, traffic and parking impacts and to provide and promote use of more sustainable transport choices to and from the site in order to relieve traffic and parking congestion, promote safety, improve air quality or increase accessibility in accord with Section 4: 'Promoting Sustainable Transport' of the NPPF 2012.

ITEM 02

14/00060/FUL

Mr R Wright

Consultations:-

Councillor Morrell has stated that the previous planning application for the 4 dwellings to the front of the site 10/00133/FUL, included the application site, proposed larger gardens, a car park, turning circle and enhancement and landscaping to the open space to the rear, which is where the dwelling subject of this application is proposed.

Appraisal:-

At the time of the Member site visit a conveyance document was submitted by the Parish Council. The contents of this document have been reviewed by the Councils legal team and it has been confirmed that this document does not confirm landownership.

The correct notification procedure for advertising the application has been carried out by the applicant. No change has been made to the recommendation.

ITEM 04

14/00208/FUL

Mr R Sokhi

This application has been withdrawn.

Consultations:-

No objection subject to conditions has been received from the Director of Environment and Transport (Highways).

Site notice posted, neighbours notified, one letter received opposing the application on lack of on site parking facilities leading to on-street parking problems in the area.

Development Plan Policies:-

Hinckley and Bosworth Local Plan (2001)

Policy T10: Secure Cycle Parking Facilities.

Appraisal:-

Objections have been received during the consultation process in respect of lack of parking within the site and existing on-street parking problems in the vicinity. Notwithstanding this, the Director of Environment and Transport (Highways) considers that whilst there is a shortfall in vehicle parking provision numbers, taking into account the edge of urban town location of the site, the number of spaces that are available (48) and the absence of any accident record on the road network in the vicinity, a reason for refusal on highway safety grounds would not be recommended. Conditions in respect of the provision and maintenance of the parking spaces as indicated on the submitted plans (condition 4) and the provision of improved cycle parking facilities (condition 5) are therefore recommended and are considered to be reasonable and necessary to make the development acceptable in planning terms.

Recommendation:-

Additional condition in respect of the provision and maintenance of improved cycle parking facilities within the site in order to encourage alternative transport choice in the interests of the sustainability of the development.

Amend reason for condition 4 to include turning facilities.

PLANNING COMMITTEE**27 MAY 2014****SPEAKERS**

Item	Application	Speaker(s)	Applicant/ objector
01	14/00342/FUL	Mr Campbell Mr Kirkham	Objector Applicant
02	14/00060/FUL	Mr Hewitt	Objector