

PARISH Clowne

APPLICATION Rear two storey extension to provide 6 lane 25 x 13m swimming pool, 12 x 5m baby pool, feature water flume, children's play area, wet village change and toilets for male and female, disabled change facilities, cafeteria and viewing area and plant room at ground floor level. Extension to existing fitness suite, 2 No. dance studios, spinning studio and office accommodation at first floor level. Extension to car park.

LOCATION The Arc High Street Clowne Chesterfield

APPLICANT Pulse Design & Build Ltd

APPLICATION NO. 15/00154/FUL **FILE NO.** PP-04096093

CASE OFFICER Mr Peter Sawdon

DATE RECEIVED 2nd April 2015

SITE

Part of the former college "campus" site with a range of buildings ranging from single storey children's nursery to a three storey building now incorporating the District Council's main office base and a leisure centre. There is also a separate workshop building which is two storeys. The site also contains playing pitches to the south of the buildings and a children's play area to the front of the site. Playing fields and an all weather pitch are located to the rear of the buildings.

Access is from High Street at the crossroads with Boughton Lane. There is a large car park to the front of the building. Site boundaries comprise 2/2.4m high paladin fencing to the public boundaries with hedges and post and rail fences to playing fields.

To the north and east the site is bounded by residential properties. There is a rear service road off the access drive to houses fronting High Street, which was created as part of the college development to reduce the incidence of on-street parking close to the entrance. To the south of the site is a new housing development which is in the process of being built and to the west of the site the land is predominantly fields.

PROPOSAL This full planning application is for internal alterations and a rear extension to 'The Arc'. The proposal would create an extension that will provide a 6 lane 25m x 13m swimming pool, a 12m x 5m baby pool, all with feature flume plus associated male and female wet change and toilet facilities. The extension will also provide a new reception area, cafeteria and viewing areas plus a children's play area, all at ground level. At first floor level the existing health and fitness facility will be extended, plus 2 No. multi- functional dance studios will be created along with a spinning studio. The remaining building areas will remain as Bolsover District Council offices.

The site of the extension to the rear of 'The Arc', built alongside the four court sports hall which would form one wall of the proposal. It would face towards the grass football pitches and an area of landscaping, beyond which are the rear elevations of residential properties of

Mansfield Road. The extension extends to a maximum of the end of the existing sports hall and a maximum of just over 44m from the external wall; with a maximum height of 8.4m for the main element (the offices are about 13m high; the existing sports hall about 17m)

The extension would be two storeys with a ground floor area of 1458m² and a first floor usable area of 602m². The layout of the extension to the rear of the building has been designed to be accessed from the existing buildings main entrance. The new reception area will be visible on entry from the main entrance at the front of 'The Arc'. The floor areas will reflect existing floor levels and will tie into the main building.

There are no specific landscape proposals. The current development area is a sloped grass area with an area of semi mature trees and bushes adjacent which is to be retained. The existing site boundary of green mesh fencing and hawthorn hedge will remain. All areas will be made good where disrupted or damaged.

The extension will incorporate the same materials as the existing. External walls will be a mixture of brickwork and render, to match. Glazing will be "full height" to provide natural lighting into the pool and children's play area; coloured glazed panels will provide privacy and some control against possible solar gain and glare.

The roof will be a single ply membrane laid to falls as required.

Vehicular access will be as existing, with designated areas for coach / taxi drop off and pedestrian routes.

AMENDMENTS Revised drawings 1521-08 Rev B Ground Floor Plan, 1521-10 Rev C Elevations and 1521-12 Roof Plan submitted on 2nd June 2015 to show a lowered pool height and resultant reduction in the height of the building.

HISTORY (if relevant)

03/00635/FULMAJ New college, sports facilities (sports hall & pitches), nursery, children's play area and car parking and landscaping including floodlighting. Granted permission February 2004

04/00601/FUL Children's Day Nursery granted November 2004

05/00212/VAR Variation of condition 3 of planning permission 04/00601/FUL to allow for nursery access to day nursery without installing traffic light scheme granted June 2005

05/00215/VARMAJ Variation of condition 3 of planning permission 03/00635/FULMAJ to allow access without installing traffic light scheme granted June 2005

06/00032/FULMAJ Erection of workshop and additional car parking spaces including new 42 space car park to east side of access and creation of additional outdoor area for nursery use granted February 2006

07/00312/FUL – Erection of polytunnel, greenhouse and shed approved on 20.08.2007

11/00483/FUL – planning permission was granted on 02/02/2012 for the change of use of the former college campus to a mixed use as Council Offices, General Offices (Class B1a) and Leisure Centre and use of Workshop building for light industrial (Class B1 b and c), training and storage (Class B8) use.

CONSULTATIONS

Clowne Parish Council - Welcomes this development. Some concern re: access to the site 16/4

Archaeologist - The site is well outside the medieval core of settlement at Clowne, which lies c250m to the north-east. I therefore recommend that the proposals are very unlikely to have an archaeological impact. 27/04

Yorkshire Water - If you do not receive a reply within 21 days of receipt [of consultation] then please assume that Yorkshire Water has no comments to make on the planning consultation. 21/4

Environment Agency – No objections subject to inclusion of a condition relating to an agreed method to deal with any unidentified contamination that may be revealed during development 21/4

Crime Prevention Design Advisor – No comments 1/5

Derbyshire County Council (Flood Risk Management) – Standing advice provided 6/5

Severn Trent Water – No objections subject to condition to control drainage details 13/5

Environmental Health Officer – No objections subject to condition relating to control over the swimming pool plant equipment and any air conditioning units in the interests of ensuring no noise disturbance to nearby dwellings 18/5.

DCC (Highways) – Need for a travel plan and potentially off site works if travel plan doesn't succeed at minimising trips to and from the site. Suggested conditions and advisory notes. 22/5. Suggested further condition to improve signing for footpath links to the site 25/6

PUBLICITY

By press advert, site notice and 65 neighbour letters. No letters of representation have been received.

POLICY

Bolsover District Local Plan (BDLP) GEN1 (Minimum Requirements for Development); GEN2 (Impact of Development on the Environment); GEN5 (Land Drainage); GEN6 (Sewerage and Sewage Disposal); GEN8 (Settlement Frameworks); GEN11 (Development Adjoining the Settlement Framework Boundary); GEN17 (Public Art); CLT2 (New Community Facilities); CLT5 (Large Scale Indoor Sport and Recreation Facilities); CLT6 (Existing Outdoor Playing Space and Amenity Open Space); CLT13 (Location Of Major New Leisure and Entertainment Developments); TRA1 (Location of New Development); TRA10 (Traffic Management); TRA13 (Provision For Cyclists); and ENV3 (Development in the Countryside)

National Planning Policy Framework

The NPPF is generally supportive of sustainable economic development.

Section 8 of the NPPF deals specifically with promoting healthy communities.

Paragraph 70 – “To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should... plan positively for the provision and use of ... sports venues ... to enhance the sustainability of communities and residential environments”;

Paragraph 73 – “Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities”.

ASSESSMENT

In terms of the adopted Local Plan, this site is shown to be in the countryside and outside of the settlement framework. That allocation was however made prior to the erection of the former Chesterfield College complex (now The Arc), such that the nature of the site was fundamentally altered as a result of the originally approved development on this site and is in effect, now an existing brownfield site on the edge of the existing settlement.

Notwithstanding this, there are also other permissive policies relating to the provision of new community facilities (CLT2) and major leisure developments (CLT5 and CLT13), effectively using a sequential approach of preferring settlement framework locations, then edge of centre locations and only then open countryside locations.

Whilst technically in the countryside based on its Local Plan Allocation, the provision of a new major leisure facility in a location of the edge of one of the district's main settlements, alongside an existing major public facility (the district Council offices and existing leisure centre facility) reasonably close to the town centre (@400m from the main entrance door at The Arc to the edge of the town centre) and with good public transport links, is considered to be an appropriate location that is sufficiently in accordance with the objectives of adopted planning policy in respect of new major leisure facilities. In principle the proposal is not therefore, considered to conflict with the objectives of the Local Plan in this respect, subject to appropriate details.

Views of the proposal are limited due to the proposed extension being located on the rear of the main building on site. Some aspects of the new extension will be visible, particularly from the south, but given the lower height of the building relative to the existing building and the sensitive design that respects the existing facility on site, the proposal will not form an intrusive or harmful feature in the landscape or general area. Indeed, the proposal will add interest to the rear of the building that is relatively plain on its rear elevation.

Existing maturing boundary landscaping exists on site and will not be affected by the development and additional landscaping is not considered to be necessary.

The proposed extension is located around 30m from the nearest boundary with residential properties to the east. Those dwellings also have deep rear gardens (@25m) such that the distance between the extension and existing dwellings is sufficient to ensure that no adverse impacts will result on the amenities of residents of those dwellings. The Environmental Health Officer has advised that there are no objections in principle to the proposal. However, there are no details submitted with respect to the type of noise levels anticipated to be emitted from the swimming pool plant equipment and any additional air conditioning units that may be associated with the extensions and has recommended the inclusion of a condition to control those details.

The area that the proposed extension would be sited is currently mown grass and as such will be of minimal biodiversity value. The hedgerows and trees to the boundaries of the site are not affected and are proposed to be retained. As such there would be no harm to biodiversity interests as a result of the development.

The Environment Agency has recommended a condition to deal with the mitigation of any

unexpected contamination if it is found on site during construction, which is considered to be reasonable.

Severn Trent Water is seeking the inclusion of a condition relating to the approval of foul and surface water drainage that is appropriate for this development.

Highway Issues.

The applicants have submitted a Transport Statement (TS) which considers the implications of the proposed development on traffic and transport and the Highway Authority has provided advice in this respect.

Despite there being a theoretical capacity within the junction for additional traffic, this does not address limited emerging visibility from the site access onto High Street, where drivers are obliged to take a line of sight across the partially obstructed frontages of multiple residential premises on either side of the access that could become further obstructed over time.

There will be a noticeable increase in traffic generation to and from the site access. Whilst personal injury accident data for a 5 year period has been considered, the site has not been in active use for all of this time and only in recent times has realised its current traffic generation potential which limits the weight given to this accident information currently. Given the limitations of the access and the fact that data may not yet reveal the true nature of the use of the access, the Highway Authority is concerned that there may be a tangible risk to the safety of highway users if the maximum vehicular trip generation of the development is fully realised.

Given the above concerns, the Highway Authority has advised that a travel plan could be utilised to encourage non-car access and car sharing to The Arc as a whole that has the potential to curb traffic increases to an acceptable level. However, if vehicle trips cannot be restrained it would be necessary to carry out works on High Street to either help reduce vehicle approach speeds, such that the available visibility becomes more appropriate, or introduce some other form of traffic control to regulate turning movements.

Whilst this is considered to be acceptable in principle, the Highway Authority has requested that a scheme be designed for off-site highway improvement prior to the extension being brought into use. However, given that the need for this work will only be triggered if trips exceed a stated amount, then such design work may be abortive, such that this approach is considered to be unreasonable and would not meet planning tests. It is considered that the design works should only be required if the threshold were to be exceeded following monitoring of vehicular activity.

The Highway Authority has noted the agents comment regarding footpath links to the site, and has suggested that a condition be imposed to improve surfacing and signage. Given that all pedestrian routes into the site are fully hard surfaced it is not considered that any improvements are required to surfacing. Improved signage, however, would assist in the aim of encouraging pedestrian trips and can be provided as part of a package of measures that would be considered under the Travel Plan and a condition is recommended for inclusion.

In respect of on-site parking, the application submission suggests that the proposed additional

24 space car park should be sufficient (in conjunction with the existing car parking provision) to absorb the extra parking demand generated by the proposed development. The Highway Authority has indicated that the Travel Plan could include monitoring and targets to track the demand for on-site parking and the adequacy of the parking areas, but goes on to state that in the event that overspill parking was to occur, it is unlikely that harm would be caused to the surrounding highway network as a result of displaced parking.

Subject to conditions relating to the provision of a travel plan, potential off site highway improvements and the additional car parking, it is considered that no objections arise on highway safety grounds.

Conclusions

The proposal is considered to be an appropriately and sustainably located site for expanded leisure facilities. Subject to controls to deal with the issues raised above, the proposal is considered to comply with the adopted Bolsover District Local Plan and is in line with the objectives of the NPPF.

Other Matters

Listed Building: N/A

Conservation Area: High Street forms part of the designated Clowne Conservation Area, but the proposal will not be visible from it and as such will not impact upon it.

Crime and Disorder: No known issues

Equalities: No known issues

Access for Disabled: It is stated that the proposal will comply with part M of the Building Regulations that deals with mobility access.

Trees (Preservation and Planting): N/A

SSSI Impacts: N/A

Biodiversity: No significant issues arise

Human Rights: No known issues

RECOMMENDATION: Approve subject to the following conditions:

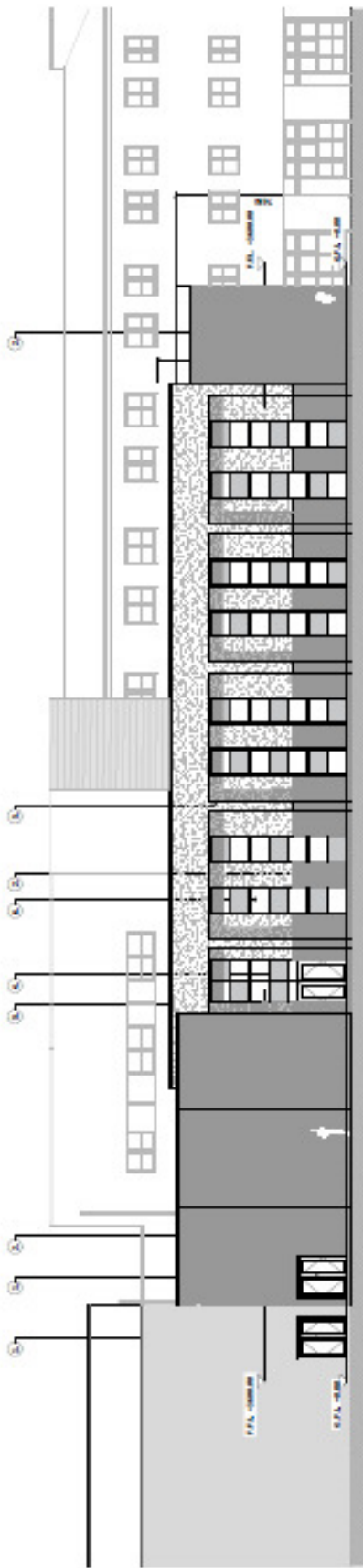
- 1 The development shall be begun before the expiration of three years from the date of this permission.
- 2 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.
- 3 The development hereby permitted shall not commence until drainage plans for the disposal of surface water and foul sewage have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details before the development is first brought in to use.

- 4 The extension to the leisure facilities hereby approved shall not be brought into use unless and until:
 - a) An assessment of sound has been undertaken and a scheme specifying the provisions to be made for the control of sound emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The assessment shall identify and quantify all sound sources from the development and shall assess the significance of the sound impact, taking into account the uncertainty of the assessment at the centre point of any garden attached to neighbouring dwellings in accordance with the methodology described in the British Standard BS4142:2014 Methods for rating and assessing industrial and commercial sound.
 - b) Upon completion of all works within the approved scheme a validation report shall be completed by a competent person and shall be submitted to and approved in writing by the Local Planning Authority.
 - c) The approved scheme has been implemented in full and shall be retained in place at all times following its implementation.
- 5 Prior to the extension to the leisure facilities being brought into use, a Travel Plan shall be created for the whole of The Arc including the workshop building, submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall set out proposals (including modal shift targets, a timetable and management responsibilities) to promote travel by sustainable modes such that additional vehicle movements at the site access to High Street are limited to a maximum level set out in the Plan. Reports demonstrating progress in promoting sustainable travel together with monitoring of traffic flows at the access shall be submitted annually to the Local Planning Authority for written approval on the anniversary of the date of the first bringing the additional leisure facilities into use for a period of 5 years.
- 6 In the event that vehicle trips at the site access exceed the maximum levels as defined in the approved Travel Plan (the subject of condition 5 above), a highway improvement scheme shall be submitted for approval to the Local Planning Authority within 60 days of the trigger being exceeded and shall be implemented as approved within 6 months of the approval of the scheme by the Local Planning Authority, or within such other timescale as may otherwise be approved in writing by the Local Planning Authority.
- 7 The extension to the leisure facilities hereby approved shall not be brought into public use until the proposed car park extension has been laid out in accordance with the submitted application drawings, constructed, drained and lit in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and maintained throughout the life of the development free from any impediment to its designated use.
8. The extension to the leisure facilities hereby approved shall not be brought into public use until improved pedestrian directional signage has been provided in accordance with a scheme that shall previously have been submitted to and approved in writing by the Local Planning Authority, which shall be maintained as approved at all times thereafter.

Notes

1. The Crime Prevention Design Advisor has advised that if the applicant requires security advice he can be contacted by telephone on 01629 536062, 07841 948569 or by e-mail at robert.drury.246@derbyshire.pnn.police.uk
2. Pursuant to Section 278 of the Highways Act 1980, no improvement works shall be carried out within the limits of the public highway without the formal Agreement of the County Council as Highway Authority. Advice regarding the technical, financial, legal and administrative processes associated with Section 278 agreements may be obtained from the Strategic Director of Economy, Transport and Environment at County Hall, Matlock (ask for the Highways Development Control team). The applicant is advised to allow approximately 12 weeks in any programme of works to obtain approval for Section 278 works.
3. Advice regarding the preparation and content of Travel Plans may be obtained from the Strategic Director of Economy, Transport and Environment at County Hall, Matlock (ask for the Sustainable Travel team). Where the applicant or Local Planning Authority requires supplementary assessment of monitoring reports, modal shift targets and other Travel Plan interventions, this service is available from the Council's Sustainable Travel service but may be subject to additional charges.
4. In respect of condition 5 , in terms of the trigger point for introducing further off-site highway improvements, additional trips should be limited to 5% of existing baseline, at or below which, the need for further engineering intervention at the access could be avoided. Based upon the applicant's data this would equate to 210 gross 2-way trips in the AM peak (8.00-9.00) or 222 gross 2-way trips in the PM peak (17.00-18.00). To allow for some fluctuations in flows this can be amalgamated into a single target of 440 2-way trips for the AM and PM peak hours combined. This should be included in the Travel Plan targets.





Proposed South Elevation - 1:100

