

COMMITTEE UPDATE SHEET

SUPPLEMENTARY REPORT OF THE PLANNING MANAGER

This sheet is to be read in conjunction with the main report.

Agenda Item No: 6 Planning Applications to be determined

Planning Site Visits held on 16 November 2018 commencing at 10:00hours.

PRESENT:-

Members: Councillors T Alexander, PM Bowmer, P. Cooper, P. Cooper, T Munro (Chair), P Smith, D Watson and J Wilson.

Officer: Richard Scott

APOLOGIES

Apologies were received from Councillors J Clifton, D McGregor, S Peake, K Reid, R Turner (Vice Chair) and B Watson.

SITES VISITED

1) Land to the West of Ash Close, Barlborough (18/00273/FUL).

2) The Laurels, Ruthyn Avenue, Barlborough (18/00508/FUL)

The meeting concluded at 11:10 hours

Summary of representations received after the preparation of the original main Committee Report and any recommendation based thereon.

Agenda item No: 6 (i): Land at the rear of 17 to 95 Alfreton Road, Pinxton (17/00396).

Additional Representation

Since completion of the report, one additional letter of representation has been received from a local resident re-affirming their earlier objections. The letter refers to highway safety issues:

- Find it amazing that the Highways Authority has re-iterated its stance that the West End/ Alfreton Road junction is 'sufficiently robust'. The problems at this junction are caused by a huge under capacity at the Town Street/Brookhill Road Junction at busy times.
- There is often (3 or 4 times a week) a traffic queue of several hundred metres on West End because the congestion on the Town Street. Brookhill Road junction means cars cannot get off West End. This problem occurs mostly between 8am and 9.30am and then from around 3.20pm to 6pm.

- The queues on West End (and Alfreton Road) sometimes occur as a result of traffic diverting from the A38 or M1 due to accidents but more often occur due to random congestion at the Town Street junction but they result in regular gridlock along West End.
- Adding up to 150 more cars to this mix would exacerbate this problem and as such this application should be rejected.
- Photos taken at 8.35am on the 14th November showing a major queue on West End are included with the letter.
- Unless the traffic counts referred to in your report were conducted at the time of one of these random but regular congestion events it is bound to say there isn't a problem.

The representation does not raise additional issues to those covered in the main report and does not alter the assessment or recommendations in that respect.

Foul Drainage

Councillor Dooley has verbally raised an issue with officers regarding the foul sewer capacity in Pinxton and information that she had received from Severn Trent Water Company regarding the capacity of the combined sewers that adds to flooding issues in Pinxton.

Whilst the Water Company had not responded to its original consultation from October 2017, they have been contacted further and have provided verbal comments (that will be following up in writing in due course); the Water Company has stated that it raises no objection to the proposal subject to the inclusion of conditions to control foul water disposal.

The control over the foul water disposal will require the run off from the site to be modelled to look at the potential for capacity issues on the network. Should capacity issues be identified, this will also identify what improvements will need to be made to the system to deal with this; there is no capacity issue identified in the area that would result in a recommendation for the refusal of planning permission from the Water Company.

It should also be noted that in addition to planning control, there are additional controls over foul drainage with agreements required with the Water Company in terms of sewer requisition and/or sewer adoption.

Recommendation:

As originally recommended, subject to the inclusion of additional condition(s) to control foul drainage, final wording to be delegated to the Head of Planning in consultation with the Chair and Vice Chair of Planning Committee following the receipt of Severn Trent Water's formal consultation response.

Agenda item No: 6 (ii): Land to the West of Ash Close, Barlborough (18/00273/FUL).

Since completion of the application report a Parking Standards Supplementary Planning Document has been drafted and is being reported to this committee to seek approval for a four week consultation on the document to obtain the views of interested parties.

This document is currently in draft form and has not yet been through any public consultation. The document is therefore currently not adopted and has been drafted to build upon Policy

ITCR11 of the emerging Local Plan rather than the adopted local plan. At this stage the Supplementary Planning Document can be given little, if any weight.

If the Parking Standards Document was to be considered, the proposed development would need 36 parking spaces to meet that guidance. The current proposal has only 21 spaces. However, the Parking Standards document states that if it is not possible for a development to provide the provision set out in these standards, the Council will consider whether the surrounding local provision can accommodate the anticipated demand.

Although this level of parking for the proposed development is low relative the amount of accommodation, short term visitor parking could potentially be met within the existing neighbouring car parks connected with the local centre, which is limited to 2 hours. The site is also well located in respect of access to nearby facilities, amenities and public transport, making this a sustainable location where residents could be less reliant on the car.

It is important to note that the reduction in the number of parking spaces has allowed for the revised layout of amenity space, circulation, parking and landscaping of the scheme which is considered to now better resolved overall and strikes a reasonable balance between these competing elements and significantly reduces the impact of the development on existing residents.

It is also necessary to consider that there are no objections from the Highway Authority about the level of parking proposed or the access to the site being via an un-adopted highway.

In the absence of any support from the Highway Authority regarding the adoption of Ash Close it is not possible to insist on its adoption as part of this application as it is unnecessary for the development to be able to proceed. A condition requiring Ash Close be brought up to adoptable standards would not meet the tests which planning conditions need to meet as set out in paragraph 55 of the NPPF which clearly states that planning conditions should only be imposed where they are necessary. In its current form the proposal is not considered to be detrimental to highway safety and is considered to meet the requirements of Policies Gen 1 and Gen 2 of the Bolsover District Local Plan in this respect.

Since completion of the report, one additional letter of representation has been received from a local resident. The letter raises the following issues:

- The four storey building will block the majority of sunlight to adjacent gardens
- The four storey building will not be in keeping with the surrounding area and will be an eye-sore
- There is insufficient parking for the existing businesses on Ash Close. An additional 18 dwellings will require a significantly larger car park.

The representation does not raise additional issues to those covered in the main report and does not alter the assessment or recommendations in this respect.

Recommendation:

No change to recommendation.

Agenda item No: 6 (iii) - The Laurels, Ruthyn Avenue, Barlborough (18/00508/FUL)

No updates to report.