



MEETING OF THE
PLANNING COMMITTEE

Civic Suite, Parkside

17 September 2015

PRESENT:

J Illingworth (Chair), J Simpson (Vice Chair), P Baguley,
G Botterill, P Chandler, P Cumbers, P Faulkner,
E Holmes, P Posnett, J Wyatt

Solicitor to the Council (HG), Head of Regulatory Services
Regulatory Services Manager (PR), Administrative Assistant (KS)

As Substitute

Cllr T Bains for Cllr M Glancy

D31. APOLOGIES FOR ABSENCE

Councillor Glancy

D32. DECLARATIONS OF INTEREST

Cllr Holmes declared an interest in application 15/00178/FUL.

Cllr Chandler and Cllr Botterill declared an interest in Item 5 on the agenda as they have relatives who rent land from Belvoir Estates.

D33. MINUTES

Minutes of the meeting 27 August 2015

Cllr Simpson wished for the line on page 71 to be changed from "Cllr Simpson commented that they should also be considering the site and access" to "they should **only** be considering the site and access".

Approval of the Minutes was proposed by Cllr Baguley and seconded by Cllr Holmes. The Committee voted in agreement. It was unanimously agreed that

the Chair sign them as a true record.

Cllr Holmes left the meeting at 6:05pm

D34. SCHEDULE OF APPLICATIONS

- (1) **Reference:** 15/00178/FUL
Applicant: Persimmon Homes
Location: Field No. 3310, Scalford Road, Melton Mowbray
Proposal: Proposed erection of 77 dwellings with a mix of 2, 3 and 4 bedroom dwellings with associated infrastructure and public open space

(a) The Regulatory Services Manager stated that:

There had not been any late items since the publication of the agenda. However, noted that comments had been received from a Ward Member, Cllr Mrs Glancy, who was unable to attend the meeting and had asked for her comments to be read out.

Described the application, which is a detailed scheme for full planning permission for 77 dwellings and associated infrastructure. A mix of house types with 40% affordable housing, comprising 31 units.

The site would use the existing vehicular access to phase 1 from Scalford Rd. There are pedestrian and cycle links to phase 1 which in turn provides access to the country park. The northern end of the site is occupied by 0.4 hectare (approx. 1 acre) of public open space.

The key issues are set in detail in the report.

Policy – This is development in the countryside, but it is now accepted that saved policy OS2 relates to housing land supply is not applicable in this case.

The site would provide affordable housing, in accordance with saved policy H7

Core Strategy & the Inspector's Report - Note that objectors refer to harm to landscape, ecology & biodiversity and question sustainability of development. Note that there are also concerns about highways and transportation.

This application is relatively small scale compared to the proposal in the Core Strategy and is supported by specific, detailed information which addresses all of these issues. Comment in more detail on some points as follows.

Highways & Transportation - The impact upon highway safety has been considered and there is no objection from the Highway Authority.

The capacity study which has been undertaken indicates that the local highway network is at capacity and this development would create problems at the Scalford Road/Norman Way junction. Jacobs, strategic picture – this has taken up last of capacity.

The applicants have provided an analysis of the data using the Leicester and Leicestershire Integrated Transport Model (LLITM) assessing how traffic from a specific zone distributes across the network. The outcome of this is that at the evening peak there would be some backing up of vehicles in the right turning lanes at the Scalford Road/Norman Way junction. This is not considered to be sufficient reason to refuse planning permission. Permission should be granted unless impacts would “significantly and demonstrably” outweigh the benefits.

Mitigation would be provided by contributions to a Traffic Regulation Order; post development assessment and refinement of traffic light sequencing and timing (SCOOT) and the provision of travel packs.

Harm to countryside - There would be impact upon the countryside and the setting of the town. But landscaping is proposed including a buffer of open space at the north of the site. The development is approximately in line with the John Ferneley College on the opposite side of Scalford Road.

Benefits These are summarised in the conclusion of the report, but include the delivery of housing, including 31 affordable units and developer contributions. The development could start to make an immediate contribution to the delivery of new housing. It is critical that when the Local Plan is examined there is a body of evidence that the authority can deliver housing. This scheme would help in that process.

Conclusion In this case it is considered that the impacts would not “significantly and demonstrably” outweigh the benefits. All technical details have been satisfactorily addressed, including archaeology, ecology, trees and drainage. It is recommended that permission is granted subject to a Section 106 Agreement and conditions to include those reported.

(b) Debbie Adams, an objector on behalf of Melton North Action Group, was invited to speak and stated that:

- Unsustainable location
- New plan rejected dispersed development around town
- Highways issues
- Scalford Road over capacity
- Traffic backed up at peak times
- Dangerous roads with a lot of pedestrian traffic from school
- North Melton regarded as least sustainable option for housing

- Exceeds the walking distance to amenities
- Infrequent bus service

Cllr Faulkner asked what Mrs Adams regarded as peak times.

Mrs Adams stated school times and the aftermath of students coming out of school. The road is dangerous for pedestrians because of the high volume of traffic.

Cllr Faulkner asked if the traffic was backed up to the town centre.

Mrs Adams stated that it was.

Cllr Simpson asked how often a week the traffic is backed up.

Mrs Adams stated most school days.

The Head of Regulatory Services asked where the Inspector stated that the North of Melton was the least sustainable for development.

Mrs Adams stated that she recollected that it had been said at public meetings.

- (c) Hannah Guy, from Persimmon, was invited to speak and stated that:
- The NPPF and Local Planning Authority deem the development as acceptable
 - Financial contributions in development contribution section acceptable
 - Borough deficient in housing land supply
 - Sustainable land
 - Assists with the delivery of new homes
 - LCC have been liaised with to achieve highway acceptability
 - Minimal impact on highways
 - In compliance with NPPF paragraph 32
 - Will provide public open space, soft landscaping and is an outward facing development

The Regulatory Services Manager responded to Mrs Adams and stated that:

- Site is sustainable as it is a small site on the edge of town with reasonable links to town.
- LCC Highways are satisfied with the development in terms of congestion.
- Possibility of accidents has been taken into account.

The Head of Regulatory Services explained that the Inspector deemed the South more appropriate than the North, however this doesn't mean the North isn't sustainable.

The Regulatory Services Manager read out a statement from Cllr Glancy, a Ward Cllr. This stated:

- Unsafe road with a history of accidents which would be exacerbated by this development
- Negative impact on junction as Scalford Rd is already at capacity
- Increase in necessity to use rat runs in neighbouring areas
- Schools in the area are a problem as they are oversubscribed
- Distances to amenities on foot are excessive
- Negative impact on traffic congestion without offering a solution
- Inadequate car parking and narrow roads on phase 1
- Link required to national cycle network should not be agreed until matters relating to ownership and wildlife are resolved
- Would result in loss of the soft landscaped entrance into the town
- Aware of need to provide housing ,but in this case harm outweighs benefits

Cllr Posnett stated that:

- Development should be attractive to look at
- Junction at Scalford Road is at capacity
- Students in the area increase danger
- Wildlife needs to be protected
- Cycle routes and footpaths should be agreed
- Reduces options for proposed new road that is required
- Does not contribute to ring road

The Regulatory Services Manager noted that the Highway Authority had originally recommended that a condition be imposed to provide a pedestrian/cycle link to the Country Park and national cycle network. This had been withdrawn by the Highway Authority as being unnecessary because the phase 1 development requires the link to be provided.

Cllr Botterill stated that it would not interfere with the proposed relief road as a location has not been determined.

The Regulatory Services Manager stated that an approximate route for a possible relief road has been suggested. This development would not compromise it.

Cllr Cumbers was concerned that there were no plans for a LAP (Local Area of Play).

The Regulatory Services Manager stated that the North East corner of the site is informal open space. He stated that the landscaping is subject to detail so a LAP could be provided here if the Members felt it was beneficial.

Cllr Chandler proposed to permit the application as per the officer's recommendation as 70% of houses are built in villages, with only 30% in the town, however the town is where the business and job opportunities are. It is a natural extension to the boundary, close to a good secondary school, would provide accommodation for employment in the town and has an affordable element.

Cllr Cumbers seconded the proposal to permit.

Cllr Bains was concerned about the accidents on Scalford Road and stated that having 77 more houses would mean further traffic and potentially further accidents.

Cllr Faulkner stated that from a business point of view, 77 more houses would not impact on the traffic build up at school time as the build-up is a result of the students using the crossing. He stated that at the time of 8:30am the traffic is backed up between Redwood Avenue and St John's Drive, not all the way into town.

Cllr Chandler wished for a condition to be added that a LAP was incorporated to the development and fenced off as per the legislation.

The Regulatory Services Manager clarified that a LAP would be added to the Northern end of the site.

A vote was taken. 7 Members voted in favour of the proposal to permit the application. 3 Members voted against the proposal. Cllrs Posnett and Bains wished for their votes against to be recorded.

DETERMINATION: That planning permission be granted subject to a Section 106 Agreement and conditions including those reported ,except that :
-there would be no requirement to provide a link to the country park and national cycle network
-the layout be amended to incorporate a LAP in the public open space

Cllr Holmes returned to the meeting at 7pm.
Cllrs Chandler and Botterill left the meeting at 7pm.

D35. Report of the Head of Regulatory Services: Confirmation of tree preservation order – ref: 151/909/5 grounds of Old Post Office 6 Main Street, Branston, NG32 1RU

The Regulatory Services Manager presented the report, explaining the need for the TPO and that the confirmation of the TPO would not prevent the applicant providing information to support a case for works or removal in the future.

Cllr Holmes proposed to keep the preservation order as the tree is a part of the village and it would be detrimental to take it down.

Cllr Baguley seconded the proposal as the tree is important to the street scene.

The Regulatory Services Manager read out the view of the Parish Council, which wished the tree to remain.

A vote was taken.

Decision It was unanimously decided that the Tree Preservation Order should be

confirmed.

D36. URGENT BUSINESS

None

The meeting commenced at 6.00 pm and closed at 7:10pm