

## **Plans Committee – 17th May 2018**

**Additional items received since the report was drafted.**

**Page A1  
Item No. 1  
P.A. No. P/18/0174/2**

**Site Address: Kennel Block, Quorn Hall,  
Meynell Road, Quorn**

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Additional information has been received relating to applications listed elsewhere on the agenda as Items 4 (P/18/0274/2) and 5 (P/18/0358/2). See relevant updates on those items on page 5 below.

### **Recommendation**

That the determination of the application be considered at a future meeting of Plans Committee in line with the recommendation below for Items 4 and 5.

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The Local Highway Authority has provided a detailed response to the specific criticisms of the Parish Council and local residents to their original consultation response:

Visibility splays at the access for the current application were based upon a speed survey which was undertaken for application P/14/1222/02 and discussed within the 'site access appraisal' document for that application. The survey was undertaken in February 2012 and calculated the visibility splays using 85%ile wet weather speeds of 32.02mph north-eastbound and 30.8mph southbound. A total of 180 vehicles were recorded with 100 vehicles travelling northeast and 80 travelling southwest. This methodology was accepted by the Local Highway Authority (LHA) in 2014.

Since the speed survey was undertaken and prior to submission of this current application, the layout of Seagrave Road has been amended due to the construction of two neighbouring residential developments. A roundabout has now been constructed approximately 100 metres to the northeast of the site access, with another being constructed approximately 240 metres to the southwest, both of which would help to reduce the speed of traffic along Seagrave Road. Given the proximity of the northern roundabout to the proposed site access in particular, the LHA consider that it is unlikely 85%ile vehicle speeds would now be shown in excess of the 2012 survey.

Given the above, and the fact the previous splays were accepted by the LHA in 2014, it is therefore considered unreasonable to request the applicant to undertake a 7 day survey at this location to justify the proposed visibility splays.

While the LHA is aware of parked vehicles along Seagrave Road, particularly towards the southern end of the road, given the quantum of development proposed, no detailed assessment such as a Transport Statement is required to be submitted by the applicant. It is considered however that the additional volumes of traffic that would be generated by the development at peak hours would not lead to increased delays for motorists waiting to overtake parked vehicles further down Seagrave Road.

There have been no recorded Personal Injury Collisions along the length of Seagrave Road between the roundabout to the north of the site up to the Swan Street junction within the last five years. It is considered unreasonable to request the Applicant to resolve this existing situation.

The need to relocate the existing bus stops was omitted from the previous observations.

It is considered necessary for the applicant to relocate both bus stops and their associated infrastructure so that buses are not stopped opposite or overhanging the site access when passengers are boarding or alighting from a bus. It is considered that the works to relocate the two existing bus stops can be delivered via an appropriate condition.

Subject to the additional highways condition relating to the bus stop relocations, the LHA is satisfied that a safe access compliant with the Leicestershire Highways Design Guide can be provided.

### **Recommendation**

No change to the Recommendation but to add the following condition:

Prior to occupation of the first dwelling hereby permitted, details of the design for relocating the existing two bus stops and associated infrastructure on Seagrave Road shall be submitted to, approved and implemented to the satisfaction of the Local Planning Authority.

REASON: To ensure a bus can stop clear of the site access in both directions, in the interests of general highway safety and in accordance with Paragraph 32 of the National Planning Policy Framework 2012.

Two typographical errors have been noted.

1. Page C8 and C26 – Library Services contribution is stated as £3,200. On page C29 this is incorrectly reported as £5,010.
2. Page C29 – Condition 2  
Plan number 1674-200 Rev B (engineering plan) which was submitted as part of the viability considerations and shows site levels and finished floor levels has not been included in the plans list.

### **Recommendations**

1. Confirm contribution sought for Library Services is £3,200.
2. Amend condition 2 to include Plan number 1674-200 Rev B (engineering plan).

**Page D1  
Item No.4  
P.A. No. P18/0274/2**

**Site Address: Quorn Hall, Meynell Road, Quorn  
Full Application**

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**Page E1  
Item No.5  
P.A. No. P/18/0358/2**

**Site Address: Quorn Hall, Meynell Road, Quorn  
Listed Building Consent**

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Additional information has been received relating to these applications on behalf of a local resident.

The correspondence raises issues that require further consideration and consultation on the application proposals before a planning determination can be made. The correspondence also refers to a link between the determination of these applications and application P/18/0174/2 listed as Item No.1 on the agenda.

A copy of the full comments is available on the Council's website.

### **Recommendation**

That the determination of applications P/18/0274/2 and P/18/0358/2, together with Item No.1 on the agenda (application P/18/0174/2), be considered at a future meeting of Plans Committee.