

PLANNING AND REGULATORY COMMITTEE

UPDATE SHEET

10 October 2018

Section 1

Item 6 – 17/P/5592/FUL – Land opposite Bird of Prey Centre, Smallway, Congresbury

Additional information from the applicant

The applicant has now submitted plans showing the provision of an uncontrolled pedestrian refuge island and associated tactile paving which is considered appropriate having regard to existing traffic movements on Smallway. In addition, the applicant has agreed to provide a one-off clearance of vegetation etc. from the footways leading to the site.

In connection with the need and additional cost of having to provide a pedestrian crossing the applicant has argued that based on a review of the TRICS national trip rate database it is anticipated that around four and two public transport movements are likely to be generated by the proposed development in the morning and evening network peaks hours respectively.

It is added that premises for GP services, whilst under an NHS umbrella, are in the majority self-funded by the Partners via bank loans. Most of the cost of the proposal to date has been provided by the Partners at Mendip Vale, who are wanting to ensure GP services are viable both now and in the future for Yatton and Congresbury. Closures across the country have increased by 150% in two years (2015 to 2017), with rural practices most at risk. Some councils have utilised funding from new housing schemes to help support their local practices, understanding that the current pressures on premises are not sustainable. To date Mendip Vale Medical Group have not been offered any support.”

Officer comments:

It is important to provide a safe and convenient crossing for the patients that will choose to use to travel to the new surgery by means other than private car. In terms of traffic movements and speed, it is recognised that vehicular and pedestrian movements along Smallway have changed over the past 20 years resulting in the suggestion that the speed limit should be reduced to 30mph. The applicant's Transport Statement does not support a conclusion that traffic speeds need to be reduced as a result of this development.

Notwithstanding this, the applicant has proposed to provide an uncontrolled pedestrian refuge island and associated tactile paving to link the existing bus stop on the eastern side of Smallway with the footway provision that leads to the site on the western side of the carriageway. The provision of an uncontrolled crossing to include a pedestrian refuge island is appropriate to accommodate the additional demand. These plans are regarded as acceptable subject to agreed road markings and visibility splays and any amendments recommended through the safety audit.

Condition 10 and 30 have been revised accordingly.

Amended plans

Uncontrolled Pedestrian Refuge Island Plans Ref: A5029M-010-A and A5029M-011-A
A revised vehicle tracking plan has now been submitted and is regarded as satisfactory.

AMENDMENT TO RECOMMENDATION:

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RECOMMENDATION: Subject to (a) approval of external lighting arrangements and completion of a satisfactory Habitats Regulation Assessment; and (b) details of drainage outfall, the application be APPROVED (for the reasons stated in the report above) subject to the draft conditions including the revisions to 10 and 30 below and any other additional or amended conditions or variations to the coverage of the conditions as may be required in consultation with the Chairman and Vice Chairman and local members for Yatton and Congresbury:

Revised conditions

Condition 10 revised as follows:

The approved medical facility shall not be occupied until the uncontrolled pedestrian refuge island and associated tactile paving has been provided to link the existing bus stop on the eastern side of Smallway with the footway provision that leads to the site on the western side of the carriageway in accordance with the approved plans and subsequent to any revisions proposed and agreed in the safety audit and a scheme of clearing the footways to be agreed with and carried out to the satisfaction of the Local Planning Authority.

Reason: In the interests of highway safety in accordance with policy DM24 of the North Somerset sites and Policies Plan Part 1 Development management policies.

Condition 30 revised as follows:

Prior to the commencement of any development hereby permitted, a Stage One & Two Road Safety Audit of the proposed access junction, showing two-way traffic movements to and from the site and the provision of an uncontrolled pedestrian refuge island and associated tactile paving, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the proposed access and crossing can provide safe access to the highway in accordance with Policy DM24 of the Sites and Policies Plan Part 1

Item 7 – 18/P/2593/FUL – QEH Sports Club, Clevedon Road, Failand, Long Ashton

Additional information from the agent

An additional letter has been received from the applicant addressing points made by Long Ashton Parish Council as follows:

- The proposals include significant biodiversity enhancement: all hedges to be left to grow upwards (all are presently cut back regularly); new areas of wildflower seeded improved meadow (none currently) and native replanting of hedges where there are gaps. Biodiversity enhancement will be secured by condition.
- The other sites referred to by the Parish Council are allowed to operate up to 10pm but school is only asking for up to 6pm. The wording of conditions and ecology restrictions will effectively minimize risk of “creep”.
- Sound baffles and acoustic fencing around the hockey pitch will reduce noise.

Officer comments:

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The floodlighting of the netball and tennis courts has been omitted from the application and this is reflected in the report. Officers can confirm that proposed condition 9 will limit use of the floodlights to 1800 hours. Proposed noise mitigation measures are considered satisfactory.

Section 2

Item 8 – Land at The Chestnuts, Winscombe

Additional Third Party comments

Further representations have been received from neighbours re-iterating their objections in respect of the layout and the minimum distances obtained between existing and proposed dwellings.

Officer comments:

A further layout plan has been submitted to overcome one of the concerns raised about the siting of the house on plot 5. This amends the siting of the house on the plot closer to the road so that the gable window would be 21 metres from the windows in 3 Sidcot Lane. Other matters have been covered in the Committee report.

Additional comments from Drainage team

Object to the development due to absence of infiltration testing to demonstrate that the proposed drainage strategy will work without exacerbating an existing surface water flooding issue that presently affects the footpath to the south of the site. However, the Drainage Engineer suggests a condition that will overcome this concern

Officer comments: *A drainage condition is specified below to overcome this concern.*

AMENDMENT TO RECOMMENDATION:

That the application be **APPROVED** subject to the following additional drainage condition:

17. No development shall be commenced until surface water drainage details together with a programme of implementation have been submitted to and approved by the Local Planning Authority. Such works shall be carried out in accordance with the approved details.

Reason: To ensure that the development is served by a satisfactory system of foul and surface water drainage and in accordance policy CS/3 of the North Somerset Core Strategy.