Tracy Miller

03/00280 - Kissing Gate
Trinity Motors
Restricted Hours - 8am - 10pm.

From: Tracy Darke
Sent: 22 April 2009 09:19
To: Clare Woods
Cc: Tracy Miller; Malcolm Evans
Subject: FW: Mr Noon Brodick Road Meeting - 23.4.09, 12.00-1.30
Importance: High

Clare,

Just to add a couple of bits to Tracy's response.

The kissing gate arrangement was part of the planning decision for the marina and there are restrictions on the use of the kissing gate from memory. Tracy will be able to dig out this if necessary. Please let her know.

Third party comments on a planning application are avaialble at all times whether they are held electronically or in paper form, which I wolud think Mr Noon already knows as he is often in reception trawling through the files. We used to have a policy of the comments not being available until 3 days before committee, but that hasn't been the case now for the last few years.

I do not think there will be a need for me to attend the meeting if Tracy and Malcolm are they as they are more familiar with all the details of the application.

Regards

Tracy Darke

From: Tracy Miller
Sent: 21 April 2009 17:24
To: Clare Woods; Tracy Darke; Malcolm Evans
Subject: RE: Mr Noon Brodick Road Meeting - 23.4.09, 12.00-1.30
Importance: High

Clare

Many of the issues that Mr Noon raised at the time of the application and below are not actually material planning considerations, but I will address each in turn:

Kissing gate access to Trinity Motors land - there is an access from the Brodick Road site to the site behind, I think this is where he means. Such access is a matter between the land owners to resolve and not a planning matter.

Sealing of drains on access road to garage site - this is the first I've heard of this point and am not aware of what he really means. Drainage would have been a condition on the approval notice, such a condition would require drainage details to be submitted prior to commencement of development.

Loss of access gate on his boundary - again access is not a planning matter, however at the time I did speak with Mr Noon about this matter and I understand that Morris Homes were prepared to provide an alternative access at no expense to Mr Noon - Malcolm may be able to advise further.

Use of his fence without any consultation - the fence along Mr Noon's boundary was proposed to form the boundary of the new properties, this is quite normal and is not normally a problem. Such matters again are not planning matters but instead ownership issues.

Site Layout - not quite sure what he wants to discuss here. The layout proposed was consulted on, and fully considered prior to the determination of the application.

Public Speaking at Committee - there is a protocol in place for public speaking which would have been followed.

Access to third party comments - again not sure if he is saying he has a problem with getting access to comments or that there was access to third party comments. When an application is received any third party comments at the time of this application were kept on file and were not on public access. Upon the application going to planning committee all background papers (including third party comments) are public. All third party comments now received on applications are displayed on public access.

I hope this addresses the issues, if Trevor wants to discuss before the meeting just let me know.

Thanks

Tracy Miller
Senior Planning Officer
Major Applications Team

From: Clare Woods
Sent: 21 April 2009 17:05
To: Tracy Darke; Tracy Miller; Malcolm Evans
Subject: FW: Mr Noon Brodick Road Meeting - 23.4.09, 12.00-1.30

Dear Tracy, Tracy and Malcolm

With reference to the above mentioned meeting on Thursday, Trevor has now received a list of points from Mr Noon that he would like to discuss. According to the letter Trevor has received from him, headed Planning Application 07/01030/FUL, he would like to discuss the following points that he feels "were inadequately addressed in the report to Committee". Trevor is asking if you can provide answers to these points prior to the meeting:-

Kissing gate access to Trinity Motors land.

Sealing of drains on access road to garage site.

Loss of access gate on his boundary.

Use of his fence without any consultation etc.

Site layout.

Public speaking at Committee stage.

Access to third party comments.

Please could you get back to Trevor before Thursday.

Many thanks all.

Clare

Clare Woods
PA to Director of Community and Planning Services
Hinckley & Bosworth Borough Council
Tel: 01455 255934

From: Clare Woods
Sent: 14 April 2009 17:27
To: Tracy Miller; Malcolm Evans
Cc: Trevor Prowse
Subject: Mr Noon Brodick Road Meeting - 23.4.09, 12.00-1.30

Dear Tracy and Malcolm

Trevor asked me to cancel the above mentioned meeting, so when Mr Noon telephoned me this morning I thought he had beaten me to it and was ringing me to cancel the meeting. But alas, that wasn't the case. He was ringing to confirm that he would still like to meet on 23.4.09 despite the fact that the Council are no longer selling the land on Brodick Road. He wants to discuss "the way that the planning report was presented to the Planning Committee and how it affected their decision-making". He is going to bring along Councillor Lynch, who apparently thinks that this meeting will be worthwhile. Mr Noon said he would be sending a list of things he would like to discuss and we should get it by this Friday.

Clare

Clare Woods
PA to Director of Community and Planning Services
Hinckley & Bosworth Borough Council
Tel: 01455 255934

1) Kissing Gate - In 1999 the info given re: right of access from Trinity Motors to Brodick Rd. This doesn't exist ∴ Members were given incorrect information.

2) Drainage issues raised by objector were not considered in C.R - TM - para in report deals with drainage and conditions imposed.

3) Rear access from Mr Noon's property - Not considered in C.R. - but not a material planning consideration.

4) Re-use of Mr Noon's boundary adj development → no access to maintain boundary.

5) Site boundary between Report CGS + Pl. app do not correspond ∴ Pl per shouldn't have been granted. → Not

PINK

Please Ask For: Tracy Miller
Direct Dial/Ext: 01455 255809
Direct Fax: 01455 619897
Email: Tracy.Miller@hinckley-bosworth.gov.uk
Your Ref:
Our Ref: CD/P/DC/TM/07/01030/FUL
Date: 15 April 2008

Tom Barrows
Morris Homes (East Midlands) Limited
Morland House
6 Boundary Court
Willow Farm Business Park
Castle Donnington
Derby
DE74 2NN

Dear Mr Barrows

Re: Brodick Road, Hinckley

Further to my letter dated 4 April 2008 I can now confirm that the noise report submitted in accordance with Condition 7 is acceptable. I therefore confirm compliance with Condition 7 attached to planning permission reference 07/01030/FUL.

I have received further information from Travis Baker Associates regarding the reasoning behind the proposed finished floor levels. This information is under consideration and I will respond fully regarding this matter in due course.

I have received detailed comments from my Green Spaces Officer regarding the submitted landscaping scheme. Whilst generally his comments suggest the scheme is well designed he has put forward some changes that he considers will further enhance the scheme and development. I enclose a copy of his comments for your information and would appreciate submission of an amended landscaping scheme incorporating the suggested changes or reasoned justification as to why the scheme cannot be amended.

Should you have any queries regarding the above please do not hesitate to contact Tracy Miller on 01455 255809.

Yours sincerely

for Tracy Darke
Development Services and Policy Manager

Tracy Miller

From: Chris Brown
Sent: 16 April 2008 12:23
To: Tracy Miller
Subject: Brodick Road, Hinckley ref: 07/01030/FUL - Site Levels

Tracy,

I've had a further look at the site cross sections and surface water sewerage layout presented in the above application and have reached the conclusion that Travis Baker Associates' explanation of the proposed finished site levels is probably correct, and that their proposal represents the optimum solution to the problem of conflicting depth zones - ie that of allocating vertical space to utilities' and highway drainage apparatus. I can think of no benefit that they could derive from unnecessarily elevating floor and road levels. As it is, the imported fill material will have to be specially selected and laboriously compacted - at no small cost.

It is certainly the case that the most significant infuence on the finished levels is the 900mm diameter oversized pipes (for the purpose of in-system attenuation) which must be accommodated at a given depth and with a minimum cover over the top of it. One way of reducing fill depth needed is to use precast concrete rectagular-section culvert units instead of circular pipes. Depending on the available range of sizes (wdth x height) it might be possible to reduce the levels by a maximum of 300mm by using culvert units, but there may be other factors attending the use of rectangular units which would erode this advantage and make the extra cost unworthwhile.

The site cross sections show a slight camber from Brodick Road to the western site boundary, with Brodick Road boundary being 'at-grade', ie no significant step in level. At the Western boundary there wil be a 1.0m high embankment, a sloping garden and a floor level set, typically 1.34m above the western boundary level. If this amount of elevation is considered excessive, in that it will render the completed development unduly prominent in the landscape, you could ask the developer to consider using culvert units as above described. The alternative approach - surface attenuation basin - is not an option on this site owing to development density.

Please let me know wether you need a fuller explanation and i'll come over when I am next in the office.

Regards,
Chris Brown