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Ctte Date: 11<sup>th</sup> December 2017

File No: CHE/17/00209/FUL  
Plot No: 2/536

## **ITEM 5**

### **ADDENDUM REPORT**

**PROPOSED - DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES (SUNDAY SCHOOL BUILDING RETAINED); AND ERECTION OF A FOOD STORE AND CREATION OF NEW / ALTERATIONS TO EXISTING ACCESSES WITH ASSOCIATED PARKING, SERVICING AND LANDSCAPING (REVISED DETAILS RECEIVED ON 24/04/2017, 04/05/2017, 15/06/2017, 28/06/2017, 13/07/2017, 07/08/2017, 08/08/2017, 14/08/2017, 04/09/2017 AND 04/10/2017) AT PERRYS GROUP (FORD), CHATSWORTH ROAD, CHESTERFIELD, DERBYSHIRE, S40 2BJ FOR LIDL UK GMBH**

Local Plan: Unallocated  
Ward: Holmebrook

#### 1.0 **CONSULTATIONS**

C/Field Cycle Campaign                      Comments received 24/11/2017  
– see report

#### 2.0 **BACKGROUND**

- 2.1            On the 30<sup>th</sup> October 2017 planning committee resolved to approve a scheme for development of a new Lidl foodstore on land off Chatsworth Road (the Perrys Ford Garage), Chesterfield, Derbyshire, S40 2BJ.
- 2.2            The committee voted to include an additional planning condition requiring the developer to provide a cycle/pedestrian connection to Goyt Side Road as follows:
28.          Development shall not commence until a scheme to provide a shared cycle / footpath connection from the new store cycle park through to Goyt Side Road has been submitted to the Local Planning Authority for consideration. The shared connection route shall be solid bound surfaced and lit. The details agreed in writing by the local planning authority shall

be implemented on site and be available for use prior to the store hereby approved being opened. Thereafter the route shall be maintained fit for purpose and free from any impediment to its intended use. Only those details which receive the written approval of the Local Planning Authority shall be carried out on site.

*Reason – To promote sustainable travel and provide connection to the strategic cycle network in accordance with policies CS2 and CS20 of the Chesterfield Local Plan: Core Strategy 2011 – 2031.*

2.3 The committee resolution included ongoing negotiations for a S106 agreement regarding Percent for Art and therefore the final planning permission has not yet been issued. The developer has however submitted a scheme to the Local Planning Authority in the interim to show how they intend to provide the cycle connection to the site and there is an opportunity to review and agree the scheme such that any planning permission issued can reflect the latest position and the cycle connection scheme rather than a requirement to submit the scheme for approval under a Discharge of Condition Application as per the originally suggested wording.

2.4 It is also considered prudent for this addendum report to be included on the same committee agenda as the 2 no. reports for applications CHE/17/00756/OUT and CHE/17/00757/OUT, as these applications affect the same site boundary as the proposed Lidl foodstore and the potential location of the cycle route connection.

### 3.0 **PROPOSALS / CONSIDERATIONS**

3.1 On the 17<sup>th</sup> November 2017 the developer submitted drawing no. 1831 410 Rev H which detailed the proposed site layout / masterplan for the foodstore indicating that a cycle connection to Goyt Side Road could be achieved by upgrading the width of the footway leading from the new store access onto Factory Street along the sites western boundary to link to Goyt Side Road. The increased footway width would allow for pedestrians and cycles to utilise this pavement giving cyclists a dedicated route into the site.

3.2 The drawing was forward to the Chesterfield Cycle Campaign who responded as follows:

*Thank you for forwarding the proposed cycle access to the new Lidl site on Chatsworth Road.*

*Our comments:*

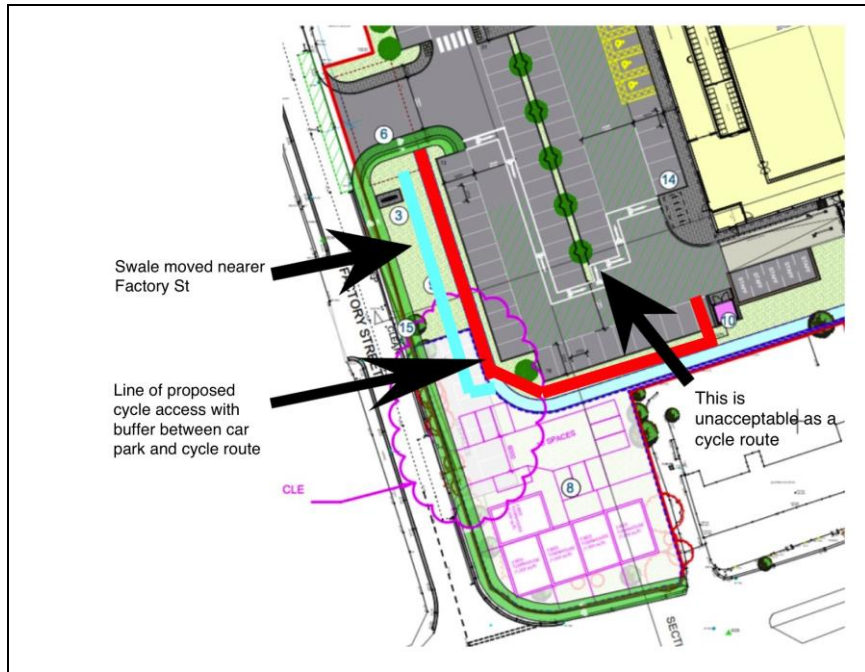
- No width of the shared path is shown, national guidelines are 3m.*
- We need more detail of how the path will end on Goytside Road, there should be a flush dropped kerb, in this case leading onto the access road for the existing cottages.*
- An additional entrance has been created off Factory St to access the proposed car park for the housing development. The shared footway should appear continuous across this entrance to give pedestrians and cyclists priority and we expect that to appear on the full planning application for the housing.*
- The cycle route within the car park is unacceptable. Standards are published by the government and Sustrans detailing minimum radii for cycle paths. As shown cyclists are required to make a series of tight 90 degree turns.*
- The cycle route within the car park is dangerous, having cyclists riding immediately adjacent to parking spaces puts them in serious danger of being hit by cars with limited visibility manoeuvring in and out of parking spaces.*

*The shared path alongside Goytside Road and Factory St is acceptable if built to the correct width but the layout within the car park is dangerous and the Campaign objects to this arrangement.*

*We propose two solutions;*

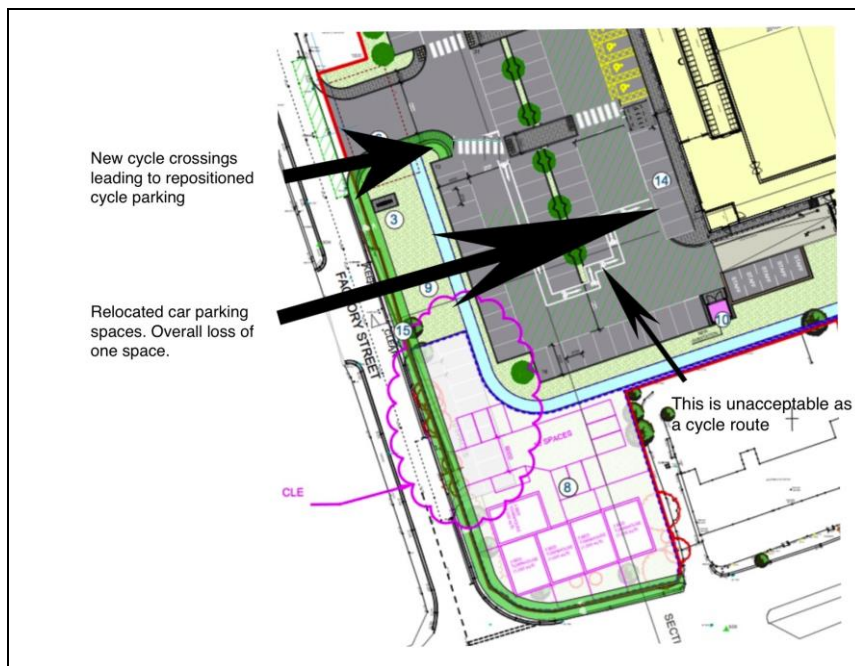
*1, The swale alongside point 3 and 9 could be moved nearer to Factory St to allow a cycle only route to be built around the side of the car park (minimum 2.4m wide) with one parking space removed next to the bin store to allow bikes to cross to the bike parking. There will need to be a 0.5m buffer between the car parking and the edge of the route to allow for overhanging cars.*

*See plan below with the route shown in red.*



2, Cyclists cross directly across the car park, two parking spaces are removed to allow access and the cycle parking is moved adjacent to the disabled parking. If two standard parking spaces next to the disabled parking are used for bicycle parking then three parking spaces can be put where the original cycle parking was shown.

See plan below



Please pass our proposed solutions to Lidl.

*We would not support their revised plan '1831 P410H Proposed Site Masterplan' as copied to us on 23<sup>rd</sup> November 2017 because of the very poor route through the car park and no width detail shown on the proposed shared route.*

3.3 The comments of the Chesterfield Cycle Campaign have been passed to the developer to consider and at the time of writing this report they are currently working up a solution to satisfy the comments made by the Cycle Campaign in solution 2 detailed above.

3.4 Upon receipt of these revisions further consultation will take place with the Cycle Campaign however it is requested that the committee agree to delegate powers to officers to agree the final details of the route and accordingly amend the suggested wording of condition 28 to avoid the need for the applicant to submit a further DOC application in this respect as follows:

28. The development shall not be brought into use until the agreed scheme to provide a shared cycle / footpath connection from the new store cycle park through to Goyt Side Road has been implemented. The shared connection route shall be solid bound surfaced and lit and only the scheme agreed by the local planning authority shall be implemented on site. Thereafter the route shall be maintained fit for purpose and free from any impediment to its intended use.

*Reason – To promote sustainable travel and provide connection to the strategic cycle network in accordance with policies CS2 and CS20 of the Chesterfield Local Plan: Core Strategy 2011 – 2031.*

3.5 Condition 2 of the previously agreed committee resolution will also need to be amended to reflect the latest revision of the proposed site plan drawing number.

02. All external dimensions and elevational treatments shall be as shown on the approved plans (listed below) with the exception of any approved non material amendment.

- Site Location Plan 1831 P401

- Proposed Site Plan 1831 P409 REV F

- Proposed Surfacing Plan 1831 P411 REV D
- Proposed Boundary Treatments Plan 1831 P412 REV D
- Landscape Details R-1972-2B
- Landscape Masterplan R-1972-1B
- Proposed Elevations 1831 P202
- Proposed Floorplans 1831 P102
- Design and Access Statement
- Planning and Retail Statement
- Ecology Report
- Geo-environmental Appraisal and Additional Ground Reports
- Flood Risk Assessment and Flood History
- Transport Assessment and Travel Plan
- Noise Impact Assessment
- Drainage Strategy (revised 04/05/2017)
- Heritage Statement
- Tree Survey
- Statement of Community Involvement
- Archaeological Desk-Based Assessment (submitted 28/06/2017 and updated 08/08/2017)
- Transport Assessment Addendum (submitted 01/08/2017)
- Bat Surveys (submitted 14/08/2017)
- S106 Pro-Rata Calculation – Highways

*Reason - In order to clarify the extent of the planning permission in the light of guidance set out in "Greater Flexibility for planning permissions" by CLG November 2009.*