

FIRST SUPPLEMENTARY REPORT
TO THE PLANNING COMMITTEE

21st May

Agenda item 5

Case Ref. 18/00916/FUL

Kidsgrove Working Mens Club, Kidsgrove

Since the publication of the main agenda report a letter from **Kidsgrove Residents Association** has been received in favour of the proposal citing a number of benefits. The benefits highlighted relate to job creation, much needed investment in the Town, facilitation of a new fit for purpose more centrally located club within the Town Centre which can be enjoyed by residents, and improvement to the area as a whole.

The **Highway Authority's** comments have been received about your Officer's proposal that the development have 79 parking spaces (as opposed to the 89 in the submitted scheme). As far as the Highway Authority are concerned they are of the view that this does raise highway safety concerns as they consider it may result in Lidl customers parking on the footway/carrageway on Hardingswood Road which does not currently have any parking restrictions.

They go onto suggest that to prevent any future parking issues double yellow lines could be installed on Hardingswood Road as a requirement of the planning permission. This would require a Traffic Regulation Order which would require consultation with the County Councillors, Kidsgrove Councillors and the emergency services. The TRO would need to be funded by the developer and could, they suggest, be included as part of the highways agreement for the construction of the highway works.

The comments of the Highway Authority need to be considered. Members are reminded that Local Plan policy T16 does indicate that it is appropriate to consider whether potential local on-street (parking) problems can be overcome by measures to control parking and waiting in nearby streets. The Highway Authority have identified an important but relatively discrete and localised issue. Traffic Regulation Orders have to go through a procedure where they are publicised and an objections must then be considered by the County Council. It is considered that a condition requiring such a Traffic Regulation Order to have been confirmed prior to the commencement of the development is one that would meet the tests for conditions and should be attached.

The **RECOMMENDATION** remains as set out in the main agenda report, with the **additional condition** indicated above.