



Southern Planning Committee

Updates

Date:	Wednesday, 27th April, 2011
Time:	2.00 pm
Venue:	Council Chamber, Municipal Buildings, Earle Street, Crewe CW1 2BJ

The information on the following pages was received following publication of the committee agenda.

Updates (Pages 1 - 12)

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APPLICATION NO: 11/0748

PROPOSAL: Approval of reserved matters for 10 dwellings

ADDRESS: Land adjacent to 5 Middlewich Road, Cranage

APPLICANT: Cranage Parish Council

REPRESENTATIONS

Highways

21.04.2011 – The Strategic Highways Manager makes reference to previous comments for the withdrawn application which stated:

'The proposed development offers a layout which does not meet adoptable standards in terms of its detail and proposed highway boundary.'

The proposed junction with Middlewich Road does not show design geometry or visibility splays.

It is acknowledged that a solution is likely to be available, however as the application detail does not demonstrate satisfactorily the details required, the S.H.M. has no option but to recommend refusal at this time.'

Subsequent to such comments, junction details were also requested.

It is noted that the latest plan received by the Authority demonstrates sufficient junction detail however; the revised layout still fails to meet adoptable standards.

Whilst it appears that it seems the applicant's intention is to keep the development separate from the adoptable highway, even if this were the case the Highway Authority would serve an Advanced Payments Code notice on the development to have it built to adoptable standards as the development has sufficient public utility for the future residents to request formal adoption in the future if it were not adopted now.

In order to be to an adoptable standard the development would need:

- A turning facility for a rigid refuse vehicle. This should be easily accommodated within the entrance to the parking area and the grassed area in the top left corner of the site.
- A service strip to accommodate utilities (2.0 metres wide for the full length of the adoptable carriageway.
- An appropriate level of sustainable drainage for the carriageway - the two gullies offered are unlikely to have sufficient capacity to prevent the discharge of surface water onto Middlewich Road.

It is noted that the proposed carriageway width, kerb radii and tracked junction detail are acceptable for adoptable purposes.

It is recommended that the above requirements be secured by either amended plan or condition.

The application should carry an informative requiring entry into a Section 38 Agreement under the Highways Act 1980 to cater for the formal adoption of the adoptable road.

Public rights of way

No response was received at the time of update preparation.

Jodrell bank

No response was received at the time of update preparation.

Ramblers Association

No response was received at the time of update preparation.

United utilities

No response was received at the time of update preparation.

Environmental Health

No response was received at the time of update preparation.

Cranage Parish

No response was received at the time of update preparation.

Other representations

Four representation have been received since report preparation which have raised the following issues and objections:

- The initial outline planning consent granted 3 years ago should now be reviewed as the situation has changed.
- The main thrust of the Parish Councils application is to provide homes for local people is incorrect as early last August the Equity Housing Group were forced to extend their offer to the whole of Congleton Borough in order to sell them. The Paddock site is less than thirty yards way and to date 2 are still unoccupied.
- There is another site being proposed at the Altys site which needs consideration alongside this one. This site was not available when the initial outline planning was granted.
- On other applications it has been stated by planning officers that the Authority does not want green land being tarmaced.
- Councillor Kolker has said that wherever possible Brown field sites should be used for housing needs as our green fields are to valuable to cover with housing.

- 10 affordable homes have just been built on a garden/greenfield site a 100yds away from this proposed second development – supposedly to satisfy local needs. The company offered to sell to “local residents wherever possible” but were now “extending the offer to anyone living in the whole of Congleton”.
- Is it fair to prejudicially saturate the small area of Cranage with such developments?
- Increasingly we are being told to leave the car at home and walk but this second development necessitates car use to access local amenities (increasing carbon foot print).
- Why not use the vacant brown field sites with in Holmes Chapel? Any one of which could be adapted for residential development. For example, the derelict industrial area adjacent to Manor Lane allowing easy walking distance schools, health centre, shops, trains etc.
- The adjacent crossroad is a notorious ‘black spot’ for accidents, which the development will contribute to
- The proposal conflicts with the current bridle path in this area. Concerned with the limitation this building will put on the width of the bridle.
- If the bridle path is diverted due to this building work, there will be more traffic diverted onto the A50, where a number of accidents have occurred over the years, in particular on the nearby junction.

OFFICER COMMENTS

Highways comments

It has been identified by the Strategic Highways Manager that there are three factors required in order for the development to offer a layout which meets adoptable standards as it has been noted that the proposed carriageway width, kerb radii and tracked junction detail are acceptable for adoptable purposes.

It is considered that the requirements of the Strategic Highways Manager could adequately be achieved via condition for the following reasons: -

- A turning facility for a rigid refuse vehicle

There is sufficient space for this facility to be accommodated within the entrance to the parking area and the open space area in the northwest corner of the site. It is acknowledged that this would result in a reduction in the amount of open space provided however, it is not envisaged that this would be to a level which would be detrimental to the overall development.

- A service strip to accommodate utilities

The proposed development is of a layout which can accommodate a 2.0 metre wide service strip along the full length of the adoptable carriageway.

- An appropriate level of sustainable drainage for the carriageway

Drainage has already been controlled via a condition on the original outline approved application which reads:

'No development shall commence until details of a scheme for the disposal of foul and surface water from the development has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme of foul and/or surface water disposal has been implemented to the satisfaction of the Local Planning Authority.'

This condition is sufficient to ensure that any proposed drainage would have sufficient capacity to prevent the discharge of surface water onto Middlewich Road.

Additional representations

Representations have been received which outline that the principle of the development should be re-assessed as numerous factors have altered since the development was approved at outline stage. It is however, not within the remit of this reserved matters application to re-assess the need for the development.

Concerns have been raised in relation to the nearby junction being a notorious blackspot however, in the absence of any specific objection from the Strategic Highways Manager in relation to such, this is not considered to be a reason for which the application could be refused.

With regard to the concern raised in relation to the adjacent bridleway, there is no evidence which demonstrates that the proposal would conflict with the current bridle path. No structures are near the bridle path and any new boundary would be controlled via condition, the approval of such details would ensure that the bridleway would not be unduly compromised.

Conclusion

The original recommendation for approval still stands subject to the following additional conditions and informative:

- Prior to commencement of development, details of a facility which will allow vehicles to enter and leave the site in a forward direction shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented to the satisfaction of the Local Planning Authority, before first occupation of the development hereby permitted and the facility shall then be retained, kept clear and be available for use at all times thereafter.
- Prior to commencement of development, details of a service strip scheme for the hereby approved development shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of the development hereby approved retained thereafter.

Informative

The application should carry an informative requiring entry into a Section 38 Agreement under the Highways Act 1980 to cater for the formal adoption of the adoptable road.

PROPOSAL: 17.5 m high joint operator street furniture type telecommunications tower, 1 no equipment cabinet, 1 no metre cabinet, and ancillary development

APPLICATION NO: 11/0752N

ADDRESS: Land at junction of Brook Street and Edleston Road, Crewe

APPLICANT: O2/Vodafone

REPRESENTATIONS

Highways

21.04.2011 – The Strategic Highways and Transportation Manager notes the following:

There is a verge to the back of the footway at this location which could accommodate the proposed apparatus.

Edleston Road is a equal access route with the Iris centre close by, (centre for visually impaired people) The least amount of intrusion on foot paths is this area should be given careful consideration, due to increased use by visually impaired people.

The highways authority has no objections to this proposal providing that the apparatus is erected in the verge to the back of the footway. (Please note that the verge in question is highways verge)

If this cannot be achieved, the highways authority recommends refusal on highways safety grounds.

Environmental Health

21.04.2011 - Environmental Health have looked at the information provided and have no objections to this proposal.

Other representations

No other representations had been received at the time of update preparation.

ADDITIONAL INFORMATION

Community concerns document
Cabinet noise levels information
Coverage plots for the following:

- Existing
- 12.5 metre mast
- 15 metre mast
- 17.5 metre mast

OFFICER COMMENTS

Mast Height

Whilst supporting information states that the proposed mast height is a direct operational requirement to allow for effective coverage, the submitted coverage plots are not considered to satisfactorily justify the height of the mast proposed.

It is accepted that at present there is a lack of coverage in the site area and a 12.5 metre mast would not address this deficiency. However, from the submitted information it would appear that a 15 metre and 17.5 metre mast would achieve very similar levels of coverage and as such the higher mast is not justified. The reduced height mast should therefore be sought on the site in order to lessen the impact of the development.

Highway Concerns

Whilst concerns raised by the Strategic Highways Officer are noted, consideration must be given to the appeal decision referred to within the committee report.

An inspector has previously accepted reduced pavements widths of up to 1.5 metres (DCS Number 100-070-208) and given that the proposal would reduce the pavement width to 1.7 metres in front of the mast and equipment cabinet and 1.9 metres in front of the metre cabinet, this is considered acceptable and it is not considered that the application could reasonably be refused on highway safety grounds.

SOUTHERN PLANNING COMMITTEE UPDATE – 27th April 2011

APPLICATION NO: 11/1151N

PROPOSAL: 14.8m High Joint Operator Street Furniture Type Telecommunications Tower, 1No. Equipment Cabinet and 1No. Meter Pillar

ADDRESS: Land in front of 613 Crewe Road, Wistaston

APPLICANT: O2/Vodafone

Additional Consultation Response

Environmental Health: No objection

Strategic Highways Manager: In principle there are no objections to this proposal. The highways authority would prefer that the exact location be given careful consideration in relation to maintenance works that take place by-annually. This is because the pedestrian refuge island and access into Tesco, Kwik Fit and the Petrol Station are very close which may result in temporary traffic signals to be erected to carry out any works. Providing that the applicant can demonstrate that maintenance works can be carried out with the minimum of disruption at this location, the highways authority has no objections.

Parish Council comments

Wistaston Parish Council: Objects for the following reasons;

- The proposed mast will be detrimental to the overview of the area
- There is a perceived health risk from all telecommunication masts.
- The proposed mast and cabinets restrict the line of site of motorists exiting the site of Tesco Express and Kwik Fit.

Letters of Representation

A letter of objection has been received from Cllr Westwood raising the following points of objection;

- The mast would tower above the existing lighting columns and stand out like a sore thumb
- Three sites within the search area have been discounted due to concerns over the impact upon residential amenity where as the application site is outside the search area and the applicant considers that this would have less of an impact upon residential amenity. This means that less value is given to residential amenity in this area
- The reasons for discounting the BT exchange are an option and this option should be pursued given that the sharing of masts is encouraged

Letters of objection have been received from the occupants of Millstream House, Crewe Road, 548 Crewe Road, 33 Laidon Avenue, 7 Manor Avenue, 1 Broughton Lane and 23 Greenfields Avenue raising the following points;

- Health concerns
- Distraction to motorists
- A similar application has been refused within recent years
- Visual impact
- Highway safety
- No need for an additional mast
- There are other suitable locations

Officer comments

Highways

The proposed development will not have any detrimental impact upon vehicular visibility splays when making use of any road junctions within the area.

The applicant has stated that the proposal will be maintained 1-2 times per year and accessed by an engineer travelling by foot/standard sized vehicle. When accessing any site the operators' engineers must abide by standard traffic laws, parking restrictions, and the operator's own health and safety regulations. As such, they are instructed to park any maintenance vehicles legally, safely, and with common sense, and to act sensitively to both pedestrian and vehicular safety.

The only time any large vehicle would be required to be parked close proximity to a site for any length of time would be at construction and decommissioning stages, or in the very rare case of emergency maintenance, all of which would be undertaken with the full cooperation and agreement with the Council's Highways Department.

Given the frequency of the maintenance requirements of the mast it is not considered that the mast could be refused on highway safety grounds. As a result the proposed development is considered to be acceptable.

Alternative Sites

The applicant has discounted the site at the BT exchange due to a dispute between the owners of the mast. The mast owners will not grant Vodafone permission to use the mast and there are also concerns over the limited coverage that could be gained from this site. It is accepted that mast sharing is promoted, however if Vodafone can not gain use of this site the site is not a viable option and has to be discounted as an alternative site.

Three sites within the search area have been discounted as they are surrounded by a greater number of residential properties and are likely to cause greater concerns. The concerns of the residents in this location have not been given less weight in this area, the site has been chosen due to the

fact that it would be seen against a backdrop of commercial premises and trees and would cause less harm to the street scene.

SOUTHERN PLANNING COMMITTEE UPDATES – 27th April 2011

APPLICATION NO: 11/0471C

PROPOSAL: The Construction of 20 new build affordable houses and new access road.

LOCATION: Tall Ash Farm, Buxton Road, Congleton.

APPLICANTS: Plus Dane Group

Additional Consultation Response:

Greenspaces

CONTRIBUTIONS REQUIRED FOR AMENITY GREENSPACE & CHILDREN AND YOUNG PERSONS PROVISION

The Greenspaces Section have put in a request for £5,676.00 for maintenance of the amenity Greenspace and £51,000 for a locally equipped area of play and £51,044.00 for its maintenance.

Assessment

It should be noted that no such request was made under the previous application and was not therefore referred to in the Councils appeal statement or the inspectors' decision. As such it is not considered that it would be unreasonable for the Council to make the provision of a locally equipped area of play a requirement for this proposal. Having regard to the on-site provision, its maintenance could be secured in the S106 Agreement either by payment of the sum for maintenance or a management scheme by Dane Plus.

REPRESENTATIONS

Two further letters have been received which offer support for the proposal.

RECOMMENDATION

After consideration of the additional information received, it is recommended that:

Members resolve to grant permission subject to the conditions identified within the original report but subject to the prior completion of a S106 Agreement in order to secure a financial contribution for maintenance of the amenity Greenspace.

SOUTHERN PLANNING COMMITTEE UPDATES – 27th April 2011

APPLICATION NUMBER: 11/0506N

PROPOSAL: The Erection of Poultry House and Feed Hopper with Hardstanding

LOCATION: Crowton Farm, Winsford Road, Cholmondeston, CW7 4DR

APPLICANT: Mr. I. Hocknell

CONSULTEES:

Parish Council:

- The existing Poultry House erected last year has a very light coloured roof which is acutely visible from a considerable distance. This is exacerbated on bright, sunny days when it becomes reflective. This, we feel, is not in keeping with the local surroundings and environment. The farm buildings situated in the Poultry House locality all have roofs that are of a darker colour and blend well into the environment.
- The local residents request that careful consideration be given to the new poultry roof to ensure that this does not occur again. We note that the colour quoted on the plans is "Country Green". We assume that this is a darker green than the existing roof.

OFFICER COMMENT:

It is acknowledged that careful consideration needs to be given to the materials used in the construction of the poultry shed. Therefore, a condition relating to materials will be attached to the decision notice requesting samples to be submitted.

The recommendation for APPROVAL remains