



# Southern Planning Committee

## Updates

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**Date:** Wednesday, 2nd July, 2014  
**Time:** 1.00 pm  
**Venue:** Lecture Theatre, Crewe Library, Prince Albert Street, Crewe,  
Cheshire CW1 2DH

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

**Updates** (Pages 1 - 6)

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Please contact Julie Zientek on 01270 686466  
E-Mail: [julie.zientek@cheshireeast.gov.uk](mailto:julie.zientek@cheshireeast.gov.uk) with any apologies, requests for further information or to arrange to speak at the meeting

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**SOUTHERN PLANNING COMMITTEE – 2<sup>ND</sup> JULY 2014**

**UPDATE TO AGENDA**

**APPLICATION NO.**

14/2310N

**LOCATION**

Corbrook Court Care Home, Corbrook, Audlem, CW3 0HF

**UPDATE PREPARED**

30<sup>th</sup> June 2014

**Consultation Response from Highways**

The issues which arise in highway terms for this proposed development are as follows:

1. Route to the site.
2. Access junction and turning movements.
3. Frequency of deliveries and ash removal trips.
4. The safe operation of the existing access junction.

The route to the site is the A529 which is a primary route network road. This road has sufficient capacity to carry the service vehicles to and from this site. Indeed the existing heating mechanisms require the delivery of fuel oils by tanker which are also heavy commercial vehicles.

The access junction into the site currently accommodates heavy commercial service vehicles including fuel tankers for the existing heating system. There is no reasonable need to ask for HCV tracking for this junction.

The existing fuel requirement sees one oil tanker deliver to the site every 4-5 weeks which equates to 12 deliveries per year or 24 trips (12 in and 12 out).

The proposed deliveries for the biomass boiler would be one every 2 weeks or 26 deliveries per year or 52 trips (26 in and 26 out).

The additional traffic generation therefore would be:

52 minus 24 which would be 28 additional trips per year (14 in and 14 out).

Given the available capacity on the A529 and evidence that the existing access which would take these vehicle turning movements operates safely it is clear that these vehicle numbers would not have a material impact on the major road network and any net impact would be negligible. The Strategic

Highways Manager does not consider that this level of traffic generation could be considered a 'severe' impact on the public highway network under NPPF guidance.

Injury accident records demonstrate that there are no collisions related to the access junction in the last 5 years. In fact the last recorded road traffic crash in the vicinity of the junction into the site occurred in 2004 when a single vehicle lost control and turned over after dark in wet conditions. Causal factor was driver losing control. No other vehicle was involved and the vehicle was not negotiating the access into the application site. The existing access geometry and visibility combined with the safe operational record demonstrates that this access does operate safely with existing heavy commercial vehicle use and that there is no reason to consider that the changed heavy commercial vehicle movements will be less safe.

The Strategic Highways Manager finds that there is no foundation for a highways reason for refusal on this site and would offer no further comment given the consideration of the application detail provided above.

### **Additional Information**

The applicant has submitted additional information relating to the heating systems at the care home. The details are as follows:

- The number of existing oil deliveries to the site are approximately every 4-5 weeks (approx 5,500)
- The number of anticipated biomass fuel deliveries to the site will be on average 2.2 per month (26 per year)
- There will be no requirement to remove the biomass ash as this will be used on site.
- The ash will amount to approximately 2.5 tonnes per year which will be used as fertiliser on the flower beds
- Corbrook Court currently has two separate heating systems in separate boiler houses using two kerosene boilers, one of which will be decommissioned and the related pipework connected with the dedicated biomass boiler
- The existing boiler rooms are within the service courtyard and adjacent to this in the cellar
- Two boilers are required in order to adequately service the site
- The boilers operate using wood chips not pellets

### **Further Comments**

The occupier of Corbrook Lodge has submitted a Legal Submission. The points raised are addressed below.

#### **Point 5: (Summary recommendation is refusal)**

The summary recommendation of refusal was a typographical error.

**Point 7: (The plan appended to the report is inadequate and misleading)**

The plan appended to the report is simply used to enable people to be able to identify the location of the site, not to show the proposed plans. These are available on the website, are distributed to Members of the Committee and are also shown on a presentation at the meeting.

**Point 11: (The principle of development section of the report is confusing)**

Members of Southern Planning Committee undergo specific training and are fully aware of the requirement for applications to be determined in accordance with the adopted local plan.

The Cheshire East Development Strategy – Submission Version has now been submitted for examination and therefore carries significant weight in determining applications.

The NPPF is an important material consideration for determining planning applications.

**Point 12: (The development is contrary to NE.2, BE.1, BE.2 and BE.3)**

Following examination by the Council's Environmental Protection and Highways Officers it is considered that the proposal is not contrary to Policies BE.1 and BE.3. That leaves the issue of Policy NE.2 and Officers carried out an assessment of the 'planning balance' and concluded that the benefits in terms of improving the energy efficiency of this existing business outweigh any conflict with Policy NE.2

**Point 13: (Concern over the design and scale of the building)**

The building is considered to have the appearance of an agricultural building as the design is typical of that type of building that are commonplace in rural areas such as this.

**Point 14: (Amenity and Health Concerns)**

It is not considered that the development would have an overbearing impact due to its size, siting and appearance. As the building contains no windows and is to be used to house boilers and not for a function that would require the presence of people for any great length of time, loss of privacy is not considered to be a significant issue.

**Point 15: (Amenity and health concerns)**

Further clarification is being sought on the issues raised and a verbal update will be given.

**Point 16: (Impact upon bats)**

The Council's Principal Nature Conservation Officer has considered the issue of the impact of the development on bats. He concludes that the modest scale of the proposal means that there is unlikely to be a significant loss of bat foraging or commuting habitat. The only significant adverse impact could come from external lighting. This can be controlled by condition.

**Point 17: (Highways impact)**

The Strategic Highways Manager (SHM) has now undertaken an assessment of the proposal and the site and concludes that there is no foundation for a highway reason for refusal.

**Point 18: (The statement that a reason for refusal could not be sustained is not understood)**

Members of the Committee do determine application 'fearlessly and without favour'. However it is the duty of Officers to give their professional opinion in order that they have all the necessary information on which to base their decision.

**Point 19: (The deliveries should be controlled by condition)**

Conditions on planning approvals must meet six tests which include being necessary, and reasonable. Given the fact that the access used will be the same as currently used and that deliveries would only take place approximately twice a month, it would neither be necessary or reasonable to impose a condition limiting delivery times. If one was imposed the situation could arise whereby in order to comply with such a condition the delivery vehicle would have to wait on the highway until the appointed time, causing detriment to highway safety.

**Point 20: (Noise impact)**

Without an adequate noise assessment and mitigation methods the development would not be able to proceed. Environmental Protection Officers would not request this as a condition if they did not consider that the issue could be addressed.

**Other Matters**

The original report states in the summary recommendation 'Refuse'. This is a typographical error and should read approves with conditions)

Condition 10 wrongly refers to wood pellets and not wood chip.

**Recommendation**

The recommendation remains to approve the application, with an additional condition (14) for submission of external lighting details.

Condition 10 should be amended to read:

"The boiler shall only be operated using clean wood chip that comply with a recognised fuel quality standard (such as CEN/TS 14961:2005 or ONAD)"

**SOUTHERN PLANNING COMMITTEE UPDATE – 2<sup>nd</sup> July 2014**

**APPLICATION NO:** 14/1034N

**PROPOSAL:** Extensions to provide additional residents bedrooms plus a new sun lounge

**ADDRESS:** Wrenbury Nursing Home, Wrenbury Hall Drive, Wrenbury, CW5 8EJ

**APPLICANT:** Mr R Sezliah

The following additional information has been provided by the Planning Case Officer:

1. The proposal will increase the total number of bedrooms from 31 to 45, ie another 14 rooms.
2. As a result of the extra capacity at the home 8 new jobs will be created.
3. There are currently 4 potential residents on the waiting list, however due to the nature of the medical conditions that the potential residents have there are often cases where they require a placement in a residential nursing home at short notice, and at the present time these people are having to be turned away and therefore often they have to be accommodated in other homes that are outside of the Wrenbury and district area

**RECOMMENDATION**

**The recommendation remains unchanged**

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