

APPLICATION NO: 20/4682M

LOCATION: Costain Compound Land South Of, LYMM ROAD, LITTLE BOLLINGTON

PROPOSAL: Variation of conditions 1 and 2 on approved application 18/3219M - Proposed continued use of construction compound including associated access, car parking, construction vehicle storage, portacabins and other associated works

CONSULTATIONS

Little Bollington Parish Meeting has a number of serious concerns regarding the proposal for extended use of the compound. These are set out below (in summary):

1. Excessive and unnecessary extension - The application for an extension to 2025 is not necessary and not justified.
2. Inappropriate use of planning consent – HS2 is a long term project and should not be considered as part of this application.
3. Buildings outside of the area approved - No buildings or hard standings should be allowed other than indicated on the approved plan.
4. Flood risk - The ongoing conversion of this site from open farmland to a large paved and built area within the River Bollin catchment area can only exacerbate the problem.
5. Light pollution / disturbance of residential spaces
6. Absence of Justification - The application provides no evidence of need or other justification for the proposed time extension of the planning permission

It is considered these comments are all addressed in the report, as updated below.

KEY ISSUES

Green Belt/Timescales

When asked to clarify the timescales for the Smart Motorway works the applicant writes:

“The M56 construction works are scheduled to complete late in 2022 but Galliford Try's maintenance liabilities, landscaping and de-mobilisation obligations remain until at least 2024, for example for material and vehicle storage for any necessary snagging and repair responsibilities. Clearly in addition contingency is required both for foreseeable delays (e.g. COVID restrictions tightening) as well as any slippage for any unforeseen events.”

Whilst this is understood, it is still unclear whether this requires the full compound or just part there of. Clearly if a much smaller area is required then its impact on the Green Belt will be less and needs to be assessed accordingly.

Landscape impact – A plan has been submitted showing the split between the two contractors, showing the HS2 works occupying a smaller part of the site.

Additionally the applicant was asked about restrictions on heights of materials stored on site, and they confirmed 4m was the maximum required. This can be conditioned.

CONCLUSION

The current recommendation (Condition 1) is that the temporary consent be extended until the end of July 2022, the end of the projected main works. Although the applicant is indicating that this date will need to be extended for on going works, this is in part speculation and it is not considered that extending the date beyond 2022 is appropriate at this time. The applicant is of course free to seek to extend the period nearer the time when there is more knowledge of timescales, and the requirement for site area is known and demonstrated. As such the recommendation for timescales remains as per the report.

With regards to approved plans, the suggested wording (to form Condition 3) on Page 76 is recommended to be changed to:

“The development hereby approved shall be carried out substantially in accordance with the Proposed Site Compound Plan 001 Rev 9, with no structures or material storage exceeding a maximum of 4m in height.”