

**STAFFORDSHIRE MOORLANDS DISTRICT COUNCIL
PLANNING APPLICATIONS COMMITTEE**

25 April 2024

A D D E N D U M R E P O R T

Application No:	SMD/2021/0113	
Location	Land at Bridge End, Macclesfield Road, Leek	
Proposal	Erection of 12 detached, single storey five bedrooomed dwelling houses.	
Applicant	Urban Nu Ltd	
Agent	Rob Duncan	
Parish/ward	Leek	Date registered 06/04/2021
If you have a question about this report please contact: Rosie Dinnen rosie.dinnen@staffsmoorlands.gov.uk		

1. INTRODUCTION

1.1 This application was presented to the 19 October 2023 meeting of the Planning Applications Committee. After debate, Members resolved to defer the application for further matters relating to the upgrading of the access road to be resolved.

1.2 The applicant has prepared a Construction Vehicle Management Plan (CVMP) and a Construction Environmental Management Plan (CEMP) Site Plan. These matters were intended to be addressed by conditions as recommended by the Highway Authority.

1.3 The addition information was subject to further consultation with the Highway Authority and Environmental Health and reconsultation letters were sent to properties on Bridge End.

1.4 This report deals only with matters relating to the reason for deferral and should be read in conjunction with the original committee report (appended)

2. ADDITIONAL INFORMATION

Construction Vehicle Management Plan

2.1 The Construction Vehicle Management Plan (CVMP) explains how the development of the site will be managed having regards to access arrangements, vehicular movements, parking and environmental controls during the construction phase.

2.2 The CVMP outlines that to manage the construction of the development a site office, welfare and canteen facilities buildings would be erected on site. These

facilities would be provided within a portacabin which would be located on plot 1 within a secure compound of Heras fencing. Secure storage would also be provided in a second portacabin as well as car parking spaces for 8 contractors.

2.3 The development is intended to be phased by starting at the south eastern end of the site working backwards to plot 1 at the entrance to the site. At this point the number of contractors on site will be reduced as will the requirement to store materials. The detached garage will be constructed prior to the dwelling and upon completion would provide welfare and secure storage to enable two portacabins to be removed.

2.4 All construction support activities will be controlled within the site construction compound including office facilities, toilets and canteen. Materials and waste handling storage will be within the confines of the site.

2.5 The CVMP states that construction vehicle movements and deliveries will be monitored closely by the Site Manager. The set up of the site provide adequate room for storage of materials but most major components will be programmed to arrive "just in time" when need for construction. It states that the size of deliveries will be restricted and all contractors will be given prior instructions for the route and procedures for deliveries. The traffic route has been reviewed for weight restrictions and no issues with deliveries to and from the site are foreseen such as low bridges. A banksman would oversee all delivery traffic to the site.

2.6 The CVMP explains that wheel washing facilities will be installed by the site entrance to ensure that mud and other construction debris avoids being deposited on the road. The exits from the wheel washing system will be constructed from a hard surfacing material and the surface beyond shall be kept clean at all times. Waste water discharged from the wheel washing system will be disposed of onsite and will not be discharged into the public sewerage system without prior removal of soil, stones and any other suspended material.

2.7 The CVMP outlines that dust suppression measures will be employed to ensure that no dust or other debris is carried onto the adjoining properties shall also be provided. Measures include regular cleaning of the road during the working day and ensuring that labour and equipment is available and is suitable for the soil and weather conditions present.

2.8 The CVMP states that on site good practice procedures will be followed in order to mitigate noise, vibration and air pollution impacts under the Considerate Contractors Scheme. Measures planned include:-

- The hours of work, including construction, demolition and associated deliveries to the site shall not take place outside 08:00 to 18:00 hours Mondays to Fridays, and 08:00 to 13:00 hours on Saturdays, nor at any time on Sundays or Bank Holiday.
- Hydraulic construction to be used in preference to percussive techniques where practical;
- Off site pre-fabrication to be used, where practical;

- All plant and equipment to be used for the works to be properly maintained, silenced where appropriate and operated to prevent excessive noise. To be switched off when not in use and where practicable;
- Locating plant, equipment, site offices and storage areas and worksites away from neighbouring properties where reasonably practical;
- Plant will be certified to meet relevant current legislated and British Standards;
- Loading and unloading of vehicles, dismantling of site equipment such as scaffolding or moving equipment or materials around site will be conducted in such a manner as to minimise noise generation;
- Any temporary site lighting will be faced into the site and not directed towards any neighbouring properties;
- The area around the site including the public highway to be regularly and adequately swept to prevent any accumulation of dust and dirt;
- Deviation from approved method statements only to be permitted with prior approval from the main contractor and other relevant parties; and
- Burning of wastes or unwanted materials will not be permitted on site and shall be kept securely for removal to prevent escape into the environment.
- During construction/demolition phases amplified music and/or radios shall not be audible beyond the site boundary.

Construction Environmental Management Plan Site Plan

2.9 The accompanying CEMP is technical drawing illustrating how the measures outlined in the CVMP would be implemented on site. It also goes beyond the immediate development site boundaries and includes all the land within the application site red line from where Bridge End meets Macclesfield Road.

2.10 The plan indicates that Bridge End Road, a private road, will be improved and resurfaced into a 5m wide tarmac access road with concrete kerbs, together with an extension of the existing pavement up to the intersection with the public footpath. The width of the pavement shall be 1.35m to match the existing and finished in tarmac. The access to Macclesfield Road is to be reconfigured with 6.0m radius kerbs included at intersection and additional planting provided

2.11 Parking spaces are to be provided outside of the proposed carriageway for use by residents of the existing properties fronting Bridge End. Parking bays are to be surfaced with grey tegula paviors. The area between the roadway and existing stone walling is to be grassed and with additional tree planting.

2.12 Beyond the existing residential properties, Bridge End would continue through the existing gateway maintaining the existing stone gate posts. The existing wrought iron pedestrian gates are to be temporarily removed during construction works whilst being refurbished ready for reinstallation once the development is complete. The road is to be shared by both pedestrians and vehicles with the centre 2.0m formed in stone setts reclaimed from the existing cobbled roadway and each side formed in tarmac with stone kerbs to form the 5.0m wide roadway. Either side of the carriageway is to be grassed up to the existing stone wall/rock face.

2.13 A paved area is to be provided for residents of Bridge End to locate their bins on collection days.

Staffordshire County Council Highways

2.14 The Highways Authority has reviewed the CVMP and CEMP Site Plan and has confirmed that they address the matters that they had sought to be detailed in the condition.

Representations

2.15 Neighbour notification letters were sent to properties on Bridge End to inform them of the submission of the addition information. Six residents have responded with the following comments:

- The development does not address housing needs i.e. affordable housing;
- Access for heavy plant and construction traffic would present an unacceptable hazard for residents and could further damage road;
- Removal of resident's car parking, currently space for 14 vehicles on the road as residents park both sides of the road;
- Additional pressure for on-street parking due to people parking for factory and football matches;
- Proposal would enable car to travel at higher speeds, as current on-street parking slows traffic down;
- The track has historic significance;
- No pavement proposed in front of six houses on Bridge End;
- The proposals show no street lighting;
- The route suffers frequent flooding and inadequate drainage;
- Current 8m bin storage area will be reduced to 6m;

3. OFFICER COMMENT

3.1 The applicants have submitted the CVMP and CEMP Site Plan which helps to explain how Bridge End will be upgraded and provided details on how the construction process will be managed with regards to vehicle movements. Previously, it was recommended that these matters could be addressed via a planning condition. However, the upfront provision of these details provides further certainty that these matters have been given thorough attention and scrutiny before planning permission is granted.

3.2 The CEMP Site Plan clearly explains how the Bridge End will be upgraded to be 5m wide with a pavement and the access to Macclesfield Road is to be reconfigured with 6.0m radius kerbs. Parking bays, landscaping and bin collection points will also be provided which will significantly improve the existing conditions on Bridge End.

3.3 The CVMP details how the site will be managed during construction. It provides reassurance that the construction of the site has been phased so that a site compound can be created at plot, adjacent to the main development entrance, where two portacabins will provide a site office, welfare/canteen and secure storage facilities along with contractor parking. A site manager will coordinate the site's

development, oversee deliveries and vehicle movements to ensure minimum disruption. Other environmental controls will be utilised to minimise dust and debris including wheel washing and cleaning the road.

3.4 Comments raised by local residents have been noted and mostly relate to the principle of development of the site, which has been previously accepted by a planning appeal and subsequent planning applications. Bridge End is a private drive which, as such, is not required to be maintained by the highway authority. Accordingly, it is reliant on private individuals to maintain the road. Bridge End is in need of maintenance and repair and the proposals will facilitate the upgrading of the road.

3.5 The Highway Authority has reviewed both the CVMP and the CEMP Site Plan and has confirmed that both are satisfactory. As such, officers are satisfied that the sufficient information has been provided demonstrating the Bridge End will be adequately upgraded which will improve the access and parking arrangements for the residents of Bridge End. The CVMP also demonstrates that the construction of the site will be competently managed having regard to minimising disruption to the existing residents of Bridge End.

Conclusion

3.6 The applicant has provided sufficient information to demonstrate how Bridge End will be upgraded and explain how the construction site will be adequately managed. Conditions 16 and 17 were originally drafted to require such details to be submitted and approved by the Local Planning Authority prior to commencement. Revised conditions 16 and 17 are now recommended which will require the applicant to adhere to the approved CVMP and CEMP Site Plan.

3.7 As such the recommendation remains to approve the application on the basis of the considerations detailed in the committee papers for 19 October 2023 Planning Applications Committee, subject to minor amendments to conditions as highlighted below.

4. RECOMMENDATION

A. That planning permission be APPROVED subject to completion of a Section 106 Agreement to secure:

- **Four affordable dwellings;**
- **Play area: £549.25 x number of bedrooms;**
- **Playing pitches: £685.23 x number of bedrooms; and,**
- **Details of management of open space and drainage system.**

Conditions List

1. Standard Time Limit
2. Approved Plans Conditions
3. Details of materials to be submitted and agreed
4. Detailed landscaping, habitat enhancement, species mitigation measures including replacement features for reptiles, birds, bats and invertebrates.

Updated biodiversity metric 4.0 with revised baseline and proposed habitat maps.

5. 30 year Landscape and Ecology Management and Monitoring plan to be submitted and agreed
6. Pre commencement badger check, and bat checks of trees to be felled
7. Reptile/ amphibian and nesting bird precautions method statement
8. Detailed surface water drainage scheme to be submitted and agreed
9. No trees, shrubs or hedgerows shall be removed other than those whose removal is directly required to accommodate the approved development, unless otherwise approved by the LPA. There shall be no removal of any trees, shrubs or hedgerows during the bird nesting season (nominally March to August inclusive), unless otherwise agreed by the LPA and in this case only following careful inspection by a competent person immediately prior to removal in order to establish that such trees, shrubs or hedgerow are not in active use by nesting wild birds.
10. Notwithstanding the provisions of Condition 9, all existing hedgerows to the boundaries of the application site shall be permanently retained.
11. The first action on commencement of development, prior to any further action (including any site clearance, site stripping, site establishment or formation/improvement of temporary/permanent access) shall be the erection of temporary tree protection barriers and advisory notices for the protection of the existing trees and hedgerows to be retained, in accordance with guidance in British Standard 5837:2012 Trees in Relation to Design, Demolition and Construction – Recommendations, and as set out in the Tree Heritage Ltd arboricultural report reference THL-R21-42 dated 1st April 2021 submitted in support of the application hereby approved, and these shall be retained in position for the duration of the period that development takes place, unless otherwise agreed by the LPA. Within the fenced areas there shall be no excavation, changes in ground levels, installation of underground services, provision of hard surfacing, passage of vehicles, storage of materials, equipment or site huts, tipping of chemicals, waste or cement, or lighting of fires unless otherwise agreed by the LPA
12. Before the first occupation of the development hereby approved, the existing chainlink fencing to the north-east and south-east boundaries of the housing development part of the site shall be carefully removed using hand tools only so as to avoid causing any significant damage to the existing hedgerows along these same boundaries
13. Notwithstanding any indication on the plans hereby approved, before the commencement of development (including any site clearance, site stripping, site establishment and formation or improvement of site access) a comprehensive, fully specified landscaping scheme shall be submitted to and approved by the LPA, relating to both the main residential development area and the proposed “nature reserve” to the east. Such a scheme shall in particular provide, inter alia, for the planting of several hedgerow trees of suitable native species within the existing hedgerow along the south-eastern half of the north-eastern boundary of the residential development area and within the proposed new native hedgerows along the footpath link from the turning head, together with substantial groups of new trees at the eastern end of Plots 5 and 6. The submitted landscaping scheme shall include full details of all proposed new trees, shrubs and other planting, giving specification for

species, positions, planting sizes and numbers/densities of all new planting. The landscaping scheme so approved shall be fully implemented before the end of the first available dormant season (November to February inclusive) following completion of the development hereby approved. The trees and shrubs etc planted in accordance with this landscaping scheme shall be properly maintained for a period of 5 years following planting. Any plants which within this period are damaged, become diseased, die, are removed or otherwise fail to establish shall be replaced during the next suitable season

14. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Statement and Surface Water Management Report (Rev D, July 2023) which includes the following documents: • Drawing No. 12553/31 (Rev P4, 18/07/2023) – Surface Water Management Layout Sheet 1 of 2. • Drawing No. 12553/32 (Rev P4, 18/07/2023) – Surface Water Management Layout Sheet 2 of 2. • Drawing No. 12553/33 (Rev P3, 24/04/2023) – Surface Water Management Details. This should include the following mitigation measures as outlined in the Flood Risk Statement and Surface Water Management Report (Rev D, July 2023): • Limiting the discharge rate into the River Churnet to the runoff rate of 3.1 l/s for all storms up to and including the 1 in 100 year +40% Climate Change. • Provision of attenuation pond with attenuation volume 367m³, to store surface water for all storms up to and including the 1 in 100 year +40% climate change storm event with 300mm freeboard. • Provision of a granular trench around the perimeter of the site as shown on Drawing No's Drawing No. 12553/31 (Rev P4, 18/07/2023) and 12553/32 (Rev P4, 18/07/2023) to intercept overland flow routes from outside of the development boundary and convey around the site to prevent overland flows discharging into the site and to reduce flood risk to the existing track. • Finished floor levels to be set higher than the external level. • Ensure residential development is located outside of areas of significant flooding. Page 3 Thereafter the drainage scheme shall be maintained in accordance with the submitted maintenance plan as detailed in Section 13 of the Flood Risk Statement and Surface Water Management Report (Rev D, July 2023). Details of the body appointed to maintain the surface water system over the lifetime of the development should be provided to the Lead Local Flood Authority (LLFA).
15. The development hereby permitted shall not be brought into use until the access, parking, servicing and turning areas have been provided in accordance with the approved plans. The parking, turning and servicing areas shall thereafter be retained unobstructed as parking, turning and servicing areas for the life of the development.
16. The development hereby permitted shall not be brought into use until the access road from A523 to the site has been resurfaced/reconstructed in accordance with drawing 2022-2683-06 Rev A: CEMP Site Plan. The access road shall thereafter be reconstructed in accordance with the approved details.
17. The approved Construction Vehicle Management Plan (CVMP) prepared by Sammons Architectural (February 2024) shall be adhered to throughout the construction period.
18. Prior to commencement of site operations wheel cleaning/washing facilities shall be provided within the site in accordance with details to be first

submitted to and approved in writing by the local planning authority. The approved facility shall be utilised by all vehicles leaving the site.

B. In the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Head of Development Services has delegated authority to do so in consultation with the Chairman of the Planning Applications Committee, provided that the changes do not exceed the substantive nature of the Committee's Decision.