



# Goostrey Parish Council

## PLANNING COMMITTEE MEETING

MINUTES of the MEETING on TUESDAY 22<sup>nd</sup> OCTOBER 2019 at 6.45PM

### IN THE VILLAGE HALL LOUNGE ROOM

1. **Declarations of Interest** – There were declarations of interest.
2. **Apologies for Absence** - Apologies for absence were received from Cllr Lord.
3. **Minutes of the Meeting of 24<sup>th</sup> September 2019.**
4. **Planning Applications**
  - **19/4362C** - Fairfields, Blackden Lane - Demolition of existing 1930s dwelling and replacement with updated re-modelled property. Comments due by 23<sup>rd</sup> October 2019. **Decision:** *Comments – See Appendix I*
  - **19/4461M** – Jodrell Bank Observatory, Macclesfield Road - Relocation of cycle shelter from the front of the control building to the side of the telescope workshop to be used as an outdoor covered welding area. Comments due by 23<sup>rd</sup> October 2019. **Decision:** *No comments*
  - **19/4458M** - 12 Woodlands Drive - Ground floor rear extension to dwelling. Comments due by 29<sup>th</sup> October 2019. **Decision:** *No comments*
  - **19/4578W** - Brookbank Farm, Bridge Lane - Change of use to mixed use for agriculture and as a waste transfer station/skip hire site, including the erection of a skip storage building, landscaping and associated works. Comments due by 7<sup>th</sup> November 2019. **Decision:** *Objection – See Appendix I*
  - **19/4820C** - 32 Primrose Chase - Single storey side extension, garage conversion and front porch enclosure. Comments due by 7<sup>th</sup> November 2019. **Decision:** *No comments*
  - **19/4238C** – Coachmans Cottage, Macclesfield Road - Lawful Development Certificate for proposed construction of outbuilding. Comments due by 22<sup>nd</sup> October 2019 (extension to 23<sup>rd</sup> October requested). **Decision:** *Objection – See Appendix I*
5. **Appeals**
  - **APP/R0660/W/19/323799** - Planning Application 18/4980C - Land to the East of Hermitage Lane. Proposal for the Parish Council to request Rule 6 Party participation if the appeal is to be determined via a Public Inquiry. **Resolved:** *The Planning Committee resolved to ask the Parish Council to submit a Rule 6 submission if this appeal goes to a public inquiry.*
  - **17/0680N** - 51, Main Road - Construction of a single dwelling house. Informal Hearing at 10:00 am on Tuesday, 5 November 2019 at the Council Chamber, Municipal Buildings, Earle Street, Crewe, CW1 2BJ and, at the Inspector's discretion, to give their views.
  - **17/4451C** – 51, Main Road - Construction of one detached and two semi-detached houses. Informal Hearing at 10:00 am on Tuesday, 5 November 2019 at the Council Chamber, Municipal Buildings, Earle Street, Crewe, CW1 2BJ and, at the Inspector's discretion, to give their views.  
KM and CR to attend the informal hearing on 5<sup>th</sup> November 2019.
6. **Update on Planning Enforcement Issues** – No updates available.
7. **Correspondence**

To consider any correspondence received since the last meeting

- Email from resident regarding roof tiles on 12 Forest Avenue – The Clerk had already responded to the resident suggesting they lodge their concern with Planning Enforcement.
- Enquiry from a resident regarding a possible planning application on Birch Tree Lane – The Clerk was unable to find an application and had informed the resident accordingly.

**8. Minor Items and Items for the Next Meeting.**

**9. Applications received after the agenda for this meeting was issued** – review of applications to be added to the next Planning Meeting Agenda – None had been received.

**10. Date of the Next Meeting** - 26<sup>th</sup> November 2019

**APPENDIX I**

**Comments from Goostrey Parish Council to Planning Application 19/4362C – Fairfields, Blackden Lane.**

The Parish Council has no objections, but asks that the following Goostrey Neighbourhood Plan policies are noted:

1. Village Design Statement: ‘Solid boundary fences, walls and gates in the highway frontage of dwellings shall not exceed 1.0m in height and it is recommended that the planting of hedges, on the dwelling side of the boundary, are maintained to a height not exceeding 2m. Gates must be set back from the carriageway by at least 5m to allow a vehicle to stop off the road prior to access.’
2. Policy VDLC3. ‘Hedgerows and trees which are identified to make a significant contribution to the history, amenity, biodiversity, or landscape character of the surrounding area should be preserved. Development which would adversely impact upon them will not normally be supported unless substantial public benefits can be demonstrated and their loss adequately mitigated. All new developments should include a number of new trees appropriate for the size of the site.’ We are raising this because we note that a number of trees have already been removed.

**Objection by Goostrey Parish Council to Planning Application Number 19/4238C. Coachmans Cottage, Macclesfield.**

The Parish Council **objects** to this application for the following reasons:

1. The application is very similar to 19/1001C which had the clear intention of being a new dwelling. Although this application configures the internal rooms differently, it still includes a w/c, washbasin, rooms capable of being used as a dwelling and has its own attached garage and access. We have therefore treated it in the same way that Jodrell Bank treated 19/1001C where their objection says *“We note that this ancillary building could be considered a dwelling in its own right and are responding as if it were.”*
2. It has the same issues as the proposed development on this site which was dismissed in Appeal number 3206533 on 15 Nov 2018 where the Inspector stated (para 22) that ***“it would conflict with Policy PG 6 of the CELP, which seeks to protect the open***

***countryside by carefully restricting development outside any settlement with a defined settlement boundary”.***

3. It also conflicts with Goostrey Neighbourhood Plan Policy HOU1 because the dwelling is not ***“within or immediately adjacent to the existing settlement lines of Goostrey village”.***
4. It is in an unsustainable location because occupants would have to travel some distance by car to access shops and other facilities.
5. If Jodrell Bank Observatory object (as they did for 19/1001C), then there will be a conflict with Goostrey Neighbourhood Plan Policies SC2 and HOU1.
6. If the Planning Officer is minded to approve the application then we request that there is a ‘condition’ which stipulates that the dwelling cannot be sold or let separately to the existing house, and that it cannot be registered separately for Council Tax. We also suggest a restriction on permitted development given its close proximity to JBO.

**Objection by Goostrey Parish Council to Planning Application 19/4578W Brookbank Farm, Bridge Lane, Goostrey, Waste Transfer Station/Skip Hire Site.**

Goostrey Parish Council Objects to this application for the following reasons:

1. **Weight limits.** The transport assessment states that there will be HGV movements from the site. Some of these HGV vehicles will carry 20 tonne loads (maximum weight potentially 40 tonnes). However, the proposed site including the access roads of Bridge Lane, Bomish Lane and Blackden Lane are all inside a 7.5te weight limit zone. The roads and railway bridges are not suitable for this type of traffic and furthermore, as they are very minor roads, they receive a very low priority from CEC Highways for maintenance, repairs and gritting. See Appendix A for the existing 7.5te weight limit zone around Goostrey.
2. **Blackden Lane and Bridge Lane are very narrow.** Blackden Lane and Bridge Lane have widths of only 3.6m and 2.9m respectively at their narrowest points. There are no pedestrian footways. The Institute of Highways and Transportation give typical widths that are needed for vehicles as follows: Lorry 3m; van/mini-bus 2.4m; family saloon 2m. The minimum width for a fire engine is 3.7m. So, at the narrowest places the skip lorries would block 2-way traffic. The roads currently get blocked by HGV’s and this proposal would make things worse. Road widths are shown in Appendix B which is an extract from the Goostrey Neighbourhood Plan. Some examples of traffic on Blackden Lane are shown in Appendix C.
3. **Transport Assessment.** We note that the submitted transport assessment was carried out in July 2019. However, this period is in the school summer holidays when traffic on the surrounding roads is much reduced. Both Goostrey school and the Terra Nova school would not have school runs occurring during this period and so the traffic is significantly underestimated. The Terra Nova school is situated on the A535 close to the exit/entrance to Bridge Lane and visibility of traffic for lorries pulling out onto the main road is poor.
4. **Noise.** There is currently significant noise generated from the illegal operations caused by skips emptying, rattling of chains and movement of vehicles. This noise can be heard not only by local residents at Blackden Firs but also residents in Blackden Lane from passing skip lorries. Complaints about noise have been made by residents of Blackden Villa Farm. Goostrey Parish Council have no confidence that the applicant’s proposed conditions to restrict the acknowledged noise issues will be monitored or adhered to (see below, section 13).

5. **Brookbank Farm is a Grade II listed building.** The proposal will degrade its setting. We note that the PPG Paragraph: 013 Reference ID: 18a-013-20190723 states:  
*‘Although views of or from an asset will play an important part in the assessment of impacts on setting, the way in which we experience an asset in its setting is also influenced by other environmental factors such as noise, dust, smell and vibration from other land uses in the vicinity.’*

The Grade II listed building and its setting would certainly be affected by an increase in noise, dust, smell and vibration from the proposal. This weighs against the proposal.

6. **Scale of operation.** The site is too small to manage the 75,000 or 150,000 tonnes per annum mentioned in the application.  
The applicant is applying for planning permission for the waste transfer station (WTS) to manage up to 75,000 tonnes per annum of municipal waste, commercial and industrial waste and construction, demolition and excavation waste.
- Based on the applicant’s own information the site will operate for around 2,900 hours per year. With a throughput at the planning permission maximum this equates to 26 tonnes per hour being brought into the site
  - Henshaws WTS in Macclesfield is licensed for the same amount of waste but covers over three times the area. The applicants proposed site is far too small the quantities of waste being considered
  - The transport assessment states there will be 12 skip vehicles delivering per day (with an estimated 4 on a Saturday). Assuming there is only one skip on each vehicle with an average weight of 2 tonnes the annual throughput is estimated to be 6,500 tonnes – significantly less than the 75,000 tonnes requested.
  - Section 20 of the application indicates that the applicant is seeking a total 150,000 tonne input (three times 50,000 tonnes).

Our concern is that the operators of AM Skips are planning for a later significant expansion of operations on a site that is far too small to accommodate that expansion and scale of operation.

7. **No Weighbridge is proposed.** How does the applicant intend to ensure it does not contravene site input levels, vehicle loading limits and local road weight limits? Without any proposals for a weighbridge the applicant cannot demonstrate how it is complying with the current waste quantity restrictions contained within the numerous waste exemptions (applied for in June 2019) let alone to assess whether it can comply with a 75,000 tonne annual maximum.
8. **Food waste.** The odour assessment makes a point of saying any food waste will be segregated and stored in a sealed container. This effectively turns the site into a transfer station that requires control under the Animal By-Products Regulations (brought onto the statute books for bio-security purposes). In our opinion it is undesirable to have such a WTS in an agricultural area due to the increase in risk of disease (foot and mouth etc).
9. **Waste sorting and treatment processes.** Details are vague on the processes envisaged on site and what waste fractions will be segregated and where on-site storage will be located.
10. **Drainage.** The application form (section 13) states drainage is unknown and section 15 states there is a need to dispose of trade effluent. There are no proposals for drainage included so how will any potentially contaminated run-off be managed? It is unclear how it is currently managed. There should be proposals for the connection to foul sewer and the installation of a three-stage interceptor. Protection of local water courses and prevention of land contamination is not ensured in the proposal.
11. **Contamination.** Five years of unregulated use is likely to have resulted in contamination. We strongly support the requirement for contamination land investigations.

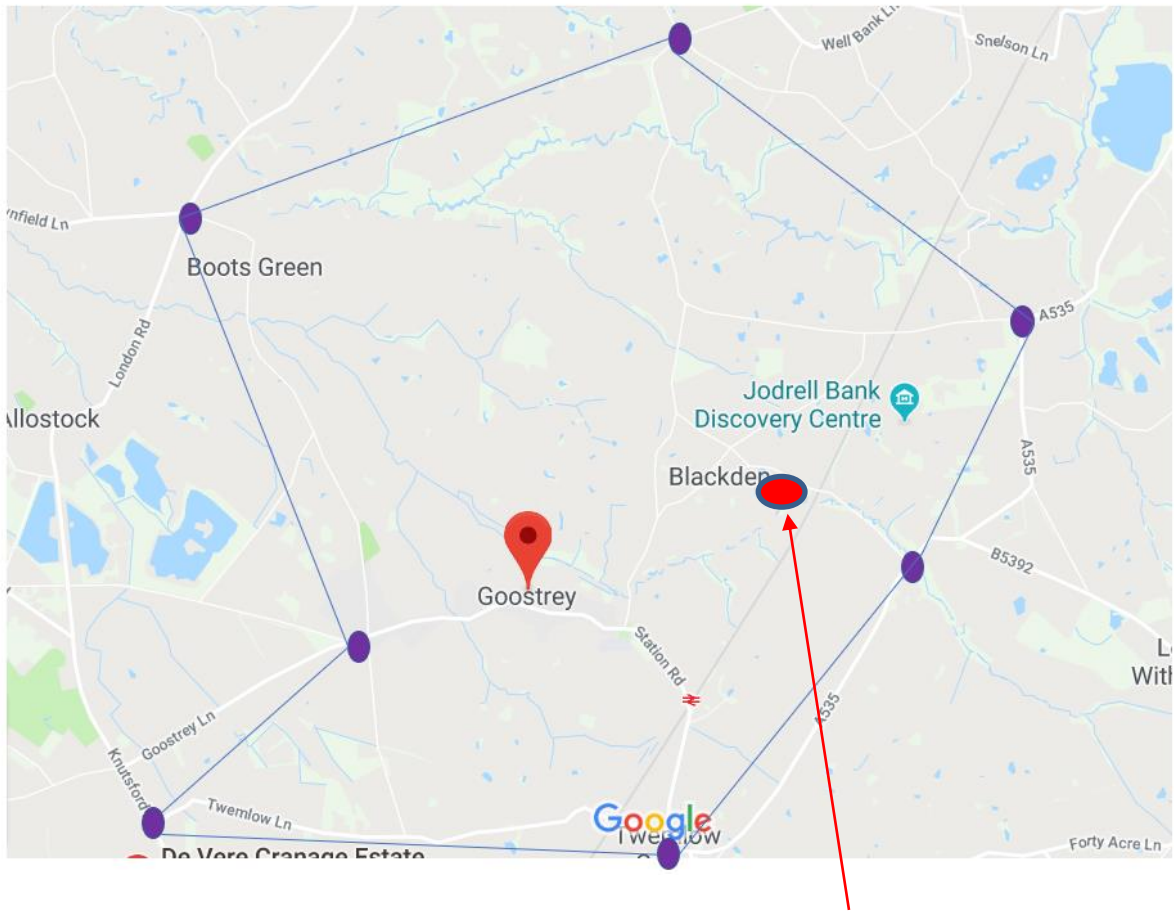
12. **Jodrell Bank Observatory (JBO)**. Any degradation of JBO operations and resulting impact on its UNESCO World Heritage Setting would be contrary to the CELP Policy SE14 and Goostrey Neighbourhood Plan Policy SC2.
13. **Conditions**. We are concerned about whether the owners will adhere to any 'Conditions'. Goostrey Parish Council has made numerous complaints to the CEC Enforcement Officer about the illegal operation, the exceedance of the weight limit and items falling onto the road from overloaded skips. Despite this the owners have continued to operate illegally for over 5 years and have failed to respond to a 'Stop' notice from CEC. We also understand that a prosecution is being brought against the owners by the Environment Agency in the Magistrates Court. Given this unsatisfactory and persistent track record it could be extremely difficult for CEC to enforce any conditions over any reasonable time period.
14. **Hours of Operation**. Transport assessment operational hours conflict with those in the application form (application states 0700-1800 M-F and 0800-1000 Saturday but 0700-1700 M-F and 0700-1300 on Saturday in the transport assessment).

If the application is withdrawn or delayed for any reason, Goostrey Parish Council requests that CEC immediately issue further Stop Notices to prevent the illegal activity from continuing.

Appendices A, B and C attached below.

**Appendix A – 7.5te weight limit zone surrounding the proposed site in Goostrey.**

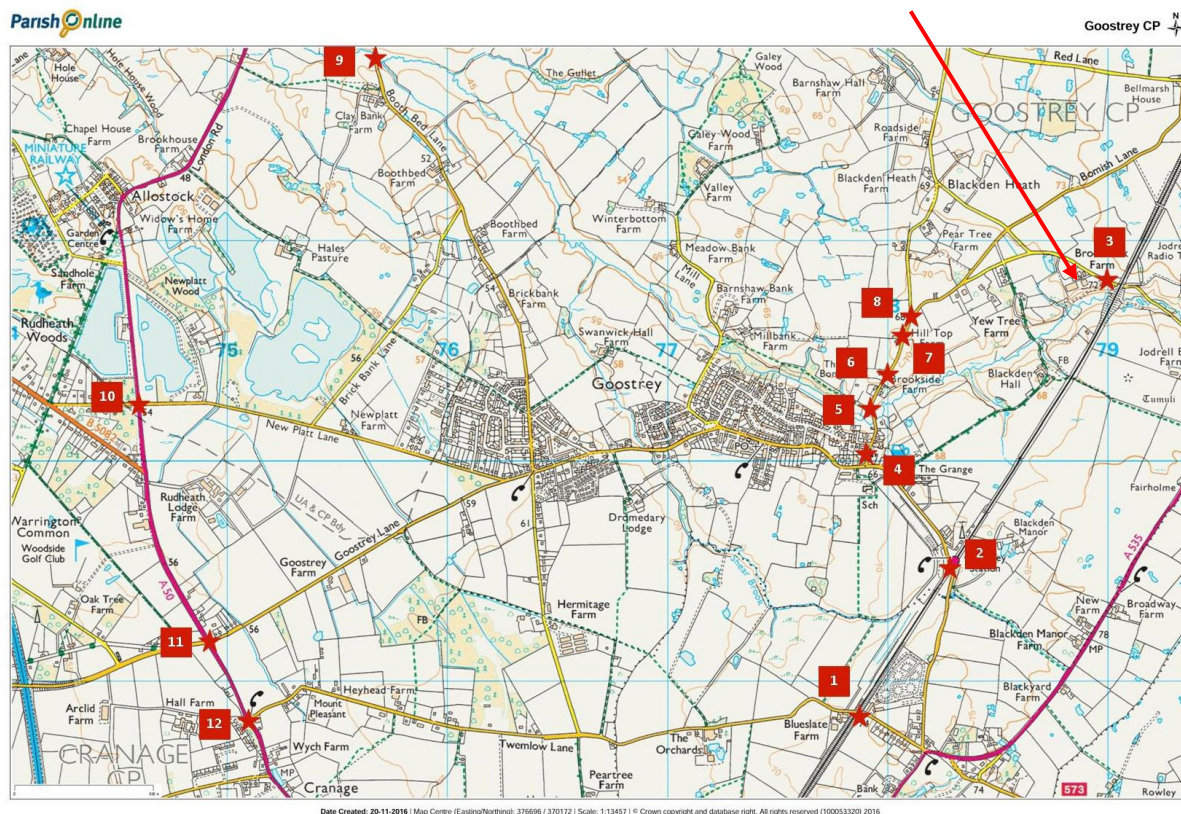
**Purple ovals are the Highways weight limit signs.**



Proposed Waste Skip Site

**Appendix B. Extract from Goostrey Neighbourhood Plan (section 6.21) showing narrow road widths and other road safety issues around the proposed site.**

**Proposed Waste Skip Site**



Map Ref	Exit/Entrance Point for Goostrey	Direction of Travel leaving Goostrey	Total Width of Carriageway (m)	Comment
1	Railway Bridge, Twemlow	East	4.4	Hump & blind corner
2	Railway Bridge, Goostrey	East	5.4	Hump & blind corner
3	Bridge Lane	East	2.9	Very narrow
4	Church Bank, Goostrey	North-East	4.2	Very narrow
5	Blackden Lane	North-East	3.8	Very narrow
6	Blackden Lane	North-East	3.6	Very narrow
7	Blackden Lane	North-East	3.9	Very narrow
8	Blackden Lane	North-East	3.8	Very narrow
9	Bridge on Booth Bed Lane, North of Clay Bank	North	4.2	Hump & blind corner
10	A50/New Platt Lane	West	A50 Red Route	Cross-Road - no traffic lights
11	A50/Goostrey Lane	West	A50 Red Route	Cross Road - no traffic lights
12	A50/Twemlow Lane	West	A50 Red Route	No traffic lights

Note that none of these exit/entrance points has a pedestrian pathway or pavement on either side of the road. The narrowest width is 2.9m on Bridge Lane, but there are also other constrictions north of Goostrey village (not shown).

IHT typical widths that are needed for: Lorry 3m; van/mini-bus 2.4m; family saloon 2m. The minimum width for a fire engine is 3.7m.

**Appendix C. Photos show sections of Blackden Lane currently being used by the illegal skip operations and by HGV's blocking the full width of the road.**

