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PLANNING APPLICATIONS COMMITTEE SUPPLEMENT AGENDA

Date: Thursday, 7 April 2022

Time: 2.00 pm

Venue: Council Chamber - Moorlands House, Leek

Please find below an additional report which was unavailable when the agenda was published.

PART 1

13. NOTE - A Late Representations Report will be circulated prior to the meeting i.e. any representations received since this agenda was published. **(Pages 3 - 6)**

MARK TRILLO
EXECUTIVE DIRECTOR & MONITORING OFFICER

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PLANNING APPLICATIONS COMMITTEE

Late Representations – 7 April 2022

FILE REF.	SITE AND DETAILS	ITEM
SMD/2021/0694	<p><u>Land at Ash Bank Werrington</u></p> <p><u>Local Lead Flood Authority</u></p> <p>Advise that the development will only be acceptable with the following condition in place :-</p> <p>No development shall take place until a fully detailed surface water drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme to be submitted shall demonstrate:</p> <ul style="list-style-type: none"> • Surface water drainage system(s) designed in full accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (SuDS), (DEFRA, March 2015). • As a proportion of the site is proposed to be drained by soakaway-to-ground, full and complete infiltration testing is to be carried out. This is to be in full accordance with BRE 365 best practice guidance, in order to confirm the viability of infiltration in this area of the proposed development. A testing report and log document, demonstrating complete concordance with BRE 365 best practice guidance, is to be submitted for review by the LLFA to demonstrate that infiltration via soakaway is a viable means of surface water discharge and that satisfactory infiltration rates have been proven and evidenced. • Limiting the surface water runoff discharge from the site generated by all return period critical duration storm events, up to and including the 1 in 100 year plus 40% (for climate change) return period so that it will not exceed 2 l/s. • Provision of adequate attenuation surface water run-off attenuation storage in accordance with the requirements specified in 'Science Report SC030219 Rainfall Management for Developments'. • The incorporation of adequate surface water treatment in accordance with CIRIA C753 – The Simple Index Approach, to mitigate water quality pollution. <p>Detailed design (plans, network details and calculations), in support of any surface water drainage scheme, including details of any attenuation system, and the outfall arrangements. Calculations should demonstrate the performance of the designed system for a range of return periods and storm durations, inclusive of the 1 in 1 year, 1 in 2 year, 1 in 30 year, 1 in 100 year and 1 in 100 year plus 40% (climate change) return periods.</p> <ul style="list-style-type: none"> • Formal (Section 106) agreement with Severn Trent Water (Plc) that confirms surface water discharge is to be accepted into the proposed downstream network that falls under STW ownership. • Plans illustrating flooded areas and flow paths in the event of exceedance of the drainage system. • Provision of an acceptable management and maintenance plan for surface water drainage to ensure that surface water systems shall be maintained any managed for the lifetime of the development. 	ITEM 1

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Late Representations – 7 April 2022

FILE REF.	SITE AND DETAILS	ITEM
	<p>Reason To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site.</p> <p><u>Local Highway Authority</u> Informally advised no objection to the slight repositioning of the access to Plots 1-3 (see discussion at para 7.34 of Officers report). Advise that securing maximum visibility is already covered by Condition 23 and that the last bullet point of Condition 25 should be re worded to read:- - <i>replace bus shelter with cantilever type and relocate out of maximum achievable visibility splay and at location to avoid obstructing footway, relocate bin, bus layby alterations to tie access radii into kerblines/channel (while still achieving maximum possible visibility)/ bus stop kerbs;</i></p> <p><u>Recommendation</u> Is subject to no new and substantive issues being raised on or before 14th April as a result of further publicity carried out in relation to the amended access to Plots 1-3 (see discussion at Para 7.34 of Officer report)</p>	
SMD/2021/0829	<p><u>Blythe Park Cresswell</u></p> <p>APPLICANT'S COMMENTS</p> <p>In response to the consultation comments received on behalf of the current application (ref SMD/2021/0829) from Draycott-In-The-Moors Parish Council and individual resident objectors, Infrastructure Planning & Design Ltd (IPaD) acting for the developer as lead highways designer for the proposed highways schemes has prepared a formal response. The Executive Summary is reproduced below. The full report can be read on the Council website at:</p> <p>http://publicaccess.staffs Moorlands.gov.uk/portal/servlets/AttachmentShowServlet?ImageName=300384</p> <p>.</p> <p>Why have the two junctions been modified?</p> <p><u>Uttoxeter Road/ Cresswell Road Junction</u></p> <p>In 2021 IPaD were tasked with checking the traffic capacity modelling of the northern roundabout junction and found that if it were to be modified to a signal junction it would improve the overall capacity of the junction, allowing future traffic growth, which would be an improvement on the current</p>	

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	<p>roundabout capacity and levels of operation.</p> <p>The roundabout, although approved technically, had been designed with an outside radius which was smaller than the guidance set down in the standards to which roundabouts are designed, the Design Manual for Roads and Bridges (DMRB). As the signal junction did not need any 'Departures from Standard' this is an improvement in design and safety and was seen by Staffordshire County Council as an improvement on the previous design.</p> <p>A signal junction is a safer junction form for cyclists to use than a roundabout.</p> <p>As a result of the re-design, Church Lane was able to be made less steep.</p> <p><u>Site Entrance Junction</u></p> <ul style="list-style-type: none"> • When designing a new junction, the design standard (DMRB CD123 Fig 2.3.1) is initially consulted to determine the form of junction required. The figure compares the traffic flows on the major road with the minor road (side road) flows. The figure dictates four types of junctions: Simple T Junction, Hatching Right Turn Lane, Right Turn Lane with kerbed islands, and Other (which can be traffic signals or roundabout). The traffic flows on Sandon Road and that on the side road (which would be generated by the new development and business park flows) indicated that a roundabout at this location is overdesigned and the junction should have originally been designed as a Right Turn Lane. <p>In the case of the original design, traffic travelling south may need to halt at the give way line of the roundabout, which in exceptional circumstances could lead to a queue forming close to the railway crossing. This risk is averted with a right turn lane form of junction, as the traffic travelling through the junction need not give way and as such a queue will not form.</p> <ul style="list-style-type: none"> • As only right turning traffic in to the development need to give way, the noise and air quality will be improved over a roundabout form where all parties potentially have to give way. The number of new streetlights will also be reduced with a right turn lane, thus light pollution will be lower with the right turn lane than the roundabout. • As with the northern roundabout, the site access roundabout proposal also was designed with its diameter smaller than the guidance contained in DMRB and as such was not designed to the required standard. 	

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	<ul style="list-style-type: none"> • A right turn lane is a safer junction form for cyclists to use than a roundabout. 	
SMD/2021/0441	<u>Land at Former Compton Mill Leek</u> <u>Recommendation</u> Is subject to no new and substantive issues being raised as a result of the further 14 day publicity carried out in relation to the final revised plans (see discussion at Para 7.16 of Officer report) and subject to confirmation from the Local Lead Flood Authority that their objection is lifted and any conditions requested by them.	ITEM 3
		ITEM 8
SMD/2021/0393	<u>Land at Quarry Bank, Hollington</u> No updates	ITEM 9
SMD/2022/0017	<u>The Barn, Ringe Hay, Basford</u> No updates	ITEM 10
SMD/2021/0100	<u>Land Deadman's Green, Uttoxeter Road, Checkley</u> No updates	ITEM 12