

To: CE - PLANNING APP COMMENTS[Planappcomments@cheshireeast.gov.uk];
Subject: Comment on a Planning Application
Sent: Thur 8/6/2015 9:50:02 AM
From: CENTRE, Call

Timestamp 06/08/2015 10:50:02

Source 10.33.243.129

FORMID Comment On a Planning Application
EmailTo planappcomments@cheshireeast.gov.uk
EmailFrom noreply@cheshireeast.gov.uk
EmailSubject Comment on a Planning Application
Application_details -
Application_reference 15/2274M
Application_site_address Land Off
SCHOOL LANE
MARTON
Purpose Object to the proposal
Interest MP or Councillor
Comments John Williamson
Planning Officer – Development Management
Cheshire East Council
PO Box 606
Municipal Buildings
Earle Street
Crewe
CW1 9HP

6th August 2015

Dear Sir

Town and Country Planning (General Development Procedure) Order 1995
Notification of Amended Plans/Details

Application No: 15/2274M
Location: Land off, School Lane, Marton

Marton Parish Council has reviewed the amendments to the above Planning Application and wish to comment as follows:

1. The new access route will have an adverse impact on hedgerows and trees. The hedgerow identified as section 3, consisting of holly and hawthorn would need to be removed; the holly section to make way for the new lengthened service road and the foot path running north; and the hawthorn section to allow for the new access road entrance and the foot path running south along School Lane. Two holly trees (T2 & T3)

would have to be removed as well as the ash tree (T1).

This section of hedgerow meets the criteria for an "Important" hedgerow and as such should not be removed. Details as follows:

- . Contains a protected species of native bluebell
- . More than 20m in length
- . On land used for agriculture
- . Over 30 years old
- . Incorporates 4 woody species
- . less than 10% of gaps
- . Adjacent to a road used as a public path
- . Has an Ash tree diameter over 20cm at 1.3m height

ALSO – please see document sa 4637 Ecology – Bat Survey Results (pdf),
By James Baggaley, sent to John Williamson (Cheshire East), dated 13/7/15.

2. The alterations to the proposed car park off Oak Lane have also been made to minimise the impact on adjacent trees. However, the main problem with this site as a car park is that it can only be reached by a single track road with no opportunity for vehicles to pass each other. This will result at school times in traffic jams (even a complete impasse) and cars having to reverse in a location where children could be crossing the road to enter the school by the rear pedestrian entrance. There is no footway link from the car park to the footway on Oak Lane and this means that pedestrians and particularly pupils will have to negotiate a new junction which will be congested and have constrained turning movements. In addition this car park will fill to capacity quickly because it is so small and this means cars attempting to access the car park will need to continue down Oak Lane (if they don't attempt a dangerous reverse back to School Lane) and drive round the loop back to school which will generate extra trips and further congest all local junctions including those with the A34.

The Parish Council is of the opinion that the location and size of the car park is not workable and puts the safety of the children at risk.

3. The CONSULTATION - AMENDED ACCESS PROPOSALS. (Background 1.2) states "Comments relating to highways and access proposals from the Head of Strategic Infrastructure (CEC) confirm no objections to the proposed development and associated access proposals".

It is the Parish Council's view that the Strategic Infrastructure Manager reached this decision using erroneous information and was unaware of the scale of the school traffic and parking problems on School Lane.

School Lane is a lightly trafficked rural lane during certain times of the day, but this is certainly not true at school times. For a 30 minute period, morning and afternoon, approximately 60 cars enter the lane and park on the road from the A34 to the verges past the school. Added to this problematic traffic situation are the inevitable range of large agricultural vehicles, school coaches, oil tankers and delivery vehicles who all attempt to squeeze through the gap between the parked cars and the other side of the road. The proposed development will seriously exacerbate the existing road safety hazard on School Lane and Oak Lane.

The Parish Council's response to the HSL development dated 20/6/15 (2. Highway Safety) records concerns raised about parking by CE Councillors, Parish Councillors, CE Officers and the school. The HSL Transport Statement makes no attempt to address the school parking problem or consider the impact cars parked along School Lane will have, on line of sight of vehicles leaving the proposed development site.

The applicant should have demonstrated that a junction with School Lane would be able to operate safely through the provision of a Road Safety Audit.

The new junction clearly shows the footway being pushed out into the existing width of School Lane. This will need legal agreements with the Highway Authority who may not wish to see a narrowing of the School Lane carriageway so close to the junction with the A34.

We have measured the revised entrance and visibility splays on site and believe that in order to comply with regulations it is not possible to construct them in the positions shown. It may be just possible for the Southern splay to comply but it could well encroach upon the adjacent property. Although the Northern splay now avoids the oak trees T4 and T5 the plan does not take into account the height difference between the carriageway and the top of the bank where the oak trees sit. Reducing this height to that required for the visibility would involve disturbance to the roots of the trees. If the developer believes he can construct the new entrance and visibility splays in the revised position then he should demonstrate this with detailed drawings addressing these issues.

We are also concerned about the secondary access road which runs parallel to School Lane. We appreciate that it does not need to be constructed to adoptable standards. It would however have to be capable of supporting heavy vehicles and the required depth would therefore have an adverse effect on the roots of the oak trees T1 and T2.

The section relating to Sustainability states that " Access to public transport is also limited". This is totally incorrect. There is no public transport serving

Marion. The 'D & G Little Bus' referred to in the HSL Transport Statement, (when it did run) was only available to the disabled and those over the age of 80.

To suggest that cycling to Congleton for retail shopping, employment, leisure or medical facilities as a viable option is utterly unrealistic. The recognised cycle routes linked to Congleton are nearly three times longer than a car journey to the same destination via the A34. Cycling to Congleton along the A34 should only be attempted by experienced, intrepid cyclists due to the heavy volume of fast traffic. There is NO cycle lane. In reality the only way residents of the proposed development could carry out these activities is by car or taxi just as the current inhabitants of Marion do now.

For further details of the sustainability issues presented by this development, please see our letter of objection to the original plans.

In conclusion, the applicant has failed to identify a safe and viable access route to the proposed development site. The Parish Council's view has not changed inasmuch as the proposal is inappropriate in scale and is not sustainable.

Also the risk associated with the school traffic and parking has not been addressed. The type of development proposed is TOTALLY against the views and wishes of the Marion residents as expressed in the Village Plan, the emerging Neighbourhood Plan and the letters of opposition.

We would urge the Planning Officer and Council to take our views and objections into consideration when assessing this Application. This will be greatly appreciated by the residents of Marion as represented by the Parish Council.

Yours faithfully

Marion Parish Council,
Catherine Clowes, Clerk,
14 Downesway
Alderley Edge
Cheshire
SK9 7XB

Interested_partys_details -

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(Parish Clerk)

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