

Chairman - Councillor R M Sutherland

Present (for all or part of the meeting):-

Councillors:

C A Baron	E G R Jones
G R Collier	W J Kemp
I E Davies	G O Rowlands
M G Dodson	

Officers in attendance:-

Mr M Alford	-	Principal Planning Officer
Mr R Wood	-	Development Lead
Mr S Turner	-	Principal Solicitor
Mr A Bailey	-	Scrutiny Officer

PC124 Apologies

Apologies for absence were received from Councillors D B Price, B M Cross, A S Harp, J K Price and C V Trowbridge.

PC125 Declarations of Members Interests/Lobbying

Councillor R M Sutherland clarified that although he was the Ward Member for Application Number 17/27029/FUL, he had not pre-determined the application and therefore would be participating in the discussion and voting thereon.

PC126 Application No 17/27029/FUL - Proposed petrol filling station/shop and drive through coffee shop with pedestrian access, access road, parking and landscaping - Land south of Creswell Grove/Junction 14, M6, Stafford

(Recommendation approve, subject to a planning obligation).

Considered the report of the Head of Development regarding this matter. The Principal Planning Officer reported upon the receipt of three additional representations and the need to amend Conditions 2, 6, 11 and 14, plus an additional Condition 30, the specific wording for which to be agreed by the Chairman.

The Committee viewed the proposal from the field access from Creswell Grove.

The Committee arrived at the site at 9.30 am departed at 9.50 am and reconvened at the County Buildings at 11.30 am.

Public speaking on the matter was as follows:-

Mr D Meechan raised the following points during his objection to the proposal:-

- Resided at 14 Creswell Grove
- Strongly opposed the proposal
- Unaware that the petrol station was still an option for the area
- Unnecessary as there were already numerous petrol stations in the area
- This would cause a significant increase in traffic
- The A5013 and Junction 14 of the M6 were already very busy and the smart motorway works would exacerbate the problems
- The proposed access was dangerous
- The proposal was unacceptable in terms of noise and air pollution
- There would be a significant increase in the numbers of cars and heavy goods vehicles
- A heavy goods vehicle pump would attract lorries to and from the motorway
- The site was water logged
- Works in the area would disrupt the sleep patterns of shift workers, Prime Point 14 being an example of this
- This should be an opportunity for more green thinking
- Requested the Committee to refuse the application

Mr A Aspbury raised the following points during his support for the proposal:-

- This proposal was not intended to be a surrogate motorway service area
- Highways England would not allow signage from the motorway
- There were already satisfactory petrol filling facilities on the M6
- Heavy goods vehicles would be prohibited from using the proposed filling station
- There would not be provision for heavy goods vehicles to park
- Powerlines would be buried underground
- Pedestrian access and traffic lights were the subject of extensive negotiation with Highways England
- The phasing of the proposed pedestrian lights would create opportunities for traffic access in the area
- The proposals would not lead to diverted traffic from the motorway
- The proposals would be a 24 hour operation
- There would be charging points and the filling station would be future proofed

- Anti social behaviour would be prohibited and there would be a dedicated response for local residents
- The area was already noisy due to the motorway
- Flood lighting would not be used
- There would be directed LED lighting and landscaping
- The drive through aspect would be restricted between the hours of 5 am to midnight
- Commended the application to the Committee

The Committee discussed the application and raised a number of issues, including:-

- Concerns that any proposed signage would be facing residential properties
- Concerns over pedestrian safety and vehicle congestion
- Sustainability was very important

In response the Principal Planning Officer confirmed that any proposals for illuminated signage would be the subject of a separate application and that lighting was conditioned.

It was subsequently moved by Councillor G R Collier and seconded by Councillor I E Davies that Application No 17/27029/FUL be approved, subject to the applicant entering into a planning obligation to secure the travel plan monitoring fee and the conditions as set out in the report of the Head of Development, together with amended Conditions 2, 6, 11 and 14, plus an additional Condition 30, the specific wording for which to be agreed by the Chairman.

On being put to the vote the proposals were declared to be carried.

RESOLVED:- that planning application no 17/27029/FUL be approved, subject to the applicant entering into a planning obligation to secure the travel plan monitoring fee and the conditions as set out in the report of the Head of Development, together with amended Conditions 2, 6, 11 and 14, plus an additional Condition 30, the specific wording for which to be agreed by the Chairman.

CHAIRMAN