

6 DCSW2006/0263/F - TEMPORARY OFFICES, WELFARE FACILITIES AND STORAGE YARD FOR PLANT, EQUIPMENT AND MATERIALS FOR THE CONSTRUCTION OF THE BRECON TO CORSE PIPELINE ON BEHALF OF THE NATIONAL GRID, DISUSED AIRFIELD, MADLEY, HEREFORDSHIRE, HR2 9NH.

**For: J. Murphy & Sons Ltd, Unit 3, Wolf Business Park,
Alton Road, Ross-on-Wye**

Date Received: 25th January 2006 Ward: Stoney Street Grid Ref: 41976, 37207

Expiry Date: 22nd March 2006

Local Member: Councillor D. C. Taylor

Councillor P. G. Turpin

1. Site Description and Proposal

- 1.1 The site is located on the eastern side of the unclassified road which runs to the south-west from The Comet Inn. It is approximately mid-way between the entrance to the earth satellite station and the industrial estate, adjacent to the poultry units.
- 1.2 The site is irregular in shape with an area of some 4.4 hectares and is predominantly hard surfaced, being one of the runways for the former airfield. The land is flat and unused. On the frontage, which is some 220 metres in length, there are two existing access points. At approximately mid-way along the frontage is a line of mature conifers that runs to the south east.
- 1.3 This proposal is for a temporary use of the land in connection with the intended construction of the national grid gas pipeline between Felindre (Swansea) and Tirley (Gloucester). The majority of the site would be used for the open storage of materials and equipment. Closer to the road, to the north side of the line of conifers, there would be a row of ten storage containers together with a bunded fuel store. To the south of the conifers would be a row of 12 portakabins together with a car park. Both access points would be used. For foul drainage a sealed cesspool would be installed. The site would be bounded with security fencing.

2. Policies

2.1 National Planning Policy

| | | |
|--------|---|--|
| PPS.1 | - | Delivering Sustainable Development |
| PPS7 | - | Sustainable Development in Rural Areas |
| PPG.13 | - | Transport |

2.2 Hereford and Worcester County Structure Plan

| | | |
|--------------|---|--------------------------|
| Policy CTC.9 | - | Development Requirements |
|--------------|---|--------------------------|

2.3 South Herefordshire District Local Plan

| | | |
|-----------------|---|-------------------------------------|
| Policy GD.1 | - | General Development Criteria |
| Policy C.1 | - | Development within Open Countryside |
| Policy C.40 | - | Provision of Essential Services |
| Policy T.3 | - | Highway Safety Requirements |
| Madley Airfield | | |
| Policy 1 | - | Development Limit of Estate |
| Policy 2 | - | Drainage and Foul Sewerage |

2.4 Unitary Development Plan

| | | |
|-------------|---|-------------------------------------|
| Policy S.1 | - | Sustainable Development |
| Policy DR.4 | - | Environment |
| Policy LA.2 | - | Landscape Least Resilient to Change |

3. Planning History

- 3.1 DCSW2004/2674/O Site for new study centre building with additional buildings and development of land for environmental education and community purposes - Approved 22.09.05

4. Consultation Summary

Statutory Consultations

- 4.1 Environment Agency - do not make formal comments for such lower risk developments but offer standing advice with regard to surface water disposal and foul drainage.

Internal Council Advice

- 4.2 The Traffic Manager's formal response is awaited.
- 4.3 The Head of Environmental Health and Trading Standards has made no response.
- 4.4 The Conservation Manager has no landscape or ecological concerns.

5. Representations

- 5.1 The applicants make the following points:
- this brownfield site is more preferable to a greenfield site
 - services are available except for foul drainage for which a cesspool is proposed. Waste will be disposed of appropriately
 - the storage will be fencing material, timber supports, timber matting and any strategic materials
 - the gas pipes will be stored at other locations on the pipeline route
 - heavy engineering on site is not anticipated
 - there will be 24 hour security
 - the occupation is proposed from May 2006 until September 2008.

Further information has been provided with regard to traffic - this is attached as an Appendix (except the plan).

5.2 Madley Parish Council comment:

“The Parish maps show that this is fully in Madley Parish. On the assumed amount of traffic and vehicles passing each other the road from the proposed site to the B4348 would need to be upgraded to the standard 7 metre size. We object to this application.”

5.3 Kingstone Parish Council has no objection.

5.4 A letter of objection has been received from J & A Harrison, Ashford House, Stoney Street. This questions whether Stoney Street without improvement is suitable for the additional traffic, the application lacks details on traffic movements, hours and days of work and sort of vehicles. Concern is expressed on road safety and vehicle routes. Concern is also raised as to the adequacy of the water supply and issues of ground water pollution, light, dust and noise pollution nor harm to wildlife. Reference is made to the Estech application and that this application would further exacerbate the environmental hazards and traffic problems.

The full text of these letters can be inspected at Southern Planning Services, Blueschool House, Blueschool Street, Hereford and prior to the Sub-Committee meeting.

6. Officers Appraisal

6.1 The determining issues are the principle of the use in this location, impact of traffic, impact on the landscape and environmental/amenity impact.

6.2 The proposal is directly related to the proposed construction in 2007 of a gas pipeline from Felindre (Swansea) to Tirley (Gloucester). In connection with this the applicants, who are the contractors for the work, have a requirement to provide a working base/compound.

6.3 In the majority of cases uses such as that proposed are located on the actual site of the development to be carried out or on adjoining land. In those circumstances they are ‘permitted development’ and a planning application is not required. In this case, as the site is distant from the location of the work, planning permission is necessary.

6.4 The applicants have sought to identify a suitable site on previously used land and in relative proximity to the route of the pipeline rather than on agricultural land. The site is almost entirely hard surfaced, although it has degraded in parts, being a former runway.

6.5 The site is within the countryside and is not a part of the former Madley Airfield which has been identified for further development. There are no specific policies in the development plan with regard to its future use or with regard to this specific proposal. In 2005 when permission was granted for further development of the Madley Environmental Study Centre at the adjacent satellite station, this land was shown to be used for access and overflow parking. Policy does seek to prevent unnecessary development in the countryside. However, given the reasonable prospect that the gas pipeline is to be constructed there will be a requirement for such compounds and

certainly for one in Herefordshire. The use will only be required for a relatively short period, until late 2008, and given that the site is hard surfaced I consider that it is acceptable in principle.

- 6.6 With regard to traffic, the applicants have provided a more detailed breakdown of vehicle movements and the suggested routes (see Appendix). It is not intended that large excavation or pipeline machinery or the pipes themselves will be stored at the site. There are ongoing discussions with the applicants on this issue as the Traffic Manager has expressed some concerns.
- 6.7 The site is within an area that is relatively flat and low lying, and in the vicinity there are groups of trees and areas of woodland. In addition, immediately adjacent are intensive poultry units. Such a use as proposed is inherently unattractive due to its temporary nature and the structures and uses entailed. The line of conifers and other established woodland will mitigate this impact. I consider that the impact on the landscape would not be unacceptable particularly for the short term nature of the proposal.
- 6.8 With regard to the environmental effect the Head of Environmental Health and Trading Standards has not raised objections. With regard to drainage, a sealed cesspit is to be used which is appropriate for a temporary use. The extreme south east end of the site is within an Environment Agency Flood Zone but this is a low risk development and there should be little change in surface water run-off. Clarification is being sought on the water supply issue. On balance I do not consider the development to be likely to give rise to any unacceptable permanent environmental impact.

RECOMMENDATION

That subject to the resolution of the traffic/highway issues, the officers named in the Scheme of Delegation to Officers be authorised to issue planning permission subject to the following conditions and any additional conditions considered necessary by officers:

1. E21 (Temporary permission and reinstatement of land)

Reason: This planning permission is only granted so as to meet the special and temporary needs of the applicants as the site is considered unsuitable for such a use on a permanent basis.

2. A06 (Development in accordance with approved plans)

Reason: To ensure adherence to the approved plans in the interests of a satisfactory form of development.

3. F25 (Bunding facilities for oils/fuels/chemicals)

Reason: To prevent pollution of the water environment.

4. F32 (Details of floodlighting/external lighting)

Reason: To safeguard local amenities.

5. F39 (Scheme of refuse storage)

Reason: In the interests of amenity.

6. F40 (No burning of material/substances)

Reason: To safeguard residential amenity and prevent pollution.

Informative(s):

1. N15 - Reason(s) for the Grant of Planning Permission

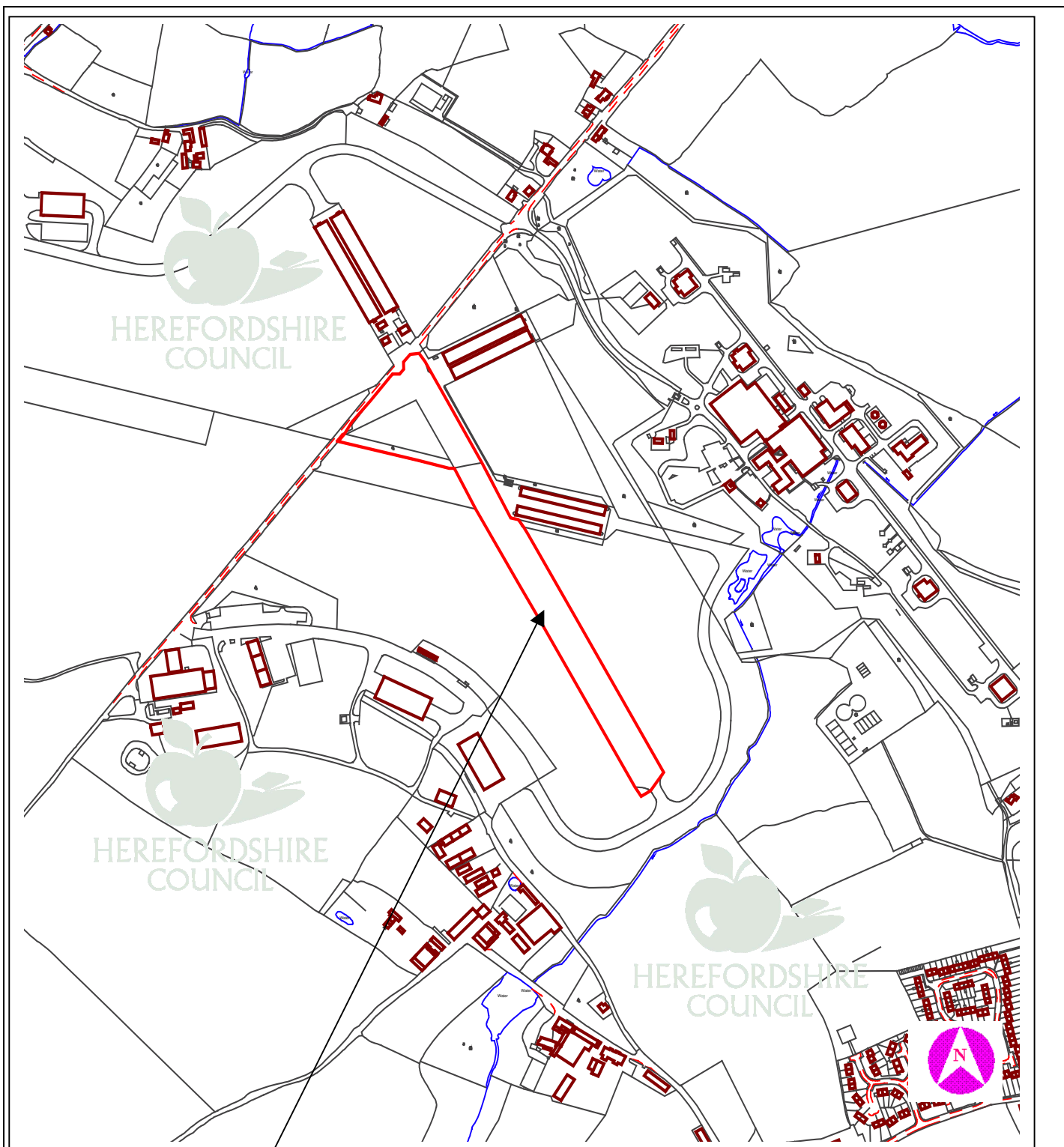
Decision:

Notes:

.....

Background Papers

Internal departmental consultation replies.



This copy has been produced specifically for Planning purposes. No further copies may be made.

APPLICATION NO: DCSW2006/0263/F

SCALE : 1 : 7846

SITE ADDRESS : Disused airfield, Madley, Herefordshire, HR2 9NH.

Based upon the Ordnance Survey mapping with the permission of the controller of Her Majesty's Stationery Office, © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Herefordshire Council. Licence No: 100024168/2005

Appendix



Excel

Herefordshire Council Planning Dept.
PO Box 230
Blueschool House
Blueschool Street
Hereford
HR1 2ZB

Murphy Pipelines Limited
Project Offices
First Floor, Unit 3
Wolf Business Park
Alton Road
Ross-on-Wye
Herefordshire
HR9 5NB

Tel: 01989 764660
Fax: 01989 764295

For the Attention of:
Mike Wilmont, Team Leader South

Our ref: 310021/LOS/00123
Date: 16th February 2006

Dear Sir

Brecon to Tirley 1200mm Pipeline Project
Re: Temporary Site Establishment, Madley Airfield

Thank you for your fax dated 15th February regarding our planning application. Please find herewith a more detailed explanation of our traffic management for the site at Madley.

1. During the planning phase, May 2006 to February 2007, we anticipate there will only be a low level use of the site with perhaps 12 cars or 4x4s entering and leaving Madley Disused Airfield on a daily basis using the Red route to travel west or the Blue route to travel east. There may also be the occasional material delivery lorry LDV1 or LDV2 to and from the site, we would anticipate an average of 2 per day during this phase.
2. During the construction phase, March 2007 to October 2007, it is anticipated that the majority of our site traffic will exit Madley Disused Airfield and head west to the east side of Hay-on-Wye using the route marked Red at the start of work each day and the site traffic going east to Ross-on-Wye will use the route marked Blue. The reverse being the case in the evening at the end of the days work, any traffic coming back from the Hay-on-Wye direction will use the Red route and traffic returning from Ross-on-Wye direction will use the Blue route. We anticipate having around 15 transit vans, 10 x LDV2 lorries and around 5 x LDV1 lorries based at the site. Access to the working strip to the west will be taken from the B4348 at an off-easement access near road crossing 85 and from the east from the A465 at road crossing 90.
3. During the maintenance phase, we would anticipate a similar number of vehicles to the planning phase i.e. 12 no. cars / 4x4s and the occasional delivery / collection by LDV1 / LDV2, on average 2 per day.



In summary; Anticipated Average Vehicle Movements:

1. Planning Phase May 2006 to February 2007
 - 12 x cars / 4x4s
 - 2 x LDV1 / LDV2 lorries
2. Construction Phase March 2007 to October 2007
 - 12 x cars / 4x4s
 - 15 x transit vans
 - 10 x LDV2 lorries
 - 5 x LDV1 lorries
3. Maintenance Phase November 2007 to September 2008
 - 12 x cars / 4x4s
 - 2 x LDV1 / LDV2 lorries

The above vehicles will be based at or delivering to the Madley Temporary Site Establishment and therefore will enter and exit each day.

Any exceptional loads if required will be escorted to and from the site using the A465 from Hereford, the B4349 and B4352, turning left at the Public House before Madley village along the Roman Road to the site. This route is marked black.

In addition to the foregoing and to further support our application, it may be helpful to know that the location of the temporary site establishment will trigger the requirement for the employment of local labour and have associated benefits to local businesses and retail outlets.

If you require any further information with regards to the contents of this letter, please do not hesitate to contact us at our project office.

Yours faithfully
MURPHY PIPELINES LIMITED

A handwritten signature in black ink, appearing to read "Tony O'Sullivan".

Tony O'Sullivan
PROJECT MANAGER

