

Application No: 11/1643N
Location: LAND AT COPPENHALL EAST, REMER STREET, CREWE
Proposal: Outline Application for the Erection of 650 Dwellings, a Public House, a Local Shop and Associated Infrastructure and Open Space Provision Together with the Demolition of the Former Cross Keys Public House
Applicant: Taylor Wimpey UK Limited
Expiry Date: 07-Sep-2011

UPDATE REPORT 11 October 2011

BACKGROUND

This application was placed before the Strategic Planning board at its meeting on 7th September 2011 at which it was resolved that the application be deferred so that further assessment can be made of the impact of the proposed development in respect of highway safety and traffic generation on both the local road network and the wider area including routes to and from Junctions 16 and 17 of the M6.

Members also asked for more clarification in respect of impact on schools provision and the availability of brownfield sites.

This report deals with these issues in turn.

HIGHWAYS

This application was deferred for more information to be provided on the highway impact of the development on both the local and strategic road network.

There are three access points to the site. The main access is a new extended roundabout at the junction of North Street/Stoneley Road/ Remer Street and the secondary access points are on Stoneley Road and also Groby Road.

The distribution of traffic indicates that the majority of vehicles entering and leaving the site will use the main access and also the Groby Road access and it is not envisaged that many trips will be made on Stoneley Road and Groby Road to the rear of the site. The proposed design of the main access has been tested both to accommodate the development traffic and also to include the current development at Parkers Road. It is accepted by the Strategic Highways Manager that this junction can operate within capacity limits and consequently is acceptable. There are no design, or capacity, issues at the other access points to the site, as these are small priority junctions.

Turning to the wider road network, whilst some of the trips associated with the development will use roads to the north and west of the site, by far the major impact will arise on the eastern corridor towards Crewe Green Roundabout. A commentary on the development impact on specific junctions along this route can be seen below.

Junction Analysis

Middlewich Street / Remer Street: The applicant initially proposed small improvements to this junction that added a small ghost island on Remer Street and also a flare for right turning traffic at the junction. The submitted analysis by the applicant has indicated that this priority junction will continue to operate effectively and no excessive queues will be formed. However, it is the Strategic Highways Manager's opinion that the modelling underestimates the impact on this junction. In reality the proposals do little to change the operation of the junction. An alternative proposal for a mini roundabout junction has been assessed and it also has capacity problems and queues would be formed.

The predicted level of congestion is of concern and has the potential to back up and affect the site access junction and other local junctions. Given the land constraints, improvement to this junction would be very difficult to achieve if not impossible within the highway ownership. It is therefore proposed to address this issue through a section 106 contribution of £100,000 towards a wider scheme of improvements.

Maw Green Rd/Groby Rd/Elm Drive: The improvements proposed as mitigation for this junction involve minor lane widening at the junction of both Groby Road and Maw Green. The Strategic Highways Manager's view is that the improvements do not improve the operation of these junctions and a better highway improvement is required at this location to deal with the number of junctions in close proximity and the turning movements that occurs. Following discussions with the applicant a new roundabout solution has been proposed by the applicant. Although this is a non-standard junction layout it does provide adequate capacity and is accepted by the Highway Team as mitigation to these series of junctions.

Sydney Road Bridge: The traffic flow at the bridge operates with shuttle working under traffic signal control. Under current traffic conditions without the development the operation at the bridge is approaching capacity. With all development traffic added, the queues will exceed capacity and delay to vehicles will increase. However, there is no identified improvement that can be made to improve the operation of the bridge to mitigate development impact. As such, no practical mitigation can be sought here.

Crewe Green Roundabout: This is a major junction on the highway network and is under pressure in peak periods where long queues form on various arms. It is important that improvements are made to the junction to support the proposed increase in housing developments in Crewe. A scheme to improve this junction has been identified that will create the additional capacity needed to support the Local Development Framework. As the development will have an impact on this junction, a contribution towards this improvement scheme is required.

University Way/Weston Road Roundabout: Minor changes to the roundabout are proposed by providing a slight widening to the Weston Road approach and changes to white lining. Whilst these changes will result in improvements in capacity at the junction, it is not the Strategic Highways Manager's view that these are essential as the junction will continue to operate properly without the improvements. The contribution that was offered for these works can therefore be used for the Crewe Green improvements.

In addition to the site access junction and the other improvements measures at junctions as already described, the applicant has proposed a financial contribution towards Public Transport services and it is envisaged that the funding will be used to divert existing bus

services directly into the site instead of providing a completely new service. It would be the intention of the Highway Authority to pool the S106 contributions secured from this development to provide the strategic highways improvements necessary to support the LDF.

As with all of the major developments proposals the potential impact on J17 M6 should be considered. A technical note was submitted by the applicant to the Highways Agency on the likely development traffic impact of the Coppenhall development. The Highway Agency have assessed the scheme and accepted that the development does not have a material impact on J17 and as such do not object to the development.

Developer Contributions and Highway Improvements

The applicant has offered the following funding and works in mitigation to this development.

S106 Contribution

- Remer Street/ Middlewich Street - £ 100,000
- Sydney Road Bridge Widening - £643,320
- Crewe Green Roundabout - £ 217, 500

S278 Works

- Stoneley Road and Groby Road Site access - Fully funded by Developer
- Remer Street Roundabout - Fully funded by Developer
- Maw Green Roundabout - Fully funded by Developer
- Sydney Road Bridge MOVA - Fully funded by Developer

Public Transport

- Bus service Funding for 3 Years - £222,606

Summary

This is major residential development that has a highway impact and the focus of the assessment has been directed on the junctions that have congestion problems or are likely to experience problems. It is accepted that the local site access junctions at Stoneley Road and Groby Road can operate well within capacity and no concerns are raised as far as these access points are concerned. The main access is a new extended roundabout, the design of which is non-standard. The Highways Team has taken a considerable amount time to look at whether better alternative solutions exist for this junction. However, it has had to accept that this roundabout design is the only design that would work.

Other junctions along this eastern corridor have been assessed. It is clear that there are no solutions to junctions at Remer St/Middlewich Street and at Sydney Road bridge. Therefore, should the application be approved, a higher level of congestion will have to be accepted at these junctions.

There are benefits to the road network being provided by the developer, in particularly at Maw Green/ Groby Road where a new roundabout solution is proposed that will be funded

and constructed by the developer. This junction arrangement is non-standard as there are no other junction designs that could be provided within the public highway available.

The financial contributions that the developer is offering has been set out earlier and it is intended that this funding will be used to fund infrastructure improvement schemes as identified by the LDF such as Crewe Green roundabout.

There are problems on the road network that have not been mitigated and departures from standard have had to be made on the roundabout junction designs. However, it is recognised that a balance needs to be struck between allowing new major development to proceed and accepting increased levels of traffic on the road network as a consequence of that development. In consideration of the overall the package of measures being put forward as part of this application, whilst it will increase congestion in certain locations, it does provide wider benefits to the strategic highway network.

Therefore, subject to the applicant entering into a S106 Agreement to provide the financial contributions and the applicant entering into a number of S278 Agreements with the Highway Authority to deliver the new junctions as identified in this report, the Strategic Highways Manager would not raise objections.

AVAILABILITY OF BROWNFIELD SITES

The Cheshire east annual housing figure of 1150 homes is derived from the previous Regional Spatial Strategy (RSS). The RSS quotes an annual requirement of 450 dwellings for the former Crewe and Nantwich area. This equates to a five year housing land supply requirement of 2500 units. As by far the largest town in the plan area it is to be expected that Crewe and its immediate surroundings would be expected to accommodate the greater part of this growth. Objectors and Members have previously expressed concern about releasing Greenfield land for development, whilst there are undeveloped brownfield sites remaining. Members have previously received a list of all the brownfield and mixed brownfield/greenfield sites for the Borough from extracted from the Strategic Housing Land Availability Assessment (SHLAA). This shows that There are 125 sites in and adjacent to Crewe that are brownfield (or mixed green / brownfield) and that are considered to be “deliverable” – these have a capacity to bring forward 666 dwellings in the 1-5 year period.

If only exclusively brownfield sites are considered then the total is reduced to 121 sites with a capacity for 587 dwellings in the 1-5 year period. By any measure its clear that brownfield sites alone cannot meet the future housing needs of Crewe, never mind the Borough as a whole.

EDUCATION CONTRIBUTION

Initially the Education Department were requesting a total contribution of £3,051,479 (£4694 per unit) towards the construction of a new school plus a level and fully serviced site which meets the Councils requirement. This would be approximately £6500 per household in total.

A planning obligation must comply with the following three tests as set out in the Community Infrastructure Regulations 2010:

- necessary to make the development acceptable in planning terms
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

It is considered that, given the scale of the development proposed, a contribution of £3m plus a school site would not meet these requirements and this has been acknowledged by the Education Department.

It is accepted and common practice for local authorities to consider capacity at all primary schools within walking distance of an application site. In the case of primary schools, the Department for Education define walking distance as a two mile radius from a pupil's home address. CEC's education department recently provided data which showed the pupil roll and current capacity at each primary school within this two mile zone. It showed that there are currently 269 surplus places at these schools, but this will have shrunk to 87 surplus places by 2016, according to CEC's pupil projections.

The proposed development is expected to generate demand for an additional 102 primary school places, based on CEC's own child yield assumptions (0.162 primary school age children per dwelling). This would mean there is substantial capacity in local primary schools at the current time, but there would be a small shortfall in capacity by 2016 of 15 places. In accordance with the Community Infrastructure Regulations 2010 it is necessary for the developer to contribute toward the cost of provision for an additional 15 primary school places in order to meet the need for school places in the future.

To calculate the S106 contributions required for 15 additional primary school places, the developer has used the latest DfE building cost multiplier for the period 2008/09. This is £12,257 (Q4 2008) which, when indexed, gives a current multiplier of £11,850. Cheshire East Council's regional weighting factor is 0.91. The proposed contribution has therefore been calculated as follows: $15 \times £11,850 \times 0.91 = £161,752$.

The education department have commented that whilst the Dingle Primary School is within a 2 mile walking distance, it is accessed along Maw Lane which does not have any footpath for pupils to walk on. Haslington Primary School also comes within a 2mile radius of the very eastern corner of this development site. However the shortest walking distance to this school from the development is 2.2 miles and this has been measured from the public right of way on Remar Street to the school. This public right of way is unlikely to be used by parents walking children to school given that it is no more than 0.5m in width and it would not be possible to get a pushchair down it.

Therefore the local schools to this development, excluding those referred to above, have a cumulative net capacity of 3,555 and are projected to have 3,547 on roll by 2016. This currently shows that there will be 8 unfilled places by 2016, before any local development has been considered.

Applying the pupil yield of 0.162 to this development will generate 102 primary school pupils. In light of the pupil projections by 2016 the local schools will be unable to accommodate 94 of the pupils generated by this development. A sum of £1,013,649 is therefore requested to undertake the works required to accommodate the pupils generated by this development ($94 \times 11,850 \times 0.91$).

The formula which has been used by the developer and the education department is a widely accepted method for calculating contributions which has been applied by numerous councils on previous planning applications for housing developments. Whilst it is normal practice to only consider schools within a 2 mile walking distance, it is not usual to apply any “discounting” for those where the walking route is constrained.

Furthermore, it is considered that a contribution of £1,013,649 is likely to generate viability issues for the development, which are an important material consideration, particularly given the need to meet the Council’s housing land supply requirements. In the light of the above, therefore, it is considered that a contribution of £161,752 is fairly and reasonably related in scale and kind to the proposed development, in accordance with the Community Infrastructure Regulations 2010.

CONCLUSION

It is acknowledged that the development will have certain impacts on the locality and not all of these can be completely mitigated in their entirety. However any appraisal of development must consider the benefits and impacts of development in the round.

In this case the proposal has come forward in conformity with the Council's own Policy for the release of housing land and it will provide a significant boost to housing supply – including a good proportion of affordable homes. The proposal also meets the Council’s expectations in terms of open space, ecology, landscaping and design. These are all facts that should weigh heavily in favour of approval. In terms of education and highways the solutions put forward may not necessarily be the ideal we might hope for, but they never the less represent an acceptable package of measures in relation to the development applied for.

In the light of the above, it is considered that Member’s previous concerns and queries which led them to deferral of the application have been adequately addressed and accordingly it is recommended for approval subject to an appropriate legal agreement and relevant conditions.

RECOMMENDATION

APPROVE subject to completion of Section 106 legal agreement to secure the following:-

1. Provision of 35% of the total units as affordable housing in perpetuity, with the mix on Phase 1 being 10% 1 beds, 60% 2 beds and 30% 3 beds, with 40% of these being flats and 60% being houses. The tenure split of the units on all phases to be 65% social rent and 35% intermediate tenure. The mix of house types for phase 2 and subsequent phases to be agreed as part of subsequent reserved matters applications. Social Rented and Shared Ownership dwellings to be transferred to a Registered Provider.
2. Provision of education contribution of £161,752.
3. Provision of highways contribution of £1,183,426 towards Remer Street/ Middlewich Street, Sydney Road Bridge Widening, Crewe Green Roundabout and public transport improvements.
4. Travel Plan contribution
5. Provision for public open space to serve the whole of the development to be agreed with the Council when details of layout are submitted for approval. This must secure the provision and future management of children’s play areas and amenity greenspace. Submitted details

must include the location, grading, drainage, layout, landscape, fencing, seeding and planting of the proposed public open space, transfer to and future maintenance by a private management company.

And the following conditions

- 1. Standard Outline**
- 2. Submission of reserved matters**
- 3. Plans**
- 4. Air Quality assessment updates to be submitted with each reserved matters**
- 5. Submission, approval and implementation of Construction Environmental Management Plan (CEMP)**
- 6. Submission, approval and implementation of Travel Plan**
- 7. Submission, approval and implementation of contaminated land preliminary risk assessment (PRA)**
- 8. Submission, approval and implementation of contaminated land site investigation (SI)**
- 9. Code for Sustainable Homes Level 4 assessment with reserved matters**
- 10. Provision of 10% renewable energy on site unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable..**
- 11. Provision of detailed scheme of drainage**
- 12. Reserved matters to make provision for allotment site (30 plots) within the development.**
- 13. Breeding bird survey to be carried out prior to commencement of any works during nesting season**
- 14. Provision of replacement hedgerows**
- 15. Provision of detailed design and layout of the GCN mitigation area**
- 16. retention of visually important trees**
- 17. A scheme for the provision and implementation of a surface water regulation system**
- 18. Management of overland flow**
- 19. Provision and management of habitat creation**
- 20. No discharge to Fowle Brook unless further information is provided to prove that the SSSI will not be adversely affected**
- 21. Retention of important hedges**
- 22. Notwithstanding detail shown – no approval of indicative residential masterplan.**
- 23. Landscape design principles to be incorporated into final layout**
- 24. Submission of landscape and ecological management plan**
- 25. Submission of Arboricultural Impact Assessment**
- 26. Submission of Arboricultural Method Statement**
- 27. Submission of Comprehensive tree protection measures**
- 28. A scheme for the provision and management of compensatory habitat creation**
- 29. Each reserved matters application for commercial activities to be accompanied by a noise impact assessment**
- 30. Submission of Noise Mitigation Measures with each reserved matters application.**
- 31. Submission of details of detailed lighting plan with each reserved matters application.**
- 32. Submission of details of bin storage with each reserved matters application.**

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Applicant: Taylor Wimpey UK Limited

Expiry Date: 07-Sep-2011

SUMMARY RECOMMENDATION

APPROVE subject to Section 106 Agreement and conditions

MAIN ISSUES

**Planning Policy And Housing Land Supply
Affordable Housing,
Highway Safety And Traffic Generation.
Contaminated Land
Air Quality
Noise Impact
Landscape Impact
Hedge and Tree Matters
Ecology,
Design
Amenity
Open Space
Drainage And Flooding,
Sustainability
Education**

REFERRAL

The application has been referred to Strategic Planning Board because it is a largescale major development and a departure from the Development Plan.

1. SITE DESCRIPTION

The application relates to approximately 24.2 hectares of land, situated to the north of Remer Street, Coppenhall, Crewe. The site is generally flat and currently comprises predominantly undeveloped agricultural land. Field boundaries are marked by hedgerows and hedgerow trees. The Cross Keys public house, which is a locally listed building, is

located on the south western corner of the site. A public right of way dissects the central part of the site.

The site is bounded to the south by the residential properties fronting Remer Street and the Monks Coppenhall Primary School and Nursery; to the west by Stoneley Farm and the residential properties fronting Stoneley Road and to the north and east by more sporadic residential development fronting Stoneley Road and Groby Road, including the Grade II Listed Foden's Farm.

Beyond Remer Street and Stoneley Road to the south and west of the site are the established older residential areas of Crewe, whilst beyond Stoneley Road and Groby Road to the North and East lies primarily agricultural land, including farms known as Groby Farm, Race Farm and Shandon House Farm and the Maw Green Landfill site To the south east lies Maw Green farm

2. DETAILS OF PROPOSAL

Outline planning permission is sought for up to 650 new homes of various types and sizes including 35% affordable housing spread throughout the site. The Cross Keys public house would be demolished to make way for a new roundabout giving access to the site and improving traffic management at the existing junction. A new public house is proposed along with a local convenience store to replace the existing Cross Keys public house. The development would include substantial areas of new public open space including a new equipped childrens' play area, sports pitch and informal recreational areas. Two habitat areas would be created for Great Crested Newts and Barn Owls that currently inhabit the site.

2. RELEVANT PLANNING HISTORY

There are no relevant previous planning applications relating to this site.

3. PLANNING POLICIES

Regional Spatial Strategy

Policy DP 1 Spatial Principles

Policy DP 2 Promote Sustainable Communities

Policy DP 4 Make the Best Use of Existing Resources and Infrastructure

Policy DP 5 Manage Travel Demand; Reduce the Need to Travel, and Increase Accessibility

Policy DP 7 Promote Environmental Quality

Policy DP 9 Reduce Emissions and Adapt to Climate Change

Policy RDF 1 Spatial Priorities

Policy RDF 2 Rural Areas

Policy L 1 Health, Sport, Recreation, Cultural and Education Services Provision

Policy L 2 Understanding Housing Markets

Policy L 5 Affordable Housing

Policy RT 2 Managing Travel Demand

Policy RT 3 Public Transport Framework

Policy RT 4 Management of the Highway Network
Policy RT 9 Walking and Cycling
Policy EM 15 A Framework For Sustainable Energy In The North West
Policy EM 16 Energy Conservation & Efficiency
Policy EM 17 Renewable Energy
Policy MCR 4 South Cheshire

Policies in the Local Plan

NE.2 (Open countryside)
NE.5 (Nature Conservation and Habitats)
NE.9: (Protected Species)
NE.20 (Flood Prevention)
NE.21 (Land Fill Sites)
BE.1 (Amenity)
BE.2 (Design Standards)
BE.3 (Access and Parking)
BE.4 (Drainage, Utilities and Resources)
RES.5 (Housing In The Open Countryside)
RT.6 (Recreational Uses on the Open Countryside)
TRAN.3 (Pedestrians)
TRAN.5 (Cycling)

Other relevant planning guidance:

PPS1 (Delivering Sustainable Development)
PPS3 (Housing)
PPS4 (Planning for Sustainable Economic Development)
PPS7 (Sustainable Development in Rural Areas)
PPS9 (Biodiversity and Geological Conservation)
PPG13 (Transport)
PPG17 (Open Space Sport and Outdoor Recreation)
PPS25 (Development and Flood Risk)

4. OBSERVATIONS OF CONSULTEES

English Heritage

- The application should be determined in accordance with national and local policy guidance and on the basis of the Council's own specialist conservation advice.

Public Rights of Way Unit

- The development will affect Public Footpath Crewe No. 7, as recorded on the Definitive Map of Public Rights of Way
- If the development will permanently affect the right of way, then the developer must apply for a diversion of the route under the TCPA 90 as part of the planning application.

- If the development will temporarily affect the right of way then the developer must apply for a temporary closure of the route (preferably providing a suitable alternative route).

Housing

- No comments received at the time of report preparation

Highways

- No comments received at the time of report preparation

Education

- No comments received at the time of report preparation

Environment Agency

No objection in principle to the proposed development as submitted, but would make the following comments;

- The Environment Agency have reviewed the Flood Risk Assessment (FRA) (Level 3 Flood Risk Assessment, L3-FRA-01, Taylor Wimpey, 5 May 2011) submitted in support of the planning application. The FRA proposes the use of Sustainable Urban Drainage systems (SUDs) to reduce surface water run-off to an agreed greenfield discharge rate. While this is considered acceptable in principle they will require further information as more detailed plans are developed.
- The FRA identifies that overland flow will be directed by highways, and thus away from buildings. Due to the outline nature of the application this will need to be established in more detail.
- There could be some loss of habitats in the form of ponds as a result of the development. From the drawings it would appear that there will be some sort of compensatory habitat creation, potentially as part of the SUDs proposed
- Recommend the following conditions:
 - Submission of surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority.
 - Submission of scheme for the management of overland flow from surcharging of the site's surface water drainage system. The scheme shall include details of the proposed ground levels and proposed finished floor levels.
 - Submission of scheme for the provision and management of compensatory habitat creation

United Utilities

Have no objection to the proposal provided that the following concerns are addressed: -

- This site must be drained on a separate system, with only foul drainage connected into the foul sewer.
- Surface water should discharge to soakaway or watercourse and may require the consent of the Environment Agency.
- If surface water is allowed to be discharged to the public surface water sewerage system United Utilities may require the flow to be attenuated to a maximum discharge rate determined by
- United Utilities policy is not to adopt SUDS (Sustainable Urban Drainage System) structures.
- United Utilities will only consider the adoption of surface water sewers draining to a balancing pond (as opposed to any other SUDS structure), providing the following conditions are met: -
 - The Local Authority takes responsibility for the maintenance of the pond
 - The freehold of the land on which the pond lies is transferred to the Local Authority
 - United Utilities is provided with a deed of 'Grant of Rights' to discharge into the pond in perpetuity. Such a deed would necessarily contain provisions against development within the balancing pond, and against altering its topography, or making connections to it.
 - That measures have been taken to prevent flooding of properties
 - That a legal agreement is in place between all parties.
- The level of cover to the water mains and sewers must not be compromised either during or after construction.
- Water mains may need extending to serve any development on this site. The applicant, who may be required to pay a capital contribution, will need to sign an Agreement under Sections 41, 42 & 43 of the Water Industry Act 1991.
- A separate metered supply to each unit will be required at the applicant's expense and all internal pipework must comply with current water supply (water fittings) regulations 1999

Amenity Greenspace

- No objection subject to:
 - A private management company to be set up by the developer to maintain the open spaces within the development.
 - Consideration should be given to providing an allotment site (30 plots) within the development. This to be provided with a water supply, and surrounded by secure palisade fencing.
 - A commuted sum payment of £60,000 be payable to the Council, to allow refurbishment the existing Lansdowne Road children's playground.

Natural England

- The application is likely to affect Sandbach Flashes Site of Special Scientific Interest (SSSI). Natural England does not object to the proposed development, subject to the

the proposals being carried out in strict accordance with the terms of the application and the submitted plans and inclusion of the conditions listed below:

- The development is prevented from discharging any water into the Fowle Brook, which feeds into Sandbach Flashes SSSI unless further information is provided to prove that the SSSI will not be adversely affected.
- Natural England are also concerned to see that the cumulative effects of disturbance to the bird assemblages on the Sandbach Flashes SSSI are not covered within the scope of the Environmental Statement. Natural England would like to see Cheshire East Council consider this point whilst determined this application.
- With regard to the Great Crested Newts Method Statement and additional survey information Natural England is satisfied with the additional information provided, which has addressed their concerns.
- It is recommended that the proposals presented in the Method Statement be subject to robust conditions and where necessary agreements be drawn up to secure Habitat Management in the long term.

Environmental Health

Noise

- Until Environmental Health have received a full noise assessment that takes into account noise levels from the surrounding roads, railway line and Maw Green landfill site, they are unable to comment on this aspect of the application.

Contaminated Land Comments:

- Recommend a full contaminated land preliminary risk assessment (PRA) to be undertaken.
- Recommend that a site investigation be undertaken

Air Quality Comments

- The Air Quality assessment has utilised 2009 monitoring data and has not highlighted any air quality objective exceedences as a result of the development.
- It may be required during the reserved matters stage to revisit the air quality monitoring data using current data.
- The Construction Environmental Management Plan (CEMP) should be agreed and implemented to ensure any potential adverse environmental effects are avoided in addition to ensuring dust related complaints are kept to a minimum.
- The Travel Plan should also be implemented and monitored in terms of uptake and focus on the encouragement of sustainable modes of travel to minimise any negative impact on air quality.

5. VIEWS OF THE PARISH / TOWN COUNCIL

N/A

6. OTHER REPRESENTATIONS

A number of petitions have been received objecting to the scheme, containing approximately 1500 signatures.

Letters of objection have been received from 5, 8, 18, 20, 30, 33, 36, 37, 38, 39, 42, 46, 48, 78/80, 79, 92 94, 95, 97, 100, 102, 136, 140, 165, 174 and 178 Remer Street, 17, 19, 21, 27, 33, 33A, 38, 39, 45, 49, 64, 89, 129, 220, 257, 301, 343, 345 and 355 Stoneley Road, 3 Bidvale Way, 314 Broad Street, 22, 112 180 Groby Road, 23 Ellis Street, 386 Underwood Lane, 110A Lime Tree Avenue, 38 Singleton Avenue, 2 and 4 Foxes Hollow, 26 Audley Street, 29 Winnington Lane, Stonely Barn and 27 North Street, 84 James Atkinson Way, making the following points:

Principle of Development

- Policy NE 2 of the Local Plan shows that the area for proposed development is designated as Open Countryside outside settlement boundaries
- This is a green field site. There are plenty of Brownfield sites available, which are much closer to the relevant amenities and therefore far better placed for this development and these should be used first.
- This part of Crewe has already seen large areas of countryside disappear with new housing developments
- The houses are not needed. There are hundreds of unfinished and unoccupied houses in the town centre – particularly Dunwoody Way.
- The future development of Crewe must be predicated on the commitment from Cheshire East to complete the developments already in place and ensure that these are finished before they permit any further development proposals.
- Why does the Council consider that new housing in the Borough is best directed towards Crewe, when there has already been considerable housing development in Crewe?
- Why is such extensive development (37% being planning for Crewe when there are many other towns in Cheshire East which have much lower development projections (e.g. Macclesfield 7%)? Is it because the Council offices are in Macclesfield and the Councilors making decisions about developments do not live in Crewe?
- After years of refusing planning applications for 1 or 2 houses in this area on the basis of the land being open countryside, why are the Council are now considering 650 houses?
- Why has the Council has changed the principles it had in the past about overdevelopment, green belt, traffic, general wellbeing of the public and wild life?
- The issue with this application is the sheer scale of the proposal
- The area being developed is a valuable green field site, it improves air quality and quality of life of the surrounding residents
- The centre of Crewe is in need of re-development as opposed to the "willy nilly" destruction of open farmland.
- There is a lack of support for the proposals. People who attended the public meetings expressed disgust at the proposals and the consultants on duty at the meetings received no interest in the proposed houses.

- Developers state that there is wide support from local businesses and schools. However, business owners and teachers at the schools do not live in the area
- Monies would be better spent improving the dull depressing town centre and bus station.
- What has changed since the proposed development of the site was thrown out by John Prescott when he was Deputy Prime Minister and by parliament 7 years ago.
- The developer's justification for submitting a planning application states that it is in order to respond to Cheshire East Council's inability to demonstrate that it has a deliverable 5 year housing land supply. Residents understood this to be a private commercial application from a 3rd party. This statement suggests it has been developed in partnership and with a level of agreement with Cheshire East
- It also says that it is in order to meet the acute need to provide affordable housing across the Borough. There are existing incomplete developments which are already earmarked to provide partial affordable provision. Why can these not be finished off?
- What about the other brownfield sites detailed in the recently updated Replacement Local Plan 2011.

Highways

General Points

- There would be another 1000 plus cars on an already gridlocked area
- Residents currently contend with ambulances, fire engines and refuse lorries going past daily, in addition to the usual traffic.
- The whole area of Coppenhall has been extensively developed over the past few years with 2 large housing estates off Parkers Lane and Minshull New Road plus additional housing off North Street (both sides of the road) making the follow of traffic at peak times and the weekend extremely difficult.
- The roads leading to the Town Centre from this area (Middlewich Street / Broad Street / Queen Street) are already congested. The apparent research by Taylor Wimpey indicates that the main route into Crewe is via Broad Street, local knowledge will tell you that this is not the case and the preferred route is via Middlewich Street.

Impact on Remer Street / Sydney Road

- The school entrance on Remer Street, is already really dangerous
- Remer St. is a main route for ambulances to and from the hospital
- A motorcyclist was killed just outside the school a few years ago and one resident reports that a car landed upside down in their drive and two cars have been knocked when parked outside their house
- In Remer Street, twice a day there are huge numbers of cars picking up and dropping off young children. The rest of the traffic (including buses, heavy lorries and refuse lorries going to the Maw Green landfill site) have to negotiate this. At other times of the day and at the weekend traffic is heavy and generally does not obey the 30mph speed limit.
- The layout of Remer Street / Sydney Road, and the bend at the junction of Groby Road etc. is very difficult for traffic and pedestrians to negotiate.
- There is a single lane with traffic lights over Sydney Bridge

Impact on Groby Road / Stoneley Road

- Due to the volume of traffic (both current and potential significant increase) on Remer Street, the natural tendency will be for traffic from the development, to try and use the Groby Road and Stoneley Road access / egress points, thus increasing the traffic flow and inherent risk. These are real hazards and must not be ignored by the Council.
- Groby Road and Stoneley Road are narrow rural lanes with no street lights or pavements and are inadequate for this level of use
- The roads are used by commuters from Elworth, Sandbach, Middlewich and Warrington as a rat run
- Stoneley Road is of poor quality and will not stand up to large amounts of traffic. The Victorian mains drainage system below the road has already suffered due to existing use of heavy traffic.
- The 60mph limit stops between 128 and 100 Groby Road and goes down to 30mph but no one seems to adhere to this.
- Motorists frequently disregard the 30mph speed limit and there is no traffic calming
- There is already heavy traffic, especially HGV's to the Maw Green landfill
- Stoneley Road is already very congested with parked cars and an already narrow road producing significant congestion. This situation would only worsen if this application was to succeed.
- One resident has had a perimeter wall demolished in excess of 10 times.

Maintenance of Roads

- The roads in and around Crewe are falling apart with pot holes. Whole sections of curb are missing on Stoneley Road. More traffic means more wear and the Council is already not keeping this road in an adequate condition.

Impact on Crewe Green

- A large percentage of the traffic would be heading in the direction of the roundabout at Crewe green which is already heavily congested at rush hour. The fact that this is a new modern roundabout does not prevent or affect in any way the number of cars using it. Cars are not able to move at the change of traffic lights because of the number of cars already on the roundabout unable to existing because of queues ahead.

Impact on Remer Street Roundabout

- There are no existing problems at the Remer St. roundabout but the proposed development would cause them
- The key benefit in Taylor Wimpey's publicity "tackling the congestion" is not valid. The mere act of building a new roundabout at the site entrance will not in itself tackle congestion.
- The roundabout is not to tackle congestion it is purely to allow the developers to gain access to the site.

- The roundabout at Remer Street will not reduce traffic jams as these are caused by parked cars on Broad Street and North Street and traffic trying to turn into Middlewich Street.
- Remer Street is already heavily congested at peak times, and simply re-modelling the roundabout at the Cross Keys cannot possibly alleviate this problem. It will just move the bottleneck and the risk.
- Crewe Green Roundabout and the Station Roundabout are examples of how these solutions do not work
- The sheer increase in car usage would bring traffic to a virtual standstill. The existing roundabout is dangerous and too small and although the proposed new one would undoubtedly help with the flow of traffic, the roads filtering from it cannot be widened, therefore a gridlock situation would prevail.

Impact on Groby Road / Remer Street / Elm Drive/ Sydney Road / Maw Green Lane junction

- The junction is already a serious accident waiting to happen with numerous near misses over the past 5 years.
- Maw Green Lane has queues onto Remer Street with traffic coming in from Sandbach trying to avoid the Crewe Green Roundabout.
- The planning proposal does not sufficiently deal with the congestion at this junction
- The models provided as supporting information to the proposal split the junction into 2 when in reality it cannot be assessed in this manner, especially on the approach from either Groby Road or Maw Green Lane
- The wall on the corner of Maw Green Lane has had to be rebuilt due to several accidents over the last few years at this crossroads.

Proposed Solutions

- The creation of a roundabout at the junction of Remer Street / Sydney Road / Groby Road / Elm Drive and Maw Green Lane, which would ensure safe crossing for pedestrians and provide a means of slowing the traffic.
- Provide pavements and adequate street lighting along Groby Road.
- There should be a new road behind Stoneley Road and Remer St to give access to the back of existing houses for parking. This would help traffic on these roads
- There should be speed cameras and traffic calming
- Developments with closer proximity to A Roads should be looked into.

Pedestrian Access / Public Transport

- Crewe Railway Station is a distance of 2 miles from the proposed development which will no doubt put residents off using public transport.
- The many bends in Groby Road would mean that following the Government Initiative and choosing cycling or walking rather than driving would not be a safe option.
- PPS7 states that “accessibility should be a key consideration in all development decisions consistent with achieving the primary purpose of the development.” For the reasons stated above the site is unsustainable due to poor accessibility.

- The proposal shows only one figure which reflects improvements to the Groby Road footpath, which does not exist. This is only from 16a Groby Road to the corner of Foxes Hollow and nothing beyond to the actual site entrance.
- The proposal identifies strong use of public transport and pedestrian access and links to cycle networks, yet outside the development no specific improvements to facilitate this are proposed.
- There is no safe pedestrian access from the proposed development to either Groby or Stoneley Road. This would mean that any residents wishing to consider the Environment and use public transport or walk, would need to travel all the way across the estate, in order to do this safely.
- Although emphasis has been placed on the impact of traffic queues onto Remer Street, little comment appears to have been made about safety of pedestrians at all junctions. For example, crossing Remer Street from the bus stop to Groby Road is risky.

Design & Visual Impact

- The exterior design and size of the housing estate will completely change the overall appearance and country aesthetics of the area.
- The artists impression of the view from the entrance to the boulevard gives the appearance of the 1950's – one car apart from the 3 storey houses

Ecology

- The surrounding fields to Stoneley Road are currently home to owls, bats, foxes, rabbits, numerous birds of prey, and further wild life.
- The application draws attention to endangered species such as bats and newts which are present on the site
- These would all be adversely affected by the building work, completed housing and lack of natural space available to them.
- The developers say it is their intention to include conservation areas, but the majority of the feeding and breeding grounds for these animals is being taken away and built upon. If there is no natural habitat for these animals the food chain is broken down.
- The trees and hedgerows would need to be preserved as any building would endanger the biodiversity of the area.

Locally Listed Building

- The Cross Keys is one of Crewe's oldest landmarks and should be preserved.
- It is a building of architectural beauty and a local landmark,
- The existing pub should be utilised and converted to a new use or restored as a pub. There is no point in knocking down a public house full of character to build a new one.
- Crewe has a bad record of destroying old buildings. For example the demolition of the Chetwode public house which dated from 1624 was a disgrace.

Infrastructure

- There is insufficient infrastructure to deal with another 200 people.

- The local schools are filled to capacity – has real thought been given to the implications of more children needing to be placed in the local schools where resources and space are already stretched to the limit?
- There is a lack of a doctors surgery in the area
- If a surgery and school were to be built where are the extra teachers and doctors to come from?
- Leighton hospital is overstretched – especially A&E where it is common to wait several hours to be admitted as an emergency.
- There is a lack of beds at the hospital and long waiting lists for routine appointments
- Extra homes will put extra demand on hospital also with regards to car parking and increased commuter traffic trying to reach the A530. Developments improving the area around the hospital should be considered as this could improve the pavements around the hospital and lead to an increase in the number of people travelling to the hospital who attend on foot
- The sewerage would NOT be able to cope with these new dwellings.
- There should be a statement of what investment the developer is planning to make as part of their £50m development.
- Residents want confirmation that Cheshire East will support the local infrastructure (i.e. bus routes, amenities, and specifically the improvement of the facilities at Monks Coppenhall School to support the probable influx of additional pupils from the development)

Lack of Jobs

- There are not enough jobs for local people without increasing the population.
- There are already issues with local unemployment due to business being forced to close, so many of these houses would be left empty because no-one could afford to buy them due to lack of local jobs.

Amenity of existing properties

- There will be an increase in noise if the building goes ahead
- The majority of dwellings backing onto the land are low rise bungalows. These will be overlooked by 2 and 3 storey houses.
- Outlook and privacy will be destroyed
- Proposed houses will be in close proximity to the rear boundaries of existing properties
- There would be a loss of view from the rear of existing houses. There are some first time buyer homes in Remer Street and the main reasons they bought their property was the views.
- People living near the development would be subject to increased noise and light levels at all times of the day and the peaceful countryside would be ruined.
- The current character of Coppenhall East and surrounding fields projects a country life style chosen for that reason by its residents. An extra 650 properties will completely change the views of existing residents and potential new residents to the area.
- This application is ill conceived and if successful will devastate this area. The application should be considered from all points of view and reach a decision based on the overall effect this will have on the people who live here and the quality of life this will bring.

Amenity of future residents

- The occupier of 112 Groby Road is an agricultural contractor and, due to the positioning of the 4 houses between 112 and 128 Groby Road, will have to back out on to Groby Road, with a tractor and various equipment, as there will not be enough space to turn behind 112, which would be unsafe.
- The noise of the tractor will disturb future residents at 5.30am in the morning or 10pm at night
- Another property on Remer Street has a CPH registration as a smallholding which entitles them to keep pigs, sheep and poultry. Any complaints regarding smell, noise etc. from future residents will be ignored.
- Several other properties have poultry
- There have never been any previous complaints about smallholdings in the area and any, which may occur in the future, would be wholly down to the inadequate proposal to position houses so close.
- Houses will have to be subject to smell from the Maw Green landfill, which on some days is vile.

Public Right Of Way

- There is a public footpath across the site
- This footpath is not suitable for a pedestrian or cycle entrance and egress onto the proposed site. The entrance onto Remer Street is particularly narrow and would not accommodate pushchairs and wheelchairs.
- There has been evidence of fly tipping, drug abuse and alcohol misuse on the footpath.
- The development proposed the use of this for links to public transport and specifically as a link to monks Coppenhall School. At present the entrance on Remer Street is unsuitable for regular use and does not allow access as defined by Equality Act 2010. No specific detail on the proposals for improving this are detailed in the application.
- A proposed diversion along the revised footpath arrangements along Groby Road would improve access to Public Transport and Monks Coppenhall School and enable proper provision for equal access
- The developers should divert the inadequate Public Footpath between Remer Street and Stoneley Road to a more appropriate route within the site boundary, enabling easier access to the school and closing off the narrow strip, giving it back to its natural state.

Play Area

- Taylor Wimpey's Publicity mentions that there are no children's playground facilities in the area. Are they not aware of the Board St. / McLaren Street play park, and all weather pitch which has been extensively re-designed which is only a few hundred yards down the road?
- Major concerns regarding the proposed sports field and playground area. As seen elsewhere in the town, particularly on estates, areas such as these encourage youths to

congregate resulting in underage drinking, drugs, graffiti and general anti-social behaviour. Has this been considered?

Affordable Housing

- Concerns about the type of residents attracted by shared housing schemes (affordable homes). As seen elsewhere this type of housing scheme tends to lead to undesirable residents/tenants due to their lack of sustainable income. Long established residents have worked hard to maintain and improve their property and are concerned that the dwellings will become untidy and shabby, making the whole area undesirable.
- Crime and anti-social behaviour would increase with low cost homes
- The houses proposed are not starter homes
- 35% of houses will be affordable, so why build the other 65% when no one can afford them?
- Affordable housing is subjective –affordable to whom?

Need for Pub / Shop

- Why build more shops on a housing estate when the infrastructure of Crewe town centre is in disrepair with shops empty and closing down
- Building a new public house has to be seriously questioned when many throughout the country are closing each week.
- The “country pub” will be an estate and there will be no countryside left
- There are already numerous convenience stores in the immediate area i.e. SPAR, Co-Op. Therefore there is no need for another.

Flooding

- Drainage in front of properties in Remer Street is diabolical
- The fields and ditches along Groby Road are often flooded due to the poor drainage system in this area already and any increased strain could cause leaking onto the roads or even the nearby Site of Special Scientific Interest.
- At the request of the developer, United Utilities have already installed a pressure reducing valve in the system to avoid putting a strain on the undersized and very old asbestos water main.

Other matters

- The 3 houses behind 108 Groby Road are right up to the implement shed behind 110 and it looks as if there is no room to carry out any repairs to this building.
- During the recent local elections representatives from both of the leading political parties were opposing the application, there have already been objections made by members of the local community, the only beneficiaries appear to be the Company making the application.
- The 4 houses with a road between them do not take into account the piece of land owned by 112 Groby Road.
- The development is just about making money for the developers at any cost.
- If this development goes ahead, there will be major disruption for 10 years,

- The opinions of local residents must be the Council's main concern, and not the extra revenues that the Council would collect in Community Charge fees.
- Any new development must be for the need of "local people", and not for commuters from Manchester and the surrounding areas.
- Homes will be devalued due to loss of outlook / amenity
- New houses will depreciate existing house prices in an already depressed area.
- There should be a clear and concise statement of how the £5.9m Government new home bonus will be reinvested in this specific area and not in surrounding areas within Cheshire East
- There should be confirmation that any incomplete work will be finished by Cheshire East Council to an appropriate standard, without any additional burden to the Council tax payer.
- The Council does not listen to the views or concerns of its residents

7. APPLICANT'S SUPPORTING INFORMATION:

- **Arboricultural Impact Assessment**
- **Consultation Statement**
- **Draft Section 106 Heads of Terms**
- **Environmental Statement**
- **Open Spaces Assessment**
- **Planning Statement**
- **Sustainable Energy Statement**
- **Transport Assessment**
- **Utilities Assessment**
- **Affordable Housing Statement**
- **Design and Access Statement**
- **Flood Risk Assessment**
- **Landscape Statement**
- **Travel Plan Framework**

8. OFFICER APPRAISAL

Main Issues

Given that the application is submitted in outline, with all matters with the exception of access reserved for subsequent approval, the main issues in the consideration of this application are the suitability of the site, in principle, for residential development having regard to matters of planning policy and housing land supply, affordable housing, highway safety and traffic generation, contaminated land, air quality, noise impact, landscape impact, hedge and tree matters, ecology, design, amenity, open space, drainage and flooding, sustainability and education.

Planning Policy and Housing Land Supply

The site lies in the Open Countryside as designated in the Borough of Crewe and Nantwich Replacement Local Plan 2011, where policies NE.2 and RES.5 state that only development

which is essential for the purposes of agriculture, forestry, outdoor recreation, essential works undertaken by public service authorities or statutory undertakers, or for other uses appropriate to a rural area will be permitted. Residential development will be restricted to agricultural workers dwellings, affordable housing and limited infilling within built up frontages.

The proposed development would not fall within any of the categories of exception to the restrictive policy relating to development within the open countryside. As a result it constitutes a “departure” from the development plan and there is a presumption against the proposal, under the provisions of sec.38(6) of the Planning and Compulsory Purchase Act 2004 which states that planning applications and appeals must be determined “*in accordance with the plan unless material considerations indicate otherwise*”.

The issue in question is whether there are material consideration associated with this proposal, which are sufficient to outweigh the policy objection.

National policy guidance (PPS3) states that Local Authorities should manage their housing provision to provide a five year supply. This suggests that Cheshire East Council should be providing its 5-year housing supply information for Cheshire East as a whole rather than the former districts or any housing market areas. Correspondence from Government Office for the North West confirms that in order to establish the appropriate housing requirement for Cheshire East, the district figures included in the published Regional Spatial Strategy (RSS) should to be added together to give the new unitary authority requirement.

The RSS proposed a dwelling requirement of 20,700 dwellings for Cheshire East for the period 2003 to 2021, which equates to an average annual housing figure of 1,150 dwellings per annum. Although the Government has expressed it’s intention to revoke the Regional Spatial Strategy the Council’s Cabinet on 18th October agreed to adopt a housing requirement figure for a minimum of 1,150 net additional dwellings to be delivered annually, pending the adoption of the LDF Core Strategy.

Paragraph 71 of PPS3 states that “ *where Local Planning Authorities cannot demonstrate an up to date five year supply of deliverable sites, for example where local Development Documents have not been reviewed to take into account policies in this PPS or there is less than five years supply of deliverable sites, they should consider favourably planning applications for housing, having regard to the policies in this PPS including considerations in Paragraph 69.*”

The recently published draft National Planning Policy Framework which will replace PPS3 has reiterated this requirement and states that Local Planning Authorities should “*identify and maintain a rolling supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements. The supply should include an additional allowance of at least 20 per cent to ensure choice and competition in the market for land*”.

The above mentioned Cabinet report noted that following a review, the Council appeared to have 4.58 years housing land supply. At recent public inquiries relating to sites at Abbeyfields, Hind Heath Road and Elworth Hall Farm in Sandbach, the Council has

conceded that the housing land supply situation is now worse than initially thought and that current supply stands at 3.65 years.

Consequently the Council has adopted, an Interim Planning Policy on the Release of Housing Land. This policy states that when it is demonstrated through the Annual Monitoring Report that there is not a five year supply of housing land as defined by PPS3, subject to other saved policies of the relevant Local Plan being satisfied, the Council will allow the release of appropriate greenfield sites for new housing development on the edge of the principal town of Crewe.

Members may recall that at the meeting of the Strategic Planning Board on 6th October 2010 a report was considered relating to Issues and Options for the Local Development Framework Core Strategy, which outlined 3 options for apportioning growth across Cheshire East. Although each of the options is different, the common theme between them is an emphasis on growth in Crewe. Therefore, whilst the options are under consideration, and there is uncertainty as to which option will be taken forward, it is appropriate that any Greenfield development required to make up a shortfall in housing land supply should be directed to Crewe. PPS1 2005 in *The Planning System: General Principles* at para. 14, states that *"Emerging policies in the form of draft policy statements and guidance can be regarded as material considerations, depending on the context. Their existence may indicate that a relevant policy is under review, and the circumstances which led to that review may be need to be taken into account."*

Furthermore, Paragraph 69 of PPS 3 states that in determining planning applications, local planning authorities should have regard to a number of criteria, including, inter alia, *"ensuring the proposed development is in line with planning for housing objectives reflecting the need and demand for housing in, and the spatial vision for, the area and does not undermine wider policy objectives e.g. addressing housing market renewal issues."*

The proposal does reflect the spatial vision for the area both in terms of the Interim Policy and the emerging Core Strategy as it is located on the edge of Crewe. In addition, the proposal supports wider policy objectives, such as achieving sustainable development, in close proximity to the more major town centres and sources of employment and supporting urban regeneration, in the parts of the Borough where it is most needed.

As well as being adjacent to the settlement boundary of Crewe, the interim policy requires that the site is, is not within the Green Gap; is not within an allocated employment area and is not within an area safeguarded for the operational needs of Leighton Hospital. It is considered that the application site meets all of these requirements.

The interim policy also states that the development must be well related to the existing fabric of the settlement. Although the application is submitted in outline, the indicative layout that has been provided, shows that the development is well related to its context in terms of highway access, green infrastructure, landscape considerations and the pattern of streets and spaces. These matters will be discussed in greater detail below.

A further requirement of the interim policy is that the site is capable of being fully developed within five years of the granting of outline planning permission. In this case the applicant has acknowledged that all 650 houses could not be delivered within 5 years. However, given the

extent of the undersupply at the present time it is considered that refusing all 650 houses on the basis that a percentage would not come forward within 5 years would not be a sustainable reason for refusal, particularly, given the overwhelming policy support for the scheme.

The proposal will certainly increase the supply of housing in Crewe and, as will be discussed in more detail below, it will also improve the, choice and quality of housing in the town through the provision of a range of house types and tenures, including affordable housing, and through sustainable development.

'All Change for Crewe' is the route map for charting the town's development over the next two decades. The strategy intends that by 2030, Crewe will be a nationally significant economic centre with a total population in excess of 100,000 people (currently it has about 83,000), one of the leading centres for advanced, engineering and manufacturing in England and recognised as a sought-after place in the South Cheshire Belt for people to live, work, put down roots, and develop their talents. In order to achieve these objectives, significant additional housing will be required. This proposal will go some way towards supporting the delivery of the Council's overall vision and objectives for Crewe. It therefore meets all of the requirements of the Interim Planning Policy on the release of housing sites.

A further important material consideration is the Written Ministerial Statement: Planning for Growth (23 March 2011) issued by the Minister of State for Decentralisation (Mr. Greg Clark). It states that *"Government's clear expectation is that the answer to development and growth should wherever possible be 'yes', except where this would compromise the key sustainable development principles set out in national planning policy."*

The Statement goes on to say *"when deciding whether to grant planning permission, local planning authorities should support enterprise and facilitate housing, economic and other forms of sustainable development."* They should, inter alia, consider fully the importance of national planning policies aimed at fostering economic growth and employment, given the need to ensure a return to robust growth after the recent recession; take into account the need to maintain a flexible and responsive supply of land for key sectors, including housing; consider the range of likely economic, environmental and social benefits of proposals; and ensure that they do not impose unnecessary burdens on development.

The proposed development will help to maintain a flexible and responsive supply of land for housing as well as bringing direct and indirect economic benefits to the town including additional trade for local shops and businesses, jobs in construction, economic benefits to the construction industry supply chain, and the establishment of 2 new businesses (shop and pub) on the site. Provided, therefore, that the proposal does not compromise the key sustainable development principles, it is in accordance with government policy and therefore should be supported in principle.

Therefore, in summary, it is acknowledged that the Council does not currently have a five year housing land supply and that, accordingly, in the light of the advice contained in PPS3 it should consider favourably suitable planning applications for housing. The current proposal is considered to be "suitable" as it is located on the periphery of Crewe, and would be in accordance with the spatial vision for the area as set out in the emerging core strategy and the supporting evidence base, including the Crewe Vision, and the Council's Interim Policy

on the Release of Housing Land which directs the majority of new development towards Crewe. The proposal also accords in principle with all of the criteria for permitting the development of sites on the periphery of Crewe as laid down by the Interim Policy. According to PPS1 these emerging policies are material considerations and consequently, these arguments are considered to be sufficient to outweigh the general presumption against new residential development within the Open Countryside as set out in the adopted development plan.

Affordable Housing

The Interim Planning Policy on the Release of Housing Land states that greenfield sites permitted under this policy will be expected to deliver: a minimum of 35% affordable housing in accordance with the Interim Planning Statement on Affordable Housing.

In accordance with the interim policy it is proposed that 35% of the dwellings on the site will be affordable housing (i.e. Phases 1- 4). The type and mix of affordable housing will only be established for Phase 1 as part of the planning application. The type and tenure of affordable housing for the remaining phases will be determined in accordance with the up to date housing needs surveys, current market conditions and the economics of provision housing needs. The greatest need for affordable housing identified in the 2010 SHMA was for 1 and 2 bed properties. The affordable housing provided on the site will therefore comprise 1, 2 and 3-bed apartments and semi-detached dwellings to meet this need.

The first phase of the development proposes a 50/50 split between social rented and intermediate housing. It is considered that the proportional split between intermediate and rented accommodation on subsequent phases of the development will be need to be based on the most up to date evidence of local housing needs.

With regard to type of property the following affordable housing mix is proposed for phase 1 10% 1 – beds, 60% 2 - beds and 30% 3 - beds. In addition, 40% flats and 60% houses are proposed for Phase 1. However, as the development is likely to be implemented over a 5-10 year period it is proposed to give the Local Authority the opportunity to look again at the housing need for the area in order to establish the appropriate requirements at that time. Therefore the affordable housing mix will be confirmed at the reserved matters stage of the development.

Therefore the proposal is compliant with the Interim Policy in terms of overall provision. The Housing Section were considering the details of the proposed split of type and tenure at the time of report preparation and a further update will be provided to Members in due course.

Highway Safety and Traffic Generation.

A new roundabout has been proposed to give access to the site and to improve the existing junction of Stoneley Road / Remer Street / North Street / Greenway / Broad Street. The highways department have raised no objection on safety grounds to this proposed access or the other proposed points of access on Groby Road and Stoneley Road. Whilst the comments of local residents are noted in respect of the safety and adequacy of surrounding roads, in the absence of any objection from the highways department it is not considered that a refusal on safety grounds could be sustained.

To turn to the matter of traffic generation and potential congestion, it is considered that the new roundabout at the site entrance will merely provide an adequate access into the site and will mitigate any impact at this junction. It will not address problems of traffic generation within the wider area. The Highways Department have reviewed the Traffic Impact Assessment provided by the developer and have concluded that there will be a significant impact at a number of other junctions. These are: Remer Street / Middlewich Street, Remer Street / Groby Road / Maw Green / Elm Street, Sydney Road Bridge and Crewe Green Roundabout.

The Highways Department have commented that at present there is no suitable solution for issues at the Sydney Road bridge and that therefore improvements should be directed towards the other junctions highlighted. The developer has agreed to provide a contribution towards improvements at Crewe Green, a new roundabout at Maw Green and a contribution towards public transport improvements. The precise amount of each contribution is the subject of on-going negotiations between the developer and the highway department and a further update on this matter will be provided to Members. However, subject to agreement over the capital sums involved, the highways department is satisfied that any adverse impact in terms of traffic generation could, in principle, be adequately mitigated.

The application is submitted in outline and layout is reserved for a future application. However, it is noted that the highways department have raised no objection to the indicative layout, on highways grounds or the parking provision which has been shown for the proposed dwellings. However, these matters will be subject to further detailed design and analysis at the reserved matters stage.

Therefore, whilst the concerns of local residents are duly noted, in the light of the above and in the absence of any objection from the highway authority, it is not considered that a refusal on highway safety, parking, or traffic generation grounds could be sustained.

Contaminated land

Section 8 of the Environmental Statement deals with ground conditions and contamination and presents the available information for the site. Although a great deal of information is reviewed and summarised in this section, given the numerous issues on site the Environmental Health Section recommends a full contaminated land Preliminary Risk Assessment (PRA) to be undertaken. It is considered that the majority of the work has been done and it would not take a great deal of work to present the available information in a standalone report adhering to current guidance.

The site walkover identified areas of rough ground outwith the area of the former brick pits. This combined with the findings of the trial pitting exercise indicates that infilling and potential contamination may not be solely limited to the areas of former ponds and brick fields identified on historic maps.

The Environmental Statement states in Section 8.5.4 that as the landfill control measures at Maw Green landfill are functioning well, there is a low risk of contamination from the Maw Green landfill site 150m away from the proposed development. Although later on in the section, the pollutant linkage is identified as one requiring assessment, the applicant should

be considering not only the current status of the landfill but the future status as well after decommissioning. The development must be suitable for use both now and in the future, and it would be remiss of the developer to assume that Maw Green landfill will always have these control measures in place. The development should be capable of standing on its own protection measures. It is therefore concluded that conditions should be imposed to require this work to be undertaken.

Air Quality

The application has been accompanied by an Air Quality Impact Assessment which utilised 2009 monitoring data and has not highlighted any air quality issues as a result of the development. Therefore the Environmental Health Section has raised no objection subject to an updated assessment being submitted at the reserved matters stage using current data. This can be secured by condition. Environmental Health have also recommended the submission and implementation of a Construction Environmental Management Plan (CEMP) and a Travel Plan to minimise any impact on air quality arising from dust construction and traffic following completion of the development respectively. This can also be secured by condition.

Noise Impact

Environmental Health state that until they have received a full noise assessment that takes into account noise levels from the surrounding roads, railway line and Maw Green landfill site, they are unable to comment on this aspect of the application. However, the developer has advised that the Noise Assessment *did* consider the impact of the surrounding roads, the railway and the landfill. This is why it is considered that no further assessment is required. In addition, the noise monitoring locations were agreed with the EHO prior to the survey. It is therefore considered that any outstanding information could also be dealt with by condition.

Landscape Impact

A Landscape and Visual Impact Assessment has been submitted with the application. The Assessment indicates that the Landscape and Visual Effects have been prepared in accordance with the 'Guidelines for Landscape and Visual Impact Assessment' (GLVIA); The Landscape Institute / Institute of Environmental Management and Assessment, Second Edition 2002. The Council's Landscape Officer has examined the document and would broadly agree with the methodology of the assessment but not with all the results of the assessment.

The assessment indicates in Para 7.6.2.1 that the effect on the Wimboldsley Character area would be slight adverse. The Landscape Officer feels that it is more likely to have a large to moderate adverse effect. In terms of the surrounding urban character the assessment indicates that there would be a slight beneficial effect. However the Landscape Officer would suggest that they would probably have a large to moderate adverse impact. The assessment indicates that the landscape impact on the site landscape character would also be moderate adverse, the Landscape Officer believes that it is more likely to be large to moderate adverse.

The assessment indicates (Summary 7.9) that although the effects on the landscape resource of the site would be significant, that for the wider landscape they would not be significant. The Landscape Officer is of the opinion that the landscape effects for the wider landscape would be significant and that on the whole the assessment has not accurately assessed the scale of significance of landscape effect. He would agree with the summary (7.9) regarding visual effects during construction and operation for the majority of visual receptors as being significant.

These differences of opinion are largely due to fundamental differences in the interpretation of the LVIA guidelines. The developer's methodology assesses the magnitude of change against the sensitivity of the receptor, for both landscape and visual effects. Whilst the Landscape Officer agrees with this methodology for an assessment of visual effects, he does not feel it allows for an assessment of the landscape effects since it does not take into account the capacity of the landscape to accept change. Whilst it is recognised that there is no 'standard methodology', it is not considered that an assessment of the significance of landscape effect through the sensitivity of the receptor, rather than the capacity of the landscape, allows a true assessment of the significance of landscape effects.

Planning Officers are of the view that it would be impossible to argue that the loss of such a large area of open agricultural land would not have some adverse visual impact on the character and appearance of the locality. This is particularly true when viewed from the existing urban fringe looking out towards open countryside. Where currently there are views of fields and trees, this would be replaced by views of urban development. However, the area does not benefit from any special landscape designations. It is fairly flat and open farmland. It is therefore not in a visually prominent location. The surrounding land is also generally flat in nature and as a result the site is not especially visible from any surrounding vantage points. Surrounding field boundaries benefit from native hedgerows and hedgerow trees which will soften the visual impact, given the relatively low building heights proposed (up to 3 storeys).

Furthermore, the public dis-benefit that would result from the loss of open countryside must be weighed against the wider public interest in terms of housing land supply and housing delivery as well as economic growth, regeneration and recovery. Therefore on balance, it is considered that the negative visual impacts are acceptable.

to turn to the proposed landscape concepts, the illustrative masterplan does contain a number of possible open spaces, namely the Coppenhall Fields Habitat Area to the north, the Coppenhall Green and Village Square towards the centre of the proposed development, the Groby Crofts Habitat Area to the east and The Entrance Boulevard to the south west of the site. As shown on the masterplan, the Landscape Officer was concerned that these appeared to be disparate and isolated open spaces that were not integrated into the built form, nor did they appear to build upon the existing landscape structure or character of the surrounding area or provide connectivity that would allow them to integrate together or into the wider Green Infrastructure of the surrounding area. In addition, despite design prompts shown in the Landscape Strategy indicating otherwise, the wider landscape proposals did not appear to strengthen the existing woodland on the site. For example the woodland/structure planting shown along the Groby Road boundary appeared to be little more than a token gesture and the woodland/structure planting shown to the north of Monks Coppenhall Primary School appeared to consist of existing woodland trees, most of which

would need to be removed to accommodate the illustrative layout as shown on Drawing ref 02286 MP 00 004 Rev C.

However, included with the application information, is a Landscape Strategy which comprises a site investigation and analysis. The Landscape Officer agrees with many of the design prompts it contains and feels that there is the potential to integrate the open spaces to be provided with one another as well as with the wider landscape, and also retain and incorporate far more of the existing landscape structure that exists across the site into the proposals. Further discussion with the applicant has also indicated that the design prompts shown in the landscape strategy will actually be incorporated into the masterplan for the site, and also that there will be much greater connectivity between the internal green spaces and the wider landscape. The Landscape Officer is now satisfied that these areas will not be disparate and isolated and has withdrawn his previous concerns.

Hedgerow and Tree Matters

The site is agricultural land dissected by hedges and contains a significant number of trees, many of which are middle aged to mature Oaks. The tree survey in the Arboricultural Implications Assessment (AIS) covers 76 individual trees, 13 groups of trees and 36 lengths of hedgerow.

The tree population on the site on the site is relatively high and the AIS indicates that many are of high to moderate value. Taking into account the guidance in British Standard 5837: 2005: Trees in Relation to Construction, the design and layout of a proposed development should utilise the findings of a tree survey and tree constraints plan to enable a layout which takes account of existing features worthy of retention.

The layout as originally submitted and the surveyor's report indicated that the development would result in the loss of 32 trees, 20 of which have high to moderate value was a significant concern. The layout and density of the development needs to provide for the retention of features which have both landscape and wildlife value and have the potential to greatly enhance the setting of new development. It is essential that where trees are present, consideration is given to ensure that they can successfully be retained with a harmonious relationship between trees and structures.

Additional information has been submitted that indicates the retention of existing assets, namely the retention of all high value tree features (Category A) trees and the majority of moderate value features (Category B) trees. It is also important to note that this is an outline application with all matters reserved. Consequently the layout as submitted is only indicative, and the retention of visually important trees will be considered in further detail at the approval of reserved matters. The developer has advised that their Arboriculturalists would seek to work with the Council Officers on this matter. However it is considered that suitably worded planning condition would be appropriate to secure the retention of visually important trees where possible.

The development proposals would potentially involve removal of existing agricultural hedgerows. (Table 3 of the AIS indicates three internal hedges and 10 peripheral hedges retained with 23 hedges removed). Under the Hedgerow Regulations, the lengths of

hedgerow proposed for removal are checked against various archaeological, historic and ecological criteria to ascertain if it qualifies as 'Important'.

The Shared Services Archaeologist has confirmed that the hedgerows have been checked against the Cheshire Historic Environment Record under the following criteria as defined in Schedule 1, Part II of the Hedgerow Regulations and that these hedgerows are not covered under the stated criteria. Consequently they are not considered to be of archaeological importance.

With regard to ecological value of the hedgerows, the findings of the Arboricultural Implications Assessment indicate that the hedgerows are generally species poor with a limited number of shrub species and the assessment concludes that none of the Hedgerows are of National Importance. However, this assessment does not cover criteria in the Regulations in relation to protected species. Further information has been requested from the ecologist in respect of protected species (with specific reference to Paragraph 6 of Schedule 1 of the Regulations) and a further update will be provided to Members on this matter.

To turn to the historic importance of the hedgerows, 2 map extracts have been provided from the County Archivist which shows the hedges on a Tithe Map from 1840 and a more recent Ordnance Survey Map. However, no commentary has been provided and this evidence alone does not conclusively prove whether the hedgerow marks a historic boundary and is of significance under the regulations. Therefore further information on this point has also been requested from the developer.

Ecology

According to the interim policy, it must be demonstrated that proposed developments and their infrastructure must not impact on designated or candidate European Sites (Special Areas of Conservation; Special Protection Areas; Ramsar Sites and Offshore Marine Sites) protected under the European Habitats Directives 92/43/EEC or the Conservation of Habitats and Species Regulations 2010

Article 12 (1) of the EC Habitats Directive requires Member states to take requisite measures to establish a system of strict protection of certain animal species prohibiting the deterioration or destruction of breeding sites and resting places. Art. 16 of the Directive provides that if there is no satisfactory alternative and the derogation is not detrimental to the maintenance of the populations of the species at a favourable conservation status in their natural range, then Member States may derogate "in the interests of public health and public safety or for other imperative reasons of overriding public interest, including those of a social and economic nature and beneficial consequences of primary importance for the environment" among other reasons.

The Directive is then implemented in England and Wales by the Conservation (Natural Habitats etc) Regulations 1994 ("the Regulations"). The Regulations set up a licensing regime dealing with the requirements for derogation under Art. 16 and this function is carried out by Natural England.

Regulation 3(4) of the Regulations provides that the local planning authority must have regard to the requirements of the Habitats Directive so far as they may be affected by the exercise of their functions.

It should be noted that since a European Protected Species has been recorded on site and is likely to be adversely affected by the proposed development, the planning authority must have regard to the requirements for derogation referred to in Article 16 and the fact that Natural England will have a role in ensuring that the requirements for derogation set out in the Directive are met.

If it appears to the planning authority that circumstances exist which make it very likely that the requirements for derogation will not be met then the planning authority will need to consider whether, taking the development plan and all other material considerations into account, planning permission should be refused. Conversely if it seems from the information that the requirements are likely to be met, then there would be no impediment to planning permission in this regard. If it is unclear whether the requirements will be met or not, a balanced view taking into account the particular circumstances of the application should be taken and the guidance in paragraph 116 of PPS9.

In line with guidance in PPS9, appropriate mitigation and enhancement should be secured if planning permission is granted.

The Council's ecologist has visited the site and is satisfied that whilst a number of ponds associated with the development will be lost the single pond with significant potential for breeding Great Crested Newts (GCN) will be retained as part of the development. Whilst there are records of GCN occurring at a third pond to the southern part of the site he is reasonably satisfied that this pond has limited potential to sustain a breeding population. In the absence of mitigation the proposed development is however likely to result in a HIGH impact upon the local population of great crested newts.

With regards to mitigation/compensation, the proposed master plan has been amended to show 5 new ponds. He is satisfied that this is suitable compensation for the number of ponds lost.

Similarly he is now satisfied that an appropriate area of terrestrial habitat will be retained and enhanced to ensure that the population of GCN is maintained.

If planning consent is granted he advises that the proposed mitigation/compensation is acceptable to address the adverse impacts of the proposed development upon GCN. The final design and layout of the GCN mitigation area must, however, be subject to conditions at the reserved matters stage. These details must also include proposals to ensure that public access to the GCN mitigation areas is restricted and also include maintenance and management proposals to ensure the mitigation area is sustainable in the long term.

It should be noted, however, that the proposed GCN mitigation package would be vulnerable to any further development to the north of Stoneley Road. Any future phases of development in this area may isolate the population of newts and make the population unviable in the long term. However, this would be an issue to be considered as part of any

future applications for that area of land and would not form a sustainable reason for refusing the current proposal, which must be determined on its own merits.

A number of bird species have been recorded on site some of which are Biodiversity Action Plan Priority Species and hence are a material consideration. However, with the exception of house sparrow no species of particular concern appears to be present in significant numbers. If planning consent is granted the Council's ecologist recommends conditions requiring a survey to be carried out prior to commencement of any works during nesting season, and submission of detailed proposals for the incorporation of features into the proposed development suitable for use by breeding birds.

There are a number of hedgerows that appear likely to be lost to the proposed development. Hedgerows are Biodiversity Action Plan priority habitat and hence a material consideration. It must be ensured that adequate replacement hedgerows are provided to compensate for those lost to the proposed development. This would be addressed at the reserved matters stage and could be secured by condition.

It is also noted that Natural England are satisfied with the proposed mitigation measures and have withdrawn their initial objection to the scheme. On this basis it is considered that the scheme complies with the relevant local plan policies and that a refusal on ecological grounds would not be sustainable.

Design

The surrounding development comprises a mixture of ages and architectural styles, ranging from modern suburban development to larger inter-war properties, within substantial curtilages, on the adjacent housing estates to the south. There is ribbon development along Remer Street and Stoneley Road, and traditional vernacular farm buildings, which pre-date the expansion of Crewe on the more rural parts of Groby Road and Stoneley Road to the north east. Notwithstanding this, there is consistency in terms of materials with most dwellings being finished in simple red brick, and grey / brown slates / concrete / clay tiles. The predominant roof forms are gables although some are hipped.

Although external appearance and design are reserved matters, the applicant has submitted indicative street scenes which show typical, house types. These have been influenced by the form and mass of surrounding residential properties. The house types include traditional features such as, chimneys, tile hanging, brick arched heads and stone cills and a brick band course. The use of render to feature house types helps to break up the massing of the buildings and maintain visual interest.

On this basis it is considered that an appropriate design can be achieved, which will sit comfortably alongside the mix of existing development within the area.

Amenity

A distance of 21m between principal windows and 13m between a principal window and a flank elevation are generally regarded to be sufficient to maintain an adequate standard of privacy and amenity between residential properties. The layout and design of the site are reserved matters. However, the indicative layout demonstrates that 650 dwellings could be

accommodated on the site, whilst maintaining these minimum distances between existing and proposed dwellings. It also illustrates that the same standards can be achieved between proposed dwellings within the new estate. A private amenity space of c.50-60sq.m is also usually considered to be acceptable for new family housing. The indicative layout indicates that this can be achieved in the majority of cases. It is therefore concluded that the proposed development would be acceptable in amenity terms and would comply with the requirements of Policy BE.1 of the Local Plan.

Open space

Based on the proposed housing mix for the development Local Plan Policy RT.3, establishes the local standards for open space provision on the development as 0.98m of Recreational Open Space and 1.25ha of children's play space, giving a total of 2.23ha. It is proposed that there will be approximately 5ha of open space on the site (3.38ha of which is accessible, recreational open space). Therefore, the proposed development will exceed the open space requirements identified Policy RT.3. The open space will provide children's play facilities, formal open space and amenity space and has been designed to be varied, attractive and accessible to meet the outdoor leisure needs of existing and future residents in the local area.

The proposed open space comprises four separate areas, namely: Coppenhall Green and Village Square (22,400 sq.m.), Groby Crofts (8,000 sq.m.), Stoneley Wetlands (17,300 sq.m.), Cross Green Entrance Space (3,400 sq.m.) The proposed Coppenhall Green and Village Square open space located in the centre of the site and will provide a formal public open space comprising both hard and soft formal landscapes in a central, accessible location and will contain: a formal equipped children's play area (NEAP) to meet the recreational needs of both young and older children within the development and a sports pitch to provide space for a variety of games, whilst ensuring adequate space is allocated for an adult recreational football pitch (93.66 x 49.15m - Sports England). A Village Square will provide a multi-functional, flexible space next to the community pub and shop, for community events such as market and fetes, and a central area for meeting, sitting and outdoor performances.

The Council's Greenspace Officer has examined the proposal and raised no objection to the proposed on-site provision, subject to a private management company being set up by the developer to maintain the open spaces within the development. However he has stated that consideration should be given to providing an allotment site (30 plots) within the development. This should be provided with a water supply, and surrounded by secure palisade fencing. It is considered that this could be accommodated within one of the proposed areas of amenity greenspace and that this could be secured by condition.

The Greenspaces Officer has also requested a commuted sum payment of £60,000 be payable to the Council, to allow us to refurbish the existing Lansdowne Road children's playground. Circular 05/2005 (Planning Obligations) sets out key tests that must be met in order to require a developer to deliver off site works or contribute towards them. These, are similar to those relating to the use of conditions, and include the requirement for the works to be necessary to make the proposed development acceptable in planning terms. In this instance there is sufficient provision to account for the additional demand on greenspaces created by the development, across all age groups, Therefore the development complies

with the Development Plan and accordingly it is not therefore considered necessary or reasonable to require the applicant to provide additional contributions in this instance.

Subject to the above requirements, which could be secured through a Section 106 agreement, and in the absence of any objection from the Amenity Greenspaces Section, it is considered that the proposal is considered to be acceptable in terms of open space provision.

Conservation and Listed Buildings

The proposals will result in the demolition of the Cross Keys public house and its outbuilding to create the main vehicular access point into and out of the site. The buildings were included on the former Crewe & Nantwich Borough Council list of buildings of special local interest in recent years. They were recently considered for inclusion within the national register of listed buildings by English Heritage but were not judged to be of sufficient special interest to be included. It needs to be recognised however that English Heritage did comment that the building is “little altered externally and clearly a building of imposing architectural design of great character”, in their notification on the outcome.

Policy BE13 of the Adopted Replacement Local Plan 2011 states that buildings or structures included in the non-statutory list of buildings and structures of local architectural or historic interest will be protected from inappropriate development proposals affecting the reason for their inclusion in the list. Clearly, complete demolition of a building would be considered inappropriate development and would affect the reason for its inclusion in the list. Therefore, the Council has a clear preference for the re-use of these locally listed buildings and structures unless re-use is neither physically nor financially sustainable, or it can be clearly demonstrated that there are reasons for the development which outweigh the need to safeguard the building or structure.

In this case, the need for housing in order to meet the Council’s obligations to provide a 5 year housing land supply, the need to provide an adequate access into the site and the improvements that would occur in terms of improving traffic management at the existing road junction are considered to be important public interests to outweigh the retention of the locally listed building.

The development will also affect the setting of the Grade II listed Foden’s Farm. The indicate layout plans show the retention of a landscaped buffer around the historic farmstead to ensure that when viewed from Groby Road, its undeveloped rural setting will be retained, and it will not appear to be engulfed by modern suburban development. It is also noted that English Heritage has raised no objection to the scheme. The proposal is therefore considered to be acceptable in terms of it’s impact on the setting of the listed building.

Drainage and Flooding

The applicant has submitted with the application, a detailed Flood Risk Assessment, which concludes that the site is wholly located within Flood Zone 1 as shown by the Environment Agency flood zone mapping. This means that the site is not at risk from ‘Fluvial’ flooding and can be considered for all types of development. Evidence collected suggests that the key flood risk considerations for the proposed development are going to be management of the

surface and foul water discharge. All other potential flood risks are deemed to be low. Having identified and categorised the potential sources of flood risk, this assessment has identified mitigation measures for each potential source. In this instance the emphasis is on sustainable surface water management.

Off site surface water discharge shall be limited to at least the existing greenfield runoff rate for the mean annual flood (1 in 2 year return period flow). This is 3.76 litres per second per hectare (l/s/ha) and has been calculated on a site specific basis using industry standard methods. Flows up to the 1 in 100 year return period flow including a 30% allowance for climate change shall to be attenuated on site using appropriate sustainable drainage techniques.

A sustainable discharge point has been established. This is into the existing United Utilities surface water sewer at the junction of Middlewich Street and Badger Avenue. A possible connection to Fowle Brook has also been identified. Further assessment and consultation with key stakeholders will be required during detailed planning to establish this as a deliverable solution and allow confirmation of the optimum arrangement.

United Utilities has supplied information on the existing public sewerage system. The limitations of the system have been taken into consideration to ensure a managed sustainable development proposal in terms of flood risk. The report states that consultation with United Utilities will be undertaken throughout the detailed design process. The key flood risk infrastructure design requirements outlined within the report have been integrated into the development proposals.

The Flood Risk Assessment has not identified any significant on or off site flood risk implications arising from the development proposals that could be regarded as an impediment to the development. The proposals set out within this report will ensure that the proposed development will be compliant with the requirements of Planning Policy Statement 25.

United Utilities and the Environment Agency have considered the report and raised no objections subject to the imposition of appropriate planning conditions. It is therefore concluded that the proposed development will not adversely affect onsite, neighbouring or downstream developments and their associated residual flood risk.

Sustainability

The Council's Interim Policy carries a requirement for a high quality development designed to Code for Sustainable Homes Level 4 or higher and Building for Life Silver standard or higher.

The outline of the masterplan has been developed, indicating the parameters of the proposed development. The specific details of the masterplan and final arrangements in meeting the requirements of Code Level 4 will be developed as part of the detailed planning application. Given that the planning application is an outline application, it is considered that a Code for Sustainable Homes pre-assessment is not required at this stage. An assessment will be included with the reserved matters application and this can be secured by condition. Nevertheless an initial qualitative review of Code for Sustainable Homes Level 4 has been

undertaken for the proposed development. Table 4.1 of the Sustainability Statement submitted with the application illustrates the requirements for Level 4 and how the proposed development aims to meet these requirements.

For example, the proposed dwellings will be designed to meet the 25% emission reduction against 2010 Building Regulations. The Energy Statement has considered renewables and low and zero carbon technologies and confirmed that there are number of options to meet requirements. Cycle storage facilities and home office broadband connections are proposed. Materials will be responsibly sourced. Storage provision for waste and recycling will be provided for dwellings and construction waste will be re-used and recycled on site, where practicable. These requirements will be included in the proposed development Construction Environmental Management Plan and the Procurement and Materials Strategy to be developed post outline planning application approval. A Home User Guide will be provided detailing operational aspects of the home, local facilities, and transport links including train and bus times.

RSS (Policy EM18) policy also necessitates that in advance of local targets being set, large new developments should secure at least 10% of their predicted energy requirements from decentralised and renewable or low-carbon sources, unless it can be demonstrated that this is not feasible or viable.

The developer has submitted an Energy Statement with the application which identifies indicative preferred energy options. More detailed assessment is required at the detailed planning application stage. At present the analysis indicates that building integrated solutions are likely to be the most technically feasible and economically viable for the development and eventual consumers. Based this initial high level assessment, it is considered that solar pv and thermal systems offer the most feasible and viable option and that the layout and roof areas for Coppenhall East are well suited for solar installations of varying sizes.

The initial analysis has identified that 1kWp systems would be sufficient to meet the individual dwelling requirement of 770 kWh per year. This would require 10m² of pv panels which is a very small system and easily installed on dwelling roofs and garages.

The information submitted by the developer indicates that it is viable and feasible to meet the requirements of the RSS policy and a detailed scheme can therefore be secured as part of the reserved matters through the use of conditions.

Education

Circular 05/05 (ODPM (2005), now DCLG) provides guidance on S106 contributions. The advice is clear that contributions should only be sought where the need for additional facilities arises as a consequence of the new development and moreover, they should be “fairly and reasonably related in scale to the proposed development”. In effect this means that contributions towards new education facilities can only be sought where the education authority is able to demonstrate that new housing development is likely to generate more children than local primary and secondary schools can accommodate, and that the contribution should be proportionate to any shortfall in capacity.

It is accepted and common practice for local authorities to consider capacity at all primary schools within walking distance of an application site. In the case of primary schools, the Department for Education define walking distance as a two mile radius from a pupil's home address. CEC's education department recently provided data which showed the pupil roll and current capacity at each primary school within this two mile zone. It showed that there are currently 269 surplus places at these schools, but this will have shrunk to 87 surplus places by 2016, according to CEC's pupil projections.

The proposed development is expected to generate demand for an additional 102 primary school places, based on CEC's own child yield assumptions (0.162 primary school age children per dwelling). This would mean there is substantial capacity in local primary schools at the current time, but there would be a small shortfall in capacity by 2016 of 15 places. In accordance with Circular 05/05 it is necessary for the developer to contribute toward the cost of provision for an additional 15 primary school places in order to meet the need for school places in the future.

To calculate the S106 contributions required for 15 additional primary school places, we have used the latest DfE building cost multiplier for the period 2008/09. This is £12,257 (Q4 2008) which, when indexed, gives a current multiplier of £11,850. Cheshire East Council's regional weighting factor is 0.91. The proposed contribution has therefore been calculated as follows: $15 \times £11,850 \times 0.91 = £161,752$.

This is a widely accepted method for calculating contributions which we have seen applied by numerous councils on previous planning applications for housing developments. Furthermore, it is considered that a contribution of £161,752 is fairly and reasonably related in scale and kind to the proposed development, in accordance with Circular 05/05.

9. CONCLUSIONS

Therefore, in summary, it is acknowledged that the Council does not currently have a five year housing land supply, which is a requirement of both current advice contained within PSP3 and the recently published Draft National Planning Framework. Accordingly, in the light of the advice contained in PPS3 it should consider favourably suitable planning applications for housing. The current proposal is considered to be "suitable" as it is located on the periphery of Crewe, and is in accordance with the Council's agreed position to manage the supply of housing land as set out in the Interim Policy on the Release of Housing Land, which directs the majority of new development towards Crewe. It is also consistent with the emerging Core Strategy which, although it includes a number of options for growth, directs the majority of new development towards Crewe. Housing development in Crewe is also supported by the Crewe Vision which recognises that population growth is key to economic growth and regeneration of the town itself. According to PPS1 these emerging policies are important material considerations.

The proposal is also supported in principle by the Government's "Planning for Growth" agenda which states that Local Authorities should adopt a positive approach to new development, particularly where such development would assist economic growth and recovery and in providing a flexible and responsive supply of housing land. This proposal

would do both. The Government has made it clear that there is a presumption in favour of new development except where this would compromise key sustainability principles.

It is considered that the development is acceptable in terms of affordable housing provision and that the highway safety and traffic generation issues can be addressed through appropriate developer contributions to off-site highway improvements, although the final amounts of those contributions have still to be negotiated. Matters of contaminated land, air quality and noise impact can also be adequately addressed through the use of conditions.

Although there would be some adverse visual impact resulting from the loss of open countryside, it is considered that due to the topography of the site, this would not be significant relative to other potential housing sites in the Borough. Furthermore, it is considered that the benefits arising from housing land provision would outweigh the adverse visual impacts in this case. The proposal is acceptable in terms of the proposed landscaping strategy and it is considered that through the use of appropriate conditions significant trees can be incorporated into the development. The hedgerows on site to be removed are not considered to be significant under the criteria set out in the Hedgerow Regulations in respect of Archaeology although further information is awaited in respect of the historic and ecological value of the hedgerows. However, conditions can be imposed requiring any significant hedgerows to be retained within the final layout and replacement hedge planting to be undertaken.

With regard to ecological impacts, the Council's ecologist and Natural England are satisfied with the proposed mitigation measures and have withdrawn their initial objection to the scheme in respect of the impact on Great Crested Newts. Any adverse impact on Breeding Birds can be mitigated through the use of an appropriate condition relating to the timing of works. There would be no adverse impact on the nearby SSSI.

The scheme complies with the relevant local plan policies in terms of amenity and it is considered that an appropriate design solution could be achieved which would respect the character and appearance of the surrounding area.

Policy requirements in respect of public open space provision have been met within the site, and therefore it is not considered to be necessary or reasonable to require further off-site contributions in this respect.

The scheme would result in the demolition of the Cross Keys Public House, which is a locally listed building. Policy BE13 of the Adopted Replacement Local Plan 2011 indicates that the demolition of such buildings can be acceptable where it is clearly demonstrated that there are reasons for the development which outweigh the need to safeguard the building or structure. In this case, the need for housing in order to meet the Council's obligations to provide a 5 year housing land supply, the need to provide an adequate access into the site and the improvements that would occur in terms of improving traffic management at the existing road junction are considered to be important public interests to outweigh the retention of the locally listed building.

The development will also affect the setting of the Grade II listed Foden's Farm. The indicated layout plans show the retention of a landscaped buffer around the historic farmstead to

ensure that when viewed from Groby Road, its undeveloped rural setting will be retained. It is also noted that English Heritage has raised no objection to the scheme

The Flood Risk Assessment has not identified any significant on or off site flood risk implications arising from the development proposals that could be regarded as an impediment to the development

The information submitted by the developer indicates that it is viable and feasible to meet the requirements of the RSS policy in respect of renewable energy and to achieve Code for Sustainable Homes Level 4 and therefore a detailed scheme can therefore be secured as part of the reserved matters through the use of conditions.

The proposed education contribution has been calculated using a recognised methodology and is considered to be fairly and reasonably related in scale and kind to the proposed development, in accordance with Circular 05/05.

It is therefore considered that the proposal would comply with the relevant local plan policies and would not compromise key sustainability principles as set out in national planning policy. Therefore there is a presumption in favour of the development and accordingly it is recommended for approval.

10. RECOMMENDATION

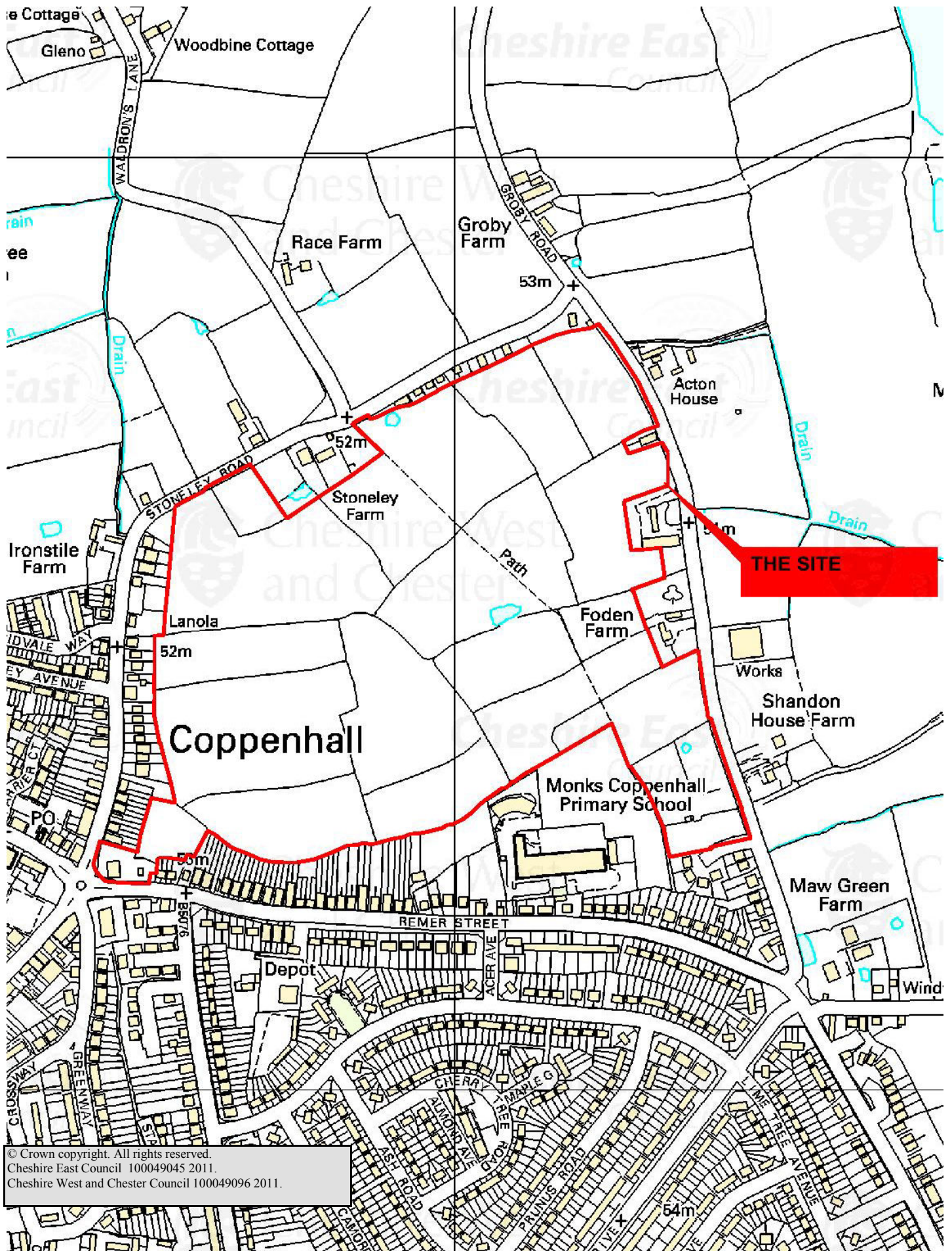
APPROVE subject to completion of Section 106 legal agreement to secure the following:-

- 6. Provision of affordable housing**
- 7. Provision of education contribution of £161,752**
- 8. Contribution towards improvements at Crewe Green, a new roundabout at Maw Green**
- 9. Contribution towards public transport improvements.**
- 10. Travel Plan contribution**
- 11. Provision for public open space to serve the whole of the development to be agreed with the Council when details of layout are submitted for approval. This must secure the provision and future management of children's play areas and amenity greenspace. Submitted details must include the location, grading, drainage, layout, landscape, fencing, seeding and planting of the proposed public open space, transfer to and future maintenance by a private management company.**

And the following conditions

- 1. Standard Outline**
- 2. Submission of reserved matters**
- 3. Plans**
- 4. Air Quality assessment updates to be submitted with each reserved matters**
- 5. Submission, approval and implementation of Construction Environmental Management Plan (CEMP)**
- 6. Submission, approval and implementation of Travel Plan**

- 7. Submission, approval and implementation of contaminated land preliminary risk assessment (PRA)**
- 8. Submission, approval and implementation of contaminated land site investigation (SI)**
- 9. Code for Sustainable Homes Level 4 assessment with reserved matters**
- 10. Provision of 10% renewable energy on site.**
- 11. Provision of detailed scheme of drainage**
- 12. Reserved matters to make provision for allotment site (30 plots) within the development.**
- 13. Breeding bird survey to be carried out prior to commencement of any works during nesting season**
- 14. Provision of replacement hedgerows**
- 15. Provision of detailed design and layout of the GCN mitigation area**
- 16. retention of visually important trees**
- 17. A scheme for the provision and implementation of a surface water regulation system**
- 18. Management of overland flow**
- 19. Provision and management of habitat creation**
- 20. No discharge to Fowle Brook**
- 21. Retention of important hedges**
- 22. Notwithstanding detail shown – no approval of indicative residential masterplan.**
- 23. Landscape design principles to be incorporated into final layout**
- 24. Submission of landscape and ecological management plan**
- 25. Submission of Arboricultural Impact Assessment**
- 26. Submission of Arboricultural Method Statement**
- 27. Submission of Comprehensive tree protection measures**
- 28. A scheme for the provision and management of compensatory habitat creation**
- 29. Each reserved matters application for commercial activities to be accompanied by a noise impact assessment**



Application No: 11/1643N

Location: LAND AT COPPENHALL EAST, REMER STREET, CREWE

Proposal: Outline Application for the Erection of 650 Dwellings, a Public House, a Local Shop and Associated Infrastructure and Open Space Provision Together with the Demolition of the Former Cross Keys Public House

Applicant: Taylor Wimpey UK Limited

Expiry Date: 07-Sep-2011

UPDATE REPORT : 6th September 2011

ADDITIONAL REPRESENTATIONS

Taylor Wimpey

Public Right of Way

- Confirm that there will be no permanent impact on the public right of way through the site. The existing footpath has been incorporated into the development proposals and will be enhanced to create an improved walkway through the site. However, if there are any issues affecting the right of way during construction we will work with the Council as necessary.

Open Space

- The Section 106 Agreement will include provisions to secure the long term management of the open spaces within the development either through a private management company or the transfer of the land to the Council for adoption.
- Taylor Wimpey UK Limited consulted with local residents on the provision of allotments on the site as part of the public exhibitions held in March and April 2011 and there was limited interest in the provision of allotments on the site. However, we will re-evaluate the inclusion of allotments on the site during the reserved matters stage of the development.
- A requirement for allotments should not be imposed as part of the planning permission as there is no justified demand for them nor has the Council identified that there is a need for them.
- A commuted sum of £60,000 for the Lansdowne Road playground is considered to be unreasonable.

Ecology

- The Ecology Chapter of the Environmental Statement has considered the potential for impacts on Sandbach Flashes arising from the construction and operation of the proposed development. Sandbach Flashes is located approximately 370m north east of the application site boundary. No development works are located in the proximity of Sandbach Flashes and therefore no impacts are predicted. In addition, breeding bird habitat to be lost within the application site boundary (to be mitigated by the development) relates to barn owl whereas Sandbach Flashes supports important numbers of wildfowl and waders.

Environmental Health Matters

- The Noise Assessment did consider the impact of the surrounding roads, the railway and the landfill. In addition, the noise monitoring locations were agreed with the EHO prior to the survey.
- The Contaminated Land Preliminary Risk Assessment report has been submitted to and agreed with the Council's Enforcement Officer and it is considered that this is no longer an issue.
- It has agreed with the Council's Enforcement Officer that the Site Investigation work will be dealt with via condition prior to the commencement of the development.

Public Consultation

- The Committee Report identifies that a petition containing over 1500 signatures has been submitted to the Council as well as objections being received from various residents on Remer Street, Broad Street, Stoneley Road and from other residential streets in the vicinity.
- Circular 03/2009 states:- "While planning authorities are expected to consider the views of local residents when determining a planning application, the extent of local opposition is not, in itself, a reasonable ground for resisting development".
- There is "*overwhelming policy support for the scheme*" [p.24]. In addition we would also like to make you aware of the fact that residents have contacted Taylor Wimpey and accused the protestors of intimidating people to sign the petition. The validity of some of the signatures on the petition is therefore questionable.
- The scheme was the subject of significant public consultation.
 - community engagement has been inclusive, comprehensive and transparent.
 - The consultation programme included:-
 - Stakeholder meetings with key councillors, Monks Coppenhall Primary School, local businesses and other interested parties to discuss the proposals in detail ahead of the public consultation.
 - information leaflet to over 11,600 business and residential properties
 - A three-day interactive exhibition to discuss the plans and collect feedback.

- Information regarding the proposals and consultation events were available online. Interested parties had opportunities to review the proposals as well as submit comments and questions.

Landscape

- Arup and Camlin Lonsdale have been working with the Landscape Officer in respect of his concerns. The development of the site and its impact on the landscape is considered to be acceptable by the Landscape Officer
- The historic importance of the hedgerows within the site boundary has been considered, in accordance with the Hedgerow Regulations (1997). It has been determined that all the hedgerows except those marked H20, H21 and H22 on the site plan formed an integral part of a field system pre-dating the Enclosure Acts. In accordance with Criterion 5a of the Regulations the hedgerows are classified as important. Where it is proposed that hedgerows are removed that are considered to be 'important' in accordance with the Hedgerow Regulations 1997, CEC will be consulted with and the appropriate procedures followed.
- An assessment of the hedgerows has been undertaken with reference to the Hedgerow Regulations (1997) in relation to protected species. The assessment has determined that no hedgerows at the site are 'important' according to The Hedgerows Regulations 1997 assessment criteria.
- The applicant has been working with the Ecology Officer and Natural England in respect of their concerns. NE is satisfied that the proposed mitigation measures are acceptable and there is no ecological reason to refuse the scheme.

Conservation and Listed Buildings

- The Environmental Statement demonstrates that the setting of Grade II Listed Foden's Farm does not contribute to architectural or historic interest of the building and thereby the reason for its listing. Foden's Farm is listed due to its architectural merit.
- The development proposals will not affect the setting of the Foden's Farm as the proposed development incorporates a large area of open space to the south and west of the Foden's Farm. The landscaped areas will maintain an open aspect and a 'countryside' setting for the building with the new dwellings located a substantial distance away from the building. No objections have been received from English Heritage on the impact of the development on Foden's Farm. As a consequence, the proposed development will have a negligible impact on the setting of this heritage asset.

Sustainability

- Whilst it is considered that some aspects of the site, including renewable energy and surface water attenuation, will meet the credits required for Code for Sustainable Homes Level 4 others such as ecology may not. The feasibility of achieving Code for Sustainable Homes Level 4 cannot be determined until a Code for Sustainable Homes pre-assessment is undertaken at the detailed design stage. It is therefore requested

that this section of the committee report is amended to specify that as a minimum Code for Sustainable Home Level 3 will be achieved across the site.

Conditions

- **Condition 9: Code for Sustainable Homes Level 4** - Request that the Council works with the applicant on drafting a suitably worded planning condition in relation to the delivery of the Code for Sustainable Homes.
- **Condition 10: 10% renewable energy on site** – Request condition is amended to place a requirement on the developer to submit an update to the Energy Strategy which will specifically demonstrate how the development will include sustainable energy technology to reduce energy demand, increase energy efficiency and reduce carbon emissions.
- **Condition 20: No discharge into Fowle Brook** - It is requested that this condition is removed. The Flood Risk Assessment prepared for the site has identified two options for discharging surface water from the site. The confirmed solution relates to discharging to a United Utilities surface water sewer approximately 2 kilometres from the site boundary. The second relates to discharging to Fowle Brook approximately 300 meters from the site boundary. The approach to surface water discharge outlined in the Flood Risk Assessment has been reviewed by the Environment Agency with no concerns raised. Building Regulations Part H pertains to drainage, and requires surface water runoff to be disposed of in accordance with the following hierarchical order: 1) Discharge to an adequate soakaway or some other infiltration system, or where not reasonably practical; 2) Discharge to a watercourse, or where not reasonably practical; 3) discharge to a sewer. The applicant is seeking to deliver the most sustainable solution in line with the Building Regulations Part H and the constraints of the site water disposal hierarchy. It is proposed that as part of detailed design further work is undertaken to determine discharge to Fowle Brook as a deliverable solution.

Late information

- The Committee Report currently states that no comments have been received from your housing and highways departments. If the comments are raised as late material the applicant request that these issues are delegated back to Planning Officers to deal with. It is considered that the issues relating to tenure and mix comply with the relevant material guidance contained within the Interim Planning Statement and this can be resolved without Members input. In addition, Highways Officers have not objected to the proposals and there are no issues relating to highways safety, parking or traffic generation. Issues relating to financial contributions for highways improvements can also be resolved without Members input and this should be emphasised should Members seek to defer the application.

Richborough Estates

Interim Planning Policy

The application is not in accordance with the IPP because the site is not capable of being fully developed within 5 years of the grant of outline planning permission. This is a requirement of the IPP that is every bit as fundamental to the IPP as the other 7 criteria in the way the policy has been drafted.

The Committee Report acknowledges that the application is inconsistent with this requirement of the IPP but states that it would not be a sustainable reason for refusal given the overwhelming policy support for the scheme. Whilst it is open to the Council to set aside aspects of its adopted policy where other material planning reasons dictate, the analysis contained in the Committee Report under the heading "Planning Policy and Housing Land Supply" makes it clear that the IPP is being given considerable weight in outweighing the general presumption against new residential development within the open countryside as set out in the saved policies of the Local Plan. This belies the fact that in two recent appeal decisions (Hind Heath Road, Sandbach and Elworth Farm, Sandbach) Inspectors found that the IPP should only be afforded limited weight. These decisions are material considerations to which the Council must take into account and although this does not undermine the Council's determination to pursue the strategy advanced in the IPP, just as it doesn't prevent proposals not in accordance with the IPP from coming forward elsewhere in Cheshire East, it is clearly wrong to seek to misapply the policy where it is being relied upon to grant planning permission. In this respect, the Committee Report is wrong and misleading where it concludes on Planning Policy by stating that "The proposal also accords in principle with all of the criteria..... as laid down by the IPP." This is patently incorrect and hence the Committee should be made fully aware that firstly the IPP should only be afforded limited weight in decision making and that secondly the officers, in recommending approval be granted, are advising the Committee that it is entirely acceptable to set aside one or more of the criteria listed in the IPP when applying that policy, given that this is precisely what is being recommended.

Highway Safety and Traffic Generation

There is a concern relating to the junction between Maw Green Road and Groby Road and to the improvements proposed by Taylor Wimpey. The Committee report refers to the need to allow for contributions to be secured by means of a legal agreement with Taylor Wimpey to contribute towards the forecasted cost of the necessary junction improvements at Maw Green Road/Groby Road, but it fails to identify that the required improvements to that junction cannot be implemented without the acquisition of land that is controlled by a private landowner.

The land in question is owned by a landowner with whom Richborough Estates has an agreement with respect to the promotion of land that is identified in the Council's SHLAA as site 2891. Unlike the Taylor Wimpey site, the development being proposed will be fully consistent with the IPP but in common with the site at Coppenhall East the development will impact upon the junction between Maw Green Road and Groby Road. As such we are anxious to make sure that the requirements that are to be placed on Taylor Wimpey to contribute towards the improvement of that junction, should planning permission be granted, will not frustrate the deliverability of SHLAA site 2891 given that Taylor Wimpey do not control the land required to implement the necessary off-site junction improvements. For illustration, I am attaching a plan that has been prepared by our highway consultants which shows the

provision of a new roundabout at the junction and the associated land take involving the 3rd party land.

If, as implicit in the Committee Report, the Highways Department is satisfied that the impact the additional traffic created by Taylor Wimpey's proposal on this junction can be mitigated through a financial contribution that will not in itself deliver the required improvements, there needs to be a mechanism placed within the required legal agreement to ensure that the financial contribution can be triggered at the time the works to improve the junction are needed. To this end, our agreement with the landowner of SHLAA site 2891 will enable us to deliver the junction improvements that have been discussed and agreed in principle with the Highways Department. The scale of any financial contribution from the development of site 2891 will of course reflect the land contribution and the results of the Traffic Assessment, but it will be critical to the delivery of the development that the financial contributions to the junction improvements from the Taylor Wimpey scheme (as well as any other subsequent schemes that may impact upon this junction) are released so as not to frustrate the delivery of site 2891.

Local Residents

Additional letters of objection have been received from the following addresses: Lanola, 64, 74, 68A, 33A, 123, 66, 18, 72A, 49, 35, Stoneley Road; 1 Foxes Hollow; 16A, 112, Groby Road; 1, 11, 57, 14, 15, 54, Stoneley Avenue; 90, 8, 24, 174, 158, 160, 34, 176, 49, 24, 26 Remer Street; 3 Somerlay Close and 15 Holland Street raising the same points which have been previously reported in the main report.

ADDITIONAL CONSULTATION RESPONSES

Environmental Health

Officers have now had chance to review the additional information that they requested in their original comments and have the following recommendations:

- Reserved Matters shall include noise mitigation measures for the proposed new dwellings, including the gardens. This is to protect the amenity of the occupants from noise arising from the biggest noise sources, namely the road, school playground and distant railway.
- In terms of construction mitigation, prior to commencement of construction activities, the Construction Environmental Management Plan (CEMP) should be agreed and implemented to ensure any potential adverse environmental effects are avoided, in addition to ensuring noise and dust related complaints are kept to a minimum.
- A detailed lighting plan for the whole of the site in the Reserved Matters application, in order to protect neighbouring individuals from light overspill and nuisance.
- There also needs to be adequate storage space for the three domestic refuse bins (general waste, recycling and garden waste) for each property in the Reserved Matters.

Education

Primary School Requirement

This proposal needs to consider all schools within walking distance of the development. This is based on primary schools within a 2 mile walking distance and high schools within a 3 mile walking distance (Schools within a say 2 mile radius could be in excess of a 4 mile walk).

The attached spreadsheet shows all of the relevant primary and secondary schools within these walking distances. It includes data on net capacities, present numbers on roll and current projected roll numbers.

The current projections based on the current 3 year intake trends illustrates that the local primary schools will be oversubscribed in the very near future. This does not take into account any of the current planning applications (including this one), currently being considered. The site at Coppenhall East will see some 627 2+ bedroom dwellings being constructed which will generate 102 primary school pupils (0.162×627). Therefore Cheshire East Council will be seeking a contribution for the full 102 additional places.

The local schools do not have the spare capacity nor in some cases, the grounds/infrastructure to be extended to accommodate the new pupils which will be generated as a direct result of this development. Therefore, in our opinion, a new school will be required.

Cheshire East Council recognises the value that a small school can contribute to its local community. However, it is also recognised that small schools can easily become fragile in terms of both viability and performance. There is no nationally accepted definition of what level of pupil numbers defines a small school. However, as a benchmark, Ofsted regards a school of 100 pupils as small. This Authority's school place planning priority will be to provide single aged classes wherever possible (i.e. 1 FE with seven classes, 2 FE with fourteen classes) and in all cases to aid compliance with Infant Class Size Legislation. This includes any planning for new schools.

An important part of the context and helping form our consideration is that there is another sizable proposal in the area (application 11/1879N), which affects the same schools and which, if approved, will generate a further 65 places.

The Children and Families Department requests a fair and proportionate contribution towards the provision of a new 1 from entry (210 place) primary school.

A new 1FE Primary School will cost in the region of £3,539,250 to build so $102 / 210 \times 3,539,250 = £1,719,064$ would be a fair proportionate contribution towards the cost of the new build. In addition to this the developer would also be expected to identify a site suitable for a primary school, and then transfer this site fully serviced to the Council at zero cost to the Council.

Secondary School Requirement

The Council seeks to maintain a moderate element of surplus places across its schools in the Borough, in order to satisfy Government policy to facilitate parental preference, the managed mid-term admissions and contingency planning. Consequently, Cheshire East council

considers local schools to be at "Full" capacity when there is 8% or less unfilled places. The spreadsheet shows that the local schools are currently operating at a little over 6% unfilled places and the Council would therefore consider these schools to be full.

As a matter of fact, the catchment Secondary School to this development is Sir William Stanier Community School and the projected figures have this school operating at 100% capacity in the near future. These projections do not take into account any submitted planning applications.

Therefore the Council will require the sum of $(627 \times 0.13 \times 17857 \times 0.91)$ £1,332,489 which will be spent extending the local high school.

Total Requirement

£1,719,064 + £1,332,415 = £3,051,479 + level and fully serviced site which meets the Councils requirement. "

ADDITIONAL OFFICER COMMENTS

Principle of Development

It is acknowledged that the whole of the site could not be delivered in 5 years and that in this respect the scheme does not comply with the provisions of the Council's Interim Policy. However, it is also acknowledged that the Inspector in previous appeal cases at Hind Heath Road has indicated that whilst it is a material consideration, only "limited weight" should be afforded to the interim policy.

However, lack of compliance with this aspect of the policy is considered to be outweighed by the benefits arising from the scheme in terms of contribution of in excess of 300 units towards the Council's housing land supply figures. Furthermore, the Interim Policy is only one of a number of material considerations in this application which indicate that favourable consideration should be given to the scheme and which outweigh the provisions of Policy NE.2 of the local plan. In particular PPS3 which states that where authorities cannot demonstrate a five year housing land supply, favourable consideration should be given to suitable applications for housing. Also the government's planning for growth agenda and the emerging National Planning Framework, set out a presumption in favour of sustainable development. The default answer should be "yes" unless the proposal conflicts with key sustainability objectives.

Affordable Housing

The current affordable housing need where this site is located identified in the SHMA 2010 shows that there is an annual requirement for 256 new affordable homes in Crewe. This is made up of 127x 1-beds, 20x 2-beds, 47x 3-beds, 40x 4/5-beds and 26x older persons 1/2-beds.

In addition to this information taken from the SHMA 2010, Cheshire Homechoice is used as the choice based lettings method of allocating social rented accommodation across Cheshire East, there are currently 1130 applicants for housing in Crewe the majority of which require 1,

2 and 3 bed accommodation but there are also 54 applicants who require 4 bed or larger accommodation.

The planning application indicates that if approved it is proposed that the development of the site will take place in 4 phases over a 5-10 year period and the Affordable Housing statement submitted with the outline planning application indicates that the 35% of the total units in phase 1 will be delivered as affordable housing, with the mix being 10% 1 beds, 60% 2 beds and 30% 3 beds, with 40% of these being flats and 60% being houses. It has been agreed that this is acceptable for the delivery of the affordable housing on phase 1 of the development. The tenure split of the units on phase 1 should be 65% social rent and 35% intermediate tenure as per the Affordable Housing Interim Planning Statement.

As the project is to be delivered in phases over a 5-10 year period officers have agreed the affordable housing requirements for subsequent phases will be looked at to establish appropriate requirements at that time.

The Affordable Housing IPS also requires that the affordable units should also be tenure blind and pepper potted within the development, the external design, comprising elevation, detail and materials should be compatible with the open market homes on the development thus achieving full visual integration.

Affordable homes should be constructed in accordance with the standards proposed to be adopted by the Homes and Communities Agency and should achieve at least Level 3 of the Code for Sustainable Homes (2007). The design and construction of affordable housing should also take into account forthcoming changes to the Building Regulations which will result in higher build standards particularly in respect of ventilation and the conservation of fuel and power.

The Affordable Housing Interim Planning Statement states that “the Council will require any provision of affordable housing and/or any control of occupancy in accordance with this statement to be secured by means of planning obligations pursuant to S106 of the Town and County Planning Act 1990 (as amended)

It also goes on to state “in all cases where a Registered Social Landlord is to be involved in the provision of any element of affordable housing, then the Council will require that the Agreement contains an obligation that such housing is transferred to and managed by an RSL as set out in the Housing Act 1996.

It is therefore the Housing Section’s preferred option that the developer undertakes to provide the social rented affordable units through a Registered Provider who are registered with the Tenant Services Authority to provide social housing.

Taylor Wimpey have submitted draft Heads of Terms for the S106 agreement, which include provisions with regards to the affordable housing that would not be acceptable as they would not guarantee delivery of the affordable housing as per the requirements of the Affordable Housing Interim Planning Statement. The first issue with the proposed Heads of Terms is the tenure split of 50% social rent, 50% intermediate tenure. The tenure should be split on a 65% social rent, 35% intermediate tenure basis as per the Affordable Housing IPS. The second issue is that under the Draft Heads of Terms, in the event that Taylor Wimpey have been

unable to find an Affordable Housing Provider to take the affordable housing or a qualifying person for the affordable housing after offering it 6 months, the affordable housing should be sold on the open market. Again this would not meet the IPS requirements as it does not guarantee the required provision of 35% affordable housing at the site.

It is therefore recommended that Head of Legal Services be instructed to modify the agreement accordingly. This has been reflected in the amended recommendation below.

Residential Amenity

In response to previous comments from the Environmental Health Officer, the developer has submitted additional information in respect of noise. Environmental Health have examined this information and are satisfied with its conclusions although they have recommended additional conditions which have been incorporated into the revised recommendation below.

Hedgerows

An assessment of the hedgerows has been undertaken with reference to the Hedgerow Regulations (1997) in relation to protected species. The assessment has determined that no hedgerows at the site are 'important' according to The Hedgerows Regulations 1997 assessment criteria in respect of ecology.

The applicant has submitted additional information in respect of the historic importance of the hedgerows within the site boundary, in accordance with the Hedgerow Regulations (1997). It has been determined that all the hedgerows except those marked H20, H21 and H22 on the site plan formed an integral part of a field system pre-dating the Enclosure Acts. In accordance with Criterion 5a of the Regulations the hedgerows are classified as important. It is considered, therefore, that a condition should be imposed to secure the retention of historically important hedgerows within the final layout.

Public Consultation

In support of the application, the developer has submitted a Consultation Statement. The Borough Council's Adopted Statement of Community Involvement, which provides guidance on the production of such statements says, at Paragraph 8.3, that such documents should show how applicants have involved the local community and where the proposals have been amended, as a consequence of involving the local community.

The statement, submitted as part of this planning application, outlines the public consultation that has taken place and the type of issues that residents raised, during the consultation process.

It also explains how the developers propose to mitigate against many of the adviser impacts that were highlighted and how local residents have been able to shape the proposals. However, it does acknowledge that some local residents are opposed to any new homes in the local area and that explanation of the reasons behind Coppenhall East and the proposed mitigation that has been put forward will be sufficient to mitigate concerns in some cases. The information provided within the statement demonstrates that the consultation that has taken place conforms to the procedure set out in the Borough Council's adopted Statement of Community Involvement (SCI).

Open Space

The developers have objected to the Greenspaces Officer's request that provision be made for allotments within the site, stating that there is no proven demand for such facilities and it was not raised as a requirement during their public consultation. However, evidence from the Greenspaces Officer contradicts this view with reports of high demand and waiting lists for allotments. Given the need to provide a range of outdoor amenity facilities for all sections of the community, the provision of allotments is considered to be entirely reasonable. The proposal it will not involve the designation of any additional open space, merely a change in the way the open space which has already been designated is utilised.

Conservation and Listed Building Issues

The developer argues that the proposal does not affect the setting of Foden's Farm and that the buildings, setting has no relevance to its listing which was for reasons of architectural interest. Officers disagree with this view but due to the presence of the proposed landscape buffer, it is not considered that there will be any adverse impact on its setting.

Sustainability

The developer has expressed concern that some aspects of the site's development may not meet Code for Sustainable Homes Level 4. However, Condition 9, as recommended only requires a Code Level 4 assessment to be submitted with the reserved matters. This may conclude that not all aspects of Code Level 4 can be achieved within this development. If that is the case it allows sufficient flexibility to allow for further negotiation on this point.

With regard to the 10% renewable energy requirement, the developer has requested that condition 10 is amended to place a requirement on the developer to submit an update to the Energy Strategy which will specifically demonstrate how the development will include sustainable energy technology to reduce energy demand, increase energy efficiency and reduce carbon emissions. Policy EM18 (Decentralised Energy Supply) of the North West of England Plan: Regional Spatial Strategy to 2021. This policy states that all residential developments comprising 10 or more units should secure at least 10% of their predicted energy requirements from decentralised and renewable or low-carbon sources, unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable. It is therefore recommended that the wording of condition 10 be amended to reflect these requirements.

Flood Risk

Based on the comments of the Environment Agency a condition has been recommended stating that there shall be no discharge into Fowle Brook. The developer has requested that this condition is removed because the Flood Risk Assessment prepared for the site has identified two options for discharging surface water from the site. The condition was recommended on the advice of Natural England due to the fact that the Brook discharges into Sandbach Flashes SSSI. However, Natural England have not objected to the use of the Brook but have stated that it should not be permitted unless further information is provided to prove that the SSSI will not be adversely affected and it is recommended that this is reflected in the wording of the condition.

Education

Initially the Education Department were requesting a total contribution of £3,051,479 (£4694 per unit) towards the construction of a new school plus a level and fully serviced site which meets the Councils requirement. This would be approximately £6500 per household in total.

A planning obligation must comply with the following three tests as set out in the Community Infrastructure Regulations 2010:

- necessary to make the development acceptable in planning terms
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

It is considered that, given the scale of the development proposed, a contribution of £3m plus a school site would not meet these requirements. On this basis it is considered that the offer put forward by the developer, as set out in the main report, which is based on a recognised formula for calculating such contributions is fairly and reasonably related in scale and kind to the development. The Education Department have now acknowledged that this is a reasonable approach.

Highways

As stated in the main report, the transport assessment has identified adverse effects at 3 junctions in the locality. These are Crewe Green Roundabout, the Groby Road / Remer Street / Elm Drive/ Sydney Road / Maw Green Lane junction and the Sydney Road Bridge. As stated in the report there is currently no solution available for the Sydney Road bridge and on this basis officers have been concentrating on negotiating an appropriate contribution to improvements at the other 2 junctions. A figure of £1.475m towards improvements at Crewe Green Roundabout, a new roundabout at Maw Green and public transport improvement has now been agreed and this is reflected in the amended recommendation.

AMENDED RECOMMENDATION

APPROVE subject to completion of Section 106 legal agreement to secure the following:-

1. Provision of 35% of the total units as affordable housing in perpetuity, with the mix being 10% 1 beds, 60% 2 beds and 30% 3 beds, with 40% of these being flats and 60% being houses. The tenure split of the units on phase 1 to be 65% social rent and 35% intermediate tenure. The mix of house types and tenure for subsequent phases to be agreed as part of subsequent reserved matters applications.
2. Provision of education contribution of £161,752 (subject to further update)
3. Provision of highways contribution of £1.475m towards improvements at Crewe Green Roundabout, a new roundabout at Maw Green and public transport improvements.
4. Travel Plan contribution
5. Provision for public open space to serve the whole of the development to be agreed with the Council when details of layout are submitted for approval. This must secure the provision and future management of children's play areas and amenity greenspace. Submitted details must include the location, grading, drainage, layout, landscape, fencing, seeding and planting of the proposed public open space, transfer to and future maintenance by a private management company.

And the following conditions

- 33. Standard Outline**
- 34. Submission of reserved matters**
- 35. Plans**
- 36. Air Quality assessment updates to be submitted with each reserved matters**
- 37. Submission, approval and implementation of Construction Environmental Management Plan (CEMP)**
- 38. Submission, approval and implementation of Travel Plan**
- 39. Submission, approval and implementation of contaminated land preliminary risk assessment (PRA)**
- 40. Submission, approval and implementation of contaminated land site investigation (SI)**
- 41. Code for Sustainable Homes Level 4 assessment with reserved matters**
- 42. Provision of 10% renewable energy on site unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable..**
- 43. Provision of detailed scheme of drainage**
- 44. Reserved matters to make provision for allotment site (30 plots) within the development.**
- 45. Breeding bird survey to be carried out prior to commencement of any works during nesting season**
- 46. Provision of replacement hedgerows**
- 47. Provision of detailed design and layout of the GCN mitigation area**
- 48. retention of visually important trees**
- 49. A scheme for the provision and implementation of a surface water regulation system**
- 50. Management of overland flow**
- 51. Provision and management of habitat creation**
- 52. No discharge to Fowle Brook unless further information is provided to prove that the SSSI will not be adversely affected**
- 53. Retention of important hedges**
- 54. Notwithstanding detail shown – no approval of indicative residential masterplan.**
- 55. Landscape design principles to be incorporated into final layout**
- 56. Submission of landscape and ecological management plan**
- 57. Submission of Arboricultural Impact Assessment**
- 58. Submission of Arboricultural Method Statement**
- 59. Submission of Comprehensive tree protection measures**
- 60. A scheme for the provision and management of compensatory habitat creation**
- 61. Each reserved matters application for commercial activities to be accompanied by a noise impact assessment**
- 62. Submission of Noise Mitigation Measures with each reserved matters application.**
- 63. Submission of details of detailed lighting plan with each reserved matters application.**
- 64. Submission of details of bin storage with each reserved matters application.**