

Strategic Planning Board

Updates

Date: Wednesday, 21st March, 2012
Time: 10.30 am
Venue: Council Chamber, Municipal Buildings, Earle Street, Crewe
CW1 2BJ

The information on the following pages was received following publication of the committee agenda.

Planning Updates (Pages 1 - 8)

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Application No: 11/4549N

Location: LAND ON ROPE LANE, SHAVINGTON, CHESHIRE

Proposal: Outline Planning Permission For Erection of Up to 80 Dwellings Including Details of Access Land

Applicant: Mr S Robinson - Wain Homes Developments

Expiry Date: 06-Mar-2012

UPDATE 20th March 2012

PLANNING POLICIES

The following documents are material considerations in the determination of this application:

- Interim Planning Policy on the Release of Housing Land
- Affordable Housing Interim Planning Statement

ADDITIONAL CONSULTATION RESPONSES

Highways

- This is an outline planning application with all matters reserved except for access which requires determination under this application process.
- The proposal is for a residential development of up to 80 dwellings in principle.
- The application detail includes a Transport Assessment which has been written to a scope agreed with the Strategic Highways Manager and which assesses: the different aspects of the site, its traffic generation and the impact on the surrounding highway network.
- The Strategic Highways Manager has read and assessed the Transport Assessment and has made two site visits in order to consider the local highway characteristics. In addition one site visit included a traffic flow count to the frontage of the proposed site and this verified the figures in the Transport Assessment.

Transport Assessment and scope.

- The required scope for assessment of the local network was agreed with the developer's highway consultant at pre-application stage and the trip distribution onto the public highway network has also been agreed against recognised industry standards. The figures have been founded on the evidence of a report commissioned by Cheshire East Council for consistency. Clearly this approach is acceptable to the Strategic Highways Manager,

therefore these statistics are seen as both a reliable and robust base for the assessments produced within the Transport Assessment document.

- The total number of highway network junctions assessed in the Transport Assessment is 11 and includes all major local junctions together with local links to the A500/A534/A51 and B5071.

Comment on the Transport Assessment

- The Transport Assessment offers a detailed assessment of the proposed development and considers its traffic generation and related traffic impact against the eleven junctions agreed for assessment through the scoping process.
- Perhaps unusually the projected figures for traffic generation from this development proposal are based on 130 residential units and not the ceiling of 80 units described in the application package.
- Members will be able to make their own interpretation on the relevance of this approach, but in pure highway terms it is clear that the use of elevated unit numbers makes the calculation of traffic generation from the site is robust when considered against the actual proposal for a ceiling of 80 dwellings
- The affect of this approach means that where there is an impact on a junction and that impact remains within the actual capacity of the junction, the actual impact from the development will be less than that calculated.
- In addition and in agreement with the Strategic Highways Manager the Transport Assessment also includes traffic generation from the Basford West development proposals so that the resulting impacts are calculated with the inclusion of the projected traffic generation of that committed development.
- The Strategic Highways Manager has checked the traffic generation and impact included within the TA and finds that ten of the eleven junctions which have been assessed will still operate comfortably within industry recognised design capacity limits at the 2018 future year design scenario
- The eleventh junction: South St/A534/Mill St at Crewe is already operating at a capacity in excess of its current level of design and this has been the subject of required financial contributions from other residential development proposals in recent months.
- The impact on the South Street junction from this development would further exacerbate the congestion at this junction and it is therefore the intention of the Strategic Highways Manager to recognise this through the need for a financial contribution from this site towards the identified improvement scheme held by Cheshire East Council.
- The SHM will include these contributions as conditions attached to a S106 agreement.
- In terms of sustainable travel the TA identifies the local pedestrian, cycle and bus services plus the proximity of the railway station at Crewe.
- The proposed development does offer the completion of footway links on the frontage of the site.
- The Strategic Highways Manager recognises that this local assessment does correctly identify the opportunities for alternate modal choice from the site – and in accordance with the requirements of national guidance.

- One shortfall in the Transport Assessment is the analysis of local accident data however the SHM has checked Authority records and there are no injury accidents recorded on the frontage of the site in the last five years.
- There are however three injury accidents at the junction of Vine Tree Avenue with Rope Lane in the last five years and all three involve vehicles emerging onto Rope Lane and being hit by either another car or a cycle. All three accidents involved slight injuries.
- Due to the 'rat-running' concerns in some of the letters of objection the SHM has also checked the junction of Chestnut Avenue with Crewe Road and found that there have been no injury accidents at this junction in the last five years.

Conclusions

- The Transport Assessment demonstrates that the traffic generation from the site – even at the robust levels obtained by the use of higher unit numbers – can be accommodated within the existing highway network and still leave available traffic capacity at all but one of the assessed junctions.
- The remaining junction at South Street/A534 already operates above capacity which means that queuing is extended and the impact from the development would create a marginal increase in that queuing.
- To this end the Strategic Highways Manager will recommend that a financial contribution is made from this development in line with those agreed for other similar residential developments in this area south of Crewe. This contribution would be at a rate of £3,000 per residential unit and collected via a Section 106 Agreement under the Planning Act 1990.
- The TA recognises the local footway and sustainable transport links and offers some improvement via the provision of a footpath for the full frontage of the site. This footway link will require the provision of tactile paving and drop kerbs on the pedestrian desire lines and a condition will be recommended for their design and provision.
- The Strategic Highways Manager therefore recommends that the following conditions and informatives be attached to any permission which may be granted for this development proposal:

Recommendations

1. Prior to first development the developer will provide a suite of detailed design plans for the construction of the new access junction and the provision of a 2.0metre footpath for the full frontage of the site. This will include for tactile paving on pedestrian desire lines and for an upgrade to the frontage streetlighting.
2. Prior to first development the developer will enter into and sign a Section 38 Agreement under the Highways Act 1980 in order that the new highway infrastructure can be formally adopted.
3. The developer will provide a capital sum of money for the improvement of the wider highway network and focused on the South Street/A534/Mill Street junction in Crewe. The provisional rate will be £3,000.00 per dwelling against development numbers on the site. The total sum of money will be secured via

a Section 106 Agreement under the Planning Act 1990 and via triggers to be agreed against the occupation of development numbers.

OTHER REPRESENTATIONS

A total of 120 letters and e-mails of objection have now been received. However, all of the points made have already been set out in the main officer report.

OFFICER COMMENT

Highway Matters

In the absence of any objection from the Strategic Highways Manager it is not considered that a refusal on highway safety grounds could be sustained.

Housing Land Supply

The 2011 Strategic Housing Land Availability Assessment is being put forward for approval by the Cabinet Portfolio Holder next week. The document shows that the Borough has a housing supply of 3.9 years based on a revised methodology derived from the home Builders Federation. It should be noted that some members of the Housing Market Partnership dispute this figure.

These figures indicate that the latest official housing land supply position is slightly better than indicated in the main report, although the Council clearly still does not have a 5 year supply.

Nevertheless, in this case, it is considered that the housing land supply argument is outweighed by the harm which this proposal would do to the green gap, both strategically and visually in terms of the erosion of the physical gap between the built up areas of Shavington and Crewe and the adverse impact on the visual character of the landscape. In seeking to address the shortfall in housing supply the Council has signalled that development can take place in certain locations outside settlement boundaries - but not within the green gap

RECOMMENDATION

As per main report

STRATEGIC PLANNING BOARD – 21th March 2012

UPDATE TO AGENDA

APPLICATION NUMBER: 11/3389N

LOCATION: Whittakers Green Farm, Pewit Lane, Hunterson

Revised wording of condition 9 of permission 7/2009/CCC/1

The agent has provided clarification that the applicant does not seek any increase in vehicle numbers on Bank Holidays over that currently provided for in consent 7/2006/CCC/11 i.e. 5 vehicles in and 5 out per day. On this basis, and in order to provide consistency across both consents the following revision to conditions 9 and 11 are recommended. Members should note that the changes to the wording of condition 11 reflect the provisions already consented under 7/2006/CCC/11 and maintains the current restrictions in place on the site.

That the Board agrees to the partial change of the wording of conditions 9 and 11 of permission 7/2009/CCC/1 to read:

The importation of green waste to the site and the unloading of green waste vehicles shall only take place within the following periods:

***0800-1800hrs Monday to Friday between 1st March and 31st October.
0800-1200hrs Saturday.***

***0900-1500 Monday to Friday between 1st November and 28th February.
0800-1200hrs Saturday.***

No importation of green waste taking place outside these times or on Sundays.

Bank Holiday operations:

The importation of green waste to the site and the unloading of green waste vehicles on Bank or Public Holidays shall only take place between the hours of 0830 – 1600.

No importation of materials or unloading is permitted outside of these hours or on Christmas Day, Boxing Day or New Years Day.

Condition 11

Between 1 April and 31 October:

-The maximum number of vehicle movements over 5.5 day week (Monday to Saturday) is limited to a maximum of 198 green waste vehicle movements (99 in, 99 out) of which, no more than;

- A maximum of 40 (20 in, 20 out) on any one day Monday – Friday;

- A maximum of 18 (9 in, 9 out) on Saturday mornings (between 0800 and 1200)

- A maximum of 10 (5 in, 5 out) on Bank or Public Holidays (between 0830 – 1600)

No green waste vehicle movements on Sundays.

Between 1 November and 31 March:

- the maximum number of vehicle movements over a 5 day week (Monday to Friday) is limited to a maximum of 140 green waste vehicle movements (70 in, 70 out) of which, no more than;

- A maximum of 32 (16 in, 16 out) on any one day Monday to Friday.

- No green waste vehicle movements on Saturday or Sunday

- A maximum of 10 (5 in, 5 out) on Bank or Public Holidays

Impact on Highways

In response to the committee report, the agent would also like members to note that whilst an earlier Inspector did conclude that an increase in vehicle movements on the highway from 5 to 20 would be unsuitable on the public highway; the Inspectorate subsequently clarified to the agent that the Inspector had not provided adequate reasoning on this matter. The issue of impact on the highway has subsequently been considered by other Inspectors; most recently in the appeal regarding exportation of compost from the site, in which the Inspector concluded that the impact on the safety and convenience of highway users would be acceptable.

STRATEGIC PLANNING BOARD – 21st March 2012

UPDATE TO AGENDA – Item 9

Interim Policy on the Release of Housing Land

Appendix 2 – Proposed Interim Policy

A small change is recommended to the Proposed Policy set out in Appendix 2. As well as excluding sites within the green belt, it is also suggested that sites within the Green Gap should also be excluded. This change would make Section 3 of the Policy consistent with Section 1.

The Revised Wording would read:

3. Adjacent to the settlement boundary of Macclesfield and the nine Key Service Centres (Alsager, Congleton, Handforth, Knutsford, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow), provided that the applicant can demonstrate that the site meets all of the following criteria:

- is not within the Green Belt or the Green Gap;

(continued unchanged...)

Letter of Representation

A letter of representation has been received from Indigo Planning Ltd. This objects to the IPP and feels that the measures it contains are counter productive and would not support the principle of sustainable development. In particular the following concerns are raised:

- the policy might allow unsuitable smaller sites to be approved whilst obstructing larger, but more sustainable schemes.
- The development of a number of smaller sites may erode the strategic vision established in the emerging Core Strategy
- Smaller sites will be less likely to contribute to infrastructure or CIL funding
- The Policy may allow sites contrary to the Town Strategies already produced as part of the Local Plan.
- The 1 ha threshold is arbitrary and does not support sustainable development.

Comment

The board is being asked to approve the policy for consultation – these representations aptly highlight the difficult balance any interim policy needs to achieve – but also underline the need to undertake a consultation process and gather views on a draft policy.

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