



Southern Planning Committee

Updates

Date: Wednesday, 31st October, 2012
Time: 2.00 pm
Venue: Council Chamber, Municipal Buildings, Earle Street, Crewe
CW1 2BJ

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

Updates (Pages 1 - 6)

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APPLICATION NO: 12/3227C

PROPOSAL: Demolition of existing 3-bedroom bungalow and detached garage and development of four, 3-bedroom semi-detached houses

ADDRESS: 1, BOUNDARY LANE, CONGLETON, CW12 3JA

CONSULTEES

Highways Authority: make the following comments;

This proposal is for the development of four residential properties, replacing the existing single property, off Boundary Lane and Maxwell Road, Congleton. Vehicular access is proposed via dropped kerb crossings to each property. The Application is in FULL and the very latest proposed layout that has been submitted is shown in Dwg ref 1BL-10A.

Key issues

1. Achieving a safe and convenient access.
2. Ensuring that pedestrians are safely catered for.

Site Assessment

Site Location and the Highway Network

The site is located about 2km to the southeast of Congleton town centre close to Leek Road. The existing site is occupied by a single bungalow which is accessed from the corner of Boundary Lane/Maxwell Road. Boundary Lane is the subject of speed/traffic calming measures (speed control cushions) and a bus stop is located on the footway fronting 1 Boundary Lane.

Site access

Dropped kerb access is to be provided to each dwelling direct to Boundary Lane (Plot 1) and direct to Maxwell Road (Plots 2, 3, and 4). Following discussions with the SHM minor modifications were made by the Applicant to access widths and to landscaping elements of the site to ease the tightness of parking and manoeuvring ability to/from the site as previously shown in original drawings.

Accessibility by Sustainable Modes of Travel

The site is served directly by bus service number 91 which stops outside 1 Boundary Lane. The service is half hourly during the day and is a circular service; Congleton – Mossley – Congleton. Other services are available

slightly further afield and the railway station is located within an approximate 500m walk of the site.

There are existing footways in the vicinity of the site but there is a current gap in the footway network along the frontage of the site with Maxwell Road, and we also note that this has been referred to in representations from the public and councillors.

Following discussions with the Applicant they are now proposing a footway of minimal width (1.2m) along the site frontage with Maxwell Road to meet the existing footway network on Boundary Lane. This will still leave a gap in the footway network along the eastern side of Maxwell Road to the north of the site but this land is not within the control of the Applicant. The footway proposal will allow residents of Plots 2, 3, and 4, including schoolchildren, to walk towards the bus stop and school on Boundary Lane without the need to walk in the carriageway or cross Maxwell Road only to cross back again. A minimal change to the submitted drawing will be required to taper the footway from the southern boundary of Plot 1 to its northern boundary to ensure that the footway does not jut out into the carriageway and cause a potential hazard.

Traffic impact

The scale of development, at four dwellings, is extremely modest and does not require a formal Transport Statement to support it. Four dwellings will generate maybe three peak hour traffic movements on the highway network during peak hours – perhaps a net increase of two traffic movements on the network in peak hours over the existing development. This traffic, in itself, will not have a material impact on the highway network.

The Applicant has eased the parking spaces and access points from those originally submitted to allow more comfortable movement from/to the highway. Although not absolutely ideal the SHM is content that the level and layout of parking spaces is sufficient to support this development without significant delay to other road users.

Conclusion

The traffic impact of the proposal will be relatively small. The access points to the proposed dwellings are sufficient to allow ease of access from the highway. A minimal footway is to be provided to enable residents of Plots 2, 3, and 4 to walk around to the bus stop and school located on Boundary Lane without the need to walk in the carriageway. Although not of ideal width we are mindful that any additional width may compromise the front gardens and parking spaces of plots 2, 3 and 4 and such a footway is considered sufficient to serve these three dwellings and will also offer the opportunity for those walking along the western side of Maxwell Road towards the bus stop and school On Boundary Lane to cross at a point further away from the junction with Boundary Lane. This footway should be adopted and secured via a S278 agreement.

The SHM recommends **APPROVAL** of the development subject to conditions and the Applicant entering into a suitable S278 Agreement to provide a footway along the frontage of the site with Maxwell Road.

OFFICER COMMENT

The Highways Authority has indicated that the amended plans sufficiently address the initial concerns in relation to Highway Safety. There is sufficient parking provision for each of the dwellings, the site is sustainably located and the proposal will therefore not have a significantly detrimental impact on highway safety and is therefore considered to be acceptable and in accordance with Policy BE.3 (Access and Parking) of the Crewe and Nantwich Replacement Local Plan 2011.

Therefore the Officers recommendation for APPROVAL remains with the addition of the following condition and note,

10. The Applicant provides a pedestrian footway link along the frontage of the site with Maxwell Road.

Note - A S278 Agreement will be required for the provision of the footway along Maxwell Road.

APPLICATION NO: 12/2869C

PROPOSAL: Variations to Elevations of dwellings (Plots 1-6, 53-56) of previously approved Application 08/0712/FUL

ADDRESS: Land South of Portland Drive, Scholar Green

Amendment

The statement at the end of the paragraph 'Details of Proposal' section should read:

These plots comprise two blocks of terraced properties which will be similar to the previous houses but with larger porch projections on the front elevation.

APPLICATION NO: P09/0014C

PROPOSAL: Demolition of existing buildings and erection of new buildings and redevelopment of existing link house to provide 35 apartments and two retail units with associated infrastructure.

ADDRESS: Land at 2 & 4 Heathfield Avenue and 29, 29A & 31 Hightown, Crewe

For clarification the Heads of Terms within the recommendation should read

HEADS OF TERMS

- Provision of commuted sum in lieu of on site provision of children's play equipment and casual recreational open space - £17,500

- **Provision of 11 affordable dwellings**

Provision of a cascade for the occupation of the dwellings

1 Crewe

2 Cheshire East

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