

# Strategic Planning Board

## Updates

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**Date:** Wednesday, 20th February, 2013  
**Time:** 10.30 am  
**Venue:** Council Chamber, Municipal Buildings, Earle Street, Crewe  
CW1 2BJ

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

**Planning Updates** (Pages 1 - 14)

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Please contact Sarah Baxter on 01270 686462  
E-Mail: [sarah.baxter@cheshireeast.gov.uk](mailto:sarah.baxter@cheshireeast.gov.uk) with any apologies, requests for further  
information or to arrange to speak at the meeting

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Application No: 12/4654N

Location: LAND OFF QUEENS DRIVE, EDLESTON

Proposal: Proposed residential development of up to 240 dwellings, convenience store tea room, access details, highway works, public open space and associated works

Applicant: GLADMAN DEVELOPMENTS

Expiry Date: 01-Mar-2013

## **UPDATE REPORT**

### **ERRATUM**

#### **Page 28**

*"it is not considered that Policy NE.2 which protects Open Countryside is not out of date"*

Should read

*"it is considered that Policy NE.2 which protects Open Countryside is not out of date"*

#### **Page 20, 51**

Should refer to 240 dwellings not 270

#### **Page 35**

Site is in Acton, Edleston and Henhull Parish not Wrenbury.

#### **Page 42**

United Utilities and Environment Agency comments have now been received and are printed on pages 19 and 20

#### **Page 54**

"Whilst the proposal would result in the loss of mainly grade 3 and 4 agricultural land

Should read

"Whilst the proposal would result in the loss of "0% grade 2, 70% grade 3a and 10% grade 3b agricultural land"

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Application No: 12/3114N

Location: Land South of Newcastle Road, Shavington & Wybunbury, Cheshire

Proposal: Outline Application for Residential Development of up to 400 Dwellings, Local Centre of up to 700 sqm (with 400 sqm being a single convenience store), Open Space, Access Roads, Cycleways, Footpaths, Structural Landscaping, and Associated Engineering Works

Applicant: Mactaggart & Mickel Homes Ltd

Expiry Date: 14-Nov-2012

### **ERRATUM**

#### **Page 127**

The following words should be omitted from the report:

*“Overall, the current lack of a five year housing land supply, the fact that this site is located predominately within the infill boundary line, and the economic growth benefits are considered, on balance, to outweigh the limited conflicted with local plan policy in terms of the scale of development, and the lack of sustainability in locational terms, the adverse impacts of which are not considered to be significant or demonstrable.”*

#### **Page 128**

The following words should be omitted from the report:

*“They consider that only limited weight should be attached to Policy NE.12 given the shortfall in the housing land supply and the implications of the NPPF which state that, in such circumstances, relevant policies should be considered as out of date.”*

#### **Page 145**

On page 145, in the penultimate paragraph of Section 9 (Conclusions) there is a comment that the proposals are in conflict with affordable housing development plan policy. Clearly, elsewhere in the report it is explained that the delivery of 30% affordable housing is entirely policy compliant. It would only be in the context of any rebalancing of Council priorities at the Council's discretion that the affordable housing contribution would be reduced and an enhanced strategic transport contribution secured. However, the recommendation is that 30% affordable housing be provided under the S106 planning obligation.

**Page 146**

In the recommendation itself on page 146, there are two errors in the transport contributions. One is that the Newcastle Road improvements contribution should remain as **£85,000** (as previously reported), rather than altered to £230,000. The other is that the £75,000 for either a planned improvement at the northern end of the Gresty Road corridor into Crewe and/or the construction of the Crewe Green Link should be increased to **£230,000** to be consistent with the report and the agreed position.

**STRATEGIC PLANNING BOARD – 20<sup>th</sup> FEBRUARY 2013**

**UPDATE TO AGENDA**

**PREPARED 19<sup>TH</sup> FEBRUARY 2013**

Application No: 12/4067M

Location: JACKSONS EDGE SERVICE RESERVOIR, JACKSONS EDGE ROAD, DISLEY

Proposal: Replacement service reservoir and valve house building, together with a temporary material storage area and a temporary contractor's parking area.

Applicant: United Utilities

**ADDITIONAL INFORMATION**

Traffic counts have taken place on Jacksons Edge Road and Light Alders Lane. Tube counters were used and collected data on both volume and speed.

The flow on Jacksons Edge Road is on average 280 vehicles during peak AM hours for two way traffic and 210 vehicles for peak PM hours for two way traffic.

The flow drops off after the peak hours with an average flow of 140 vehicles two way traffic in the other daytime hours. The flow in Jacksons Edge Road is considered light.

The flow on Light Alders Lane is only on average 60 vehicles during peak AM hours for two way traffic and 30 vehicles during peak PM hours for two way traffic, this level of traffic is as would be expected.

Therefore, the retention or re-routing of traffic onto the A6 Buxton Road/Buxton Road West will have a minimal impact as the link capacity of the A6 is 1500 vehicles in each direction. Capacity issues normally apply at junctions and at present the signal junction at Buxton Road/Jackson Edge Road operates within capacity.

**RECOMMENDATION**

The additional information indicates that the 25-week road closures and resultant diversion onto the A6 Buxton Road can be accommodated, therefore no objection is raised from a Highways perspective.

There is no change to the recommendation of approval, subject to the following conditions:

1. A03FP - Commencement of development (3 years)
2. A01AP - Development in accord with approved plans
3. A06EX - Materials as application
4. A15LS - Submission of additional landscape details
5. A04LS - Landscaping (implementation)
6. A16LS - Submission of landscape/woodland management plan
7. A13LS - Erection of fencing / wall as required
8. A22GR - Protection from noise during construction (hours of construction)
9. Development in accordance with accompanying statements
10. Submission of a scheme which demonstrates how surface water is to be disposed of
11. Temporary Material Storage Area to be used for storage of excavated materials and materials for the construction of the service reservoir only
12. Light Alders field to be fully restored to the satisfaction of the LPA following the completion of development
13. Submission of a programme of archaeological work in accordance with a written scheme of investigation
14. Footpath No. 5 to be fully restored following the completion of the development
15. Removal / amendment of the existing traffic calming on Carr Brow
16. Reinstatement traffic calming arrangements on Carr Brow
17. Resurfacing / reconstruction of Carr Brow, if required, following completion of the works
18. Wheel wash facilities at either end of the temporary road closures. Road sweeper to be available on site for daily cleaning of Jacksons Edge Road throughout the duration of the road closure
19. Traffic Management Plan for diverted traffic to appropriate routes, avoiding Light Alders Lane
20. Creation of a Community Liaison Group



**STRATEGIC PLANNING BOARD – 20 FEBRUARY 2013**

**UPDATE TO AGENDA**

**APPLICATION NO: 12/1903c**

**LOCATION: LAND AT AND BEHIND 130 CONGLETON ROAD, SANDBACH**

**UPDATE PREPARED 19 Feb 2013**

The Applicant was having appealed against non-determination of this application has also resubmitted a duplicate planning application (13/0012c – to be reported to a future Board meeting).

Following information from the local community since making formal observations the Strategic Highways Manager has commissioned some safety audit work to be undertaken.

Following the completion by Cheshire East Highways of a Road Safety Note that considered both the Stage 1 Safety Audit commissioned by Merebrook Consulting Ltd (September 2012) and the road safety concerns raised by the Congleton Road Action Group (November 2012) the need for further survey information to determine aspects of the concerns raised and the potential impact was identified. These relate to parking, speed and volume of traffic along on this part of Congleton Road in the location of the proposed development. Some existing traffic data is available however the need for up to date information is recognised. These surveys are being planned for the week commencing the 25th February following the return of the schools from the half term break to be representative of the normal traffic flow. The Road Safety Note will then be reviewed and updated to reflect the information recorded through the surveys.

These surveys whilst too late for this particular resolution may inform the determination on application on 13/0012c, and thus may influence the Council's case in the future determination of 13/0012c.

**Loss of Agricultural land**

There is a 5 year housing land supply. However, this site is in common with other sites around the areas of best quality and would carry neutral weight in the determination since the other preferred sites in the Development Strategy in Sandbach are of similar quality

**Recommendation**

It is necessary to add policy H6 (Housing in the Open Countryside) to the suggested reason for refusal.

The Recommendation and suggested reason for refusal is amended to the following;

**The proposed residential development is unsustainable because it is located within the Open Countryside, contrary to Policy PS8 and H6 of the Congleton Borough Adopted Local Plan First Review 2005 and the principles of the National Planning Policy Framework. The Local Planning Authority can demonstrate a 5 year supply of housing land supply in accordance with the National Planning Policy Framework. As such the application is also premature to the emerging Development Strategy. Consequently, there are no material circumstances to indicate that permission should be granted contrary to the development plan.**

It is also recommended that S106 Heads of Terms be amended to read as follows,

Clause 4 in the Main report to be deleted and the following clause be substituted

**‘The provision of a LEAP (min of 5 pieces and public open space to be maintained by a Private residents management company. The private management company to maintain all Amentiy Greenspace, public footpaths and greenways within the site, play areas, and other other areas of incidental open space not forming private gardens or part of the adopted highway’**

In addition, for the purposes of the appeal it is recommended that authority be delegated to Head of Development Management and Chair of Strategic Planning Board to enter into a planning agreement in accordance with S106 Town and Country Planning Act.

Application No: 12/2426C

Location: ELWORTH HALL FARM, DEAN CLOSE, SANDBACH,  
CHESHIRE, CW11 1YG

Proposal: The Erection of 96 Dwellings together with Associated Works  
including the Creation of Approximately 10 Hectares of Open  
Space and Recreation Land (Phase 2), and the Amendment of  
Plots 16 and 17 Previously Approved under Reference 10/2006C  
(Phase 1)

Applicant: Rowland Homes Ltd

Expiry Date: 21-Sep-2012

### **ERRATUM**

#### **Page 247**

The words

*“the application should be revised”*

Should read

*“the application should be refused.”*

#### **Page 251**

*“it is not considered that Policy NE.2 which protects Open Countryside is not out of date”*

Should read

*“it is considered that Policy NE.2 which protects Open Countryside is not out of date”*

#### **Page 256**

The following words should be omitted from the report:

*“Overall, the current lack of a five year housing land supply, the fact that this site is located predominately within the infill boundary line, and the economic growth benefits are considered, on balance, to outweigh the limited conflicted with local plan policy in terms of the scale of development, and the lack of sustainability in locational terms, the adverse impacts of which are not considered to be significant or demonstrable.”*

#### **Page 274**

**Add to resolution:**

**In the event that an Appeal is lodged against the refusal grant authority to the Borough Solicitor to enter into a Section 106 agreement to secure:**

- **29 dwellings, with 19 provided as affordable / social rent and 10 provided as intermediate tenure**
- **8 x 1 bed apartment & 11 x 2 bed houses as affordable / social rent and 2 x 2 bed houses & 8 x 3 bed houses as intermediate tenure**
- **Transfer of any rented affordable units to a Housing Association**
- **Affordable homes to be let or sold to people who are in housing need and have a local connection. (The local connection criteria used in the agreement to match the Councils allocations policy.)**
- **Provision of play area**
- **Provision for a management company to maintain the on-site amenity space / play area**
- **Detailed management plan for the Public Open Space be submitted and approved.**
- **Provision of a LEAP sized play area located centrally within the central public open space. This should include at least 5 items incorporating DDA inclusive equipment, using play companies approved by the Council. The final layout and choice of play equipment be agreed with CEC, the construction should be to the Council's satisfaction.**
- **Highways contribution of £288,000 towards highway improvements in the Sandbach area**
- **Contribution of £162,694 towards primary education.**
- **Contribution of £196,112 towards secondary education.**

Application No: 12/4494N

Location: HUNTERS LODGE HOTEL, SYDNEY ROAD, CREWE, CW15LU

Proposal: Outline planning approval for up to 44 No. dwellings, vehicular access, associated garaging, car parking and landscaping. (All matters reserved except access)

Applicant: SEDDON HOMES LTD

Expiry Date: 22-Feb-2013

### **ERRATUM**

#### **Page 291**

*“it is not considered that Policy NE.2 which protects Open Countryside is not out of date”*

Should read

*“it is considered that Policy NE.2 which protects Open Countryside is not out of date”*

#### **Page 307**

The words “and the Council’s Ecologist” should be omitted from the 4<sup>th</sup> paragraph of the conclusion, as comments have been received and are incorporated within the relevant section of the Officer Appraisal.

### **HIGHWAYS COMMENTS**

This development proposal for 44 dwellings on greenfield land would take a new access from Sydney Road immediately adjacent to the Hunters Lodge premises.

A Traffic Statement was provided with the application which did not give the level of detail required by the Strategic Highways Manager and therefore a revised TS was requested which was to include all of the committed development which will impact on the Sydney Road corridor.

The TS offered analysis by trip generation and the trip rates used by the developer’s highway consultant were considered to be at or very close to the levels which were deemed acceptable.

In terms of actual traffic generation the impact from 44 residential units is low when considered against the network flows on the Sydney Road corridor – even with committed development added – however the main concern for the Strategic Highways Manager is that of cumulative impact.

Despite the low traffic generation, the S.H.M has conclusive evidence derived from the traffic analysis work undertaken on the committed strategic sites which shows that the Sydney Road corridor is and will be under considerable stress in terms of traffic congestion.

It is therefore considered that whilst taken as a stand alone development this proposal only has a limited traffic impact, the cumulative impact on the Sydney Road corridor is deemed significant in the strategic sense and therefore this development should make contribution to local improvements at a scale commensurate to the scale and cumulative impact of the development.

The TS also provides a design for the access junction to the site and this has been assessed by the S.H.M.

In terms of geometry and visibility splays the proposed access to the development complies with national design standards and the S.H.M. finds the proposal acceptable.

### **Local Improvements.**

The Transport Statement claims that the site is sustainable in all modes from pedestrian and cycling to bus and rail transport.

The S.H.M. considers that whilst the site has some claim to sustainability, cycle links in particular are limited to the normal carriageway and there are proposals for local improvement which will promote and encourage the use of cycle travel for the local area and for this development proposal.

To this end there is a recognised Cheshire East scheme for a cycleway improvement which will link Sydney Road and Earle Street which requires capital funding of £10,000 to be brought to completion.

The S.H.M. will recommend a contribution from this development proposal to support this scheme and enhance cycle travel to the Sydney Street area.

In addition, a recent temporary traffic lane improvement has been in use at the Sydney Road/Hungerford Road traffic signals which now requires permanent signing installation. It is anticipated that a capital sum of £5,000 will fund this work.

The S.H.M. will recommend a contribution from this junction signing improvement.

### **Conclusions.**

The traffic generation from this site would have an impact on the local cumulative effect of traffic generation from committed development and whilst this impact is limited it is considered that the site should look to mitigate this impact to some degree through contribution to two identified local schemes which will enhance local sustainable travel alternatives and local traffic management.

The Strategic Highways Manager requires that the development provide two provisional sums in the following order and via the following planning conditions:

**Condition:-** Prior to first development the developer will enter into and sign a S106 agreement for the provision of £10,000 and additionally £5,000 for the following local identified schemes:

- i) The funding of the Sydney Road/Earle Street cycleway link.
- ii) The permanent signing of the revised lane arrangements at the Sydney Road/Hungerford Road traffic signals.

**Condition:-** Prior to first development the developer will provide a suite of detailed design plans for the layout and construction of the proposed development to the approval of the LPA.

**Informative:-** The developer will enter into and sign a Section 38 Agreement under the Highways Act 1980 with regard to the formal adoption of the proposed residential roads within the design of this development.

#### **Page 274**

**Add to resolution:**

**In the event that an Appeal is lodged against the refusal grant authority to the Borough Solicitor to enter into a Section 106 agreement to secure:**

- £75,924 towards primary education provision.
- £50,000 to be paid to the Council for the replacement/extension of the existing children's play area 160m west from the proposed development, off Lansdowne Road.
- Private residents management company to maintain all Amenity Greenspace, public footpaths and greenways within the site, play areas, and other other areas of incidental open space not forming private gardens or part of the adopted highway
- 35% affordable housing provision. The tenure split to be 65% social or affordable rent and 35% intermediate tenure provided no later than occupation of 50% of the open market units
- Transfer of affordable housing to a registered provider
- Provision of £10,000 and additionally £5,000 for the following local identified schemes:
  - i) The funding of the Sydney Road/Earle Street cycleway link.
  - ii) The permanent signing of the revised lane arrangements at the Sydney Road/Hungerford Road traffic signals.

