

Strategic Planning Board

Updates

Date: Wednesday, 6th November, 2013
Time: 10.30 am
Venue: The Capesthorne Room - Town Hall, Macclesfield SK10 1EA

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

Planning Updates (Pages 1 - 16)

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Application No: 13/2069N

Location: LAND TO THE EAST OF CREWE ROAD, SHAVINGTON CUM GRETTY

Proposal: Outline planning application for the construction of up to 275 dwellings, including access, landscaping, recreation and amenity open space, associated infrastructure, the demolition of 28 Crewe Road and demolition of the single-storey extension to 56 Crewe Road. Permission is sought for means of access. Layout, scale, appearance and landscaping are reserved for subsequent approval.

Applicant: TAYLOR WIMPEY UK LTD and others

Expiry Date: 16-Aug-2013

UPDATE - 4th November 2013

ADDITIONAL CONSULTATION RESPONSE

Highways

The Strategic Highways Manager has elaborated on and clarified his previous response as follows:

Key Issues

The Strategic Highways recommendation of refusal is based upon the cumulative traffic impact affecting the Crewe Road/Gresty Road/ South Street (referred to as the corridor) and the A534 Nantwich Road. This is a result of the traffic predicted from other sites with planning consents and not yet built and the severe harm that would be caused by permitting any further development, including this application.

This severe harm relates to the:

- Levels of queues and delays on the corridor.
- Increased traffic seeking alternative routes through residential areas.
- Worsening traffic conditions at a major pinch point on the Crewe road network affecting access to Crewe Station, local bus networks, the town centre and its major centres of employment and its associated consequential effects.

There are other planning applications either at appeal or recently submitted that could also impact on the corridor, however these are not committed and are therefore do not form part of this consideration.

Existing Network Conditions

CEC traffic surveys in Sept 2013 have been undertaken on Crewe Road north of the junction with the A500 near to the junction with Hunter Avenue has found that the AM morning peak two way traffic flow on Crewe Road to be 1024 vehicles and the PM evening peak Crewe Road two way flow to be 1002 vehicles.

The existing signal junction of Nantwich Road/South Street/Mill Street operates significantly over capacity with long queues forming on Nantwich Road and northbound on the corridor. This is the major pinch point on the Crewe local road network where congestion occurs at any time throughout the day. The main reason for this is the impact of the access arrangements around Crewe Station on the operation of the highway network. This is also a reflection of the lack of road crossings over the historic rail network within Crewe. Additionally, the congestion results in a number of local residential roads to be used as rat run to avoid the queues and delays on the corridor.

A considerable amount of work over a number of years has been undertaken to reduce congestion. The A500 Bypass has been constructed, the Crewe Green Link Road scheme is being developed and plans have been drawn for a new access arrangement to the station. Additionally, work to link the traffic signals on Nantwich Road to improve vehicle throughput has been implemented UTMC However, despite the schemes that have been implemented so far, the congestion problems have not been resolved and will increase in the future through committed development.

Collectively the committed developments are conditioned to contribute to strategic road infrastructure, local bus services, walking and cycling improvements and a modest mitigation scheme affecting the Nantwich Road/ South Street/ Gresty Road junctions.

Assessment of Cumulative Traffic Impact on the Corridor

Development Site	Status	Description	AM Peak	PM Peak
			Two-Way	Two-Way
Basford 2008 (without rail)	Approved	B1,B2, B8 Employment	503	528
Gresty Green Road	Approved	51 Residential Units	48	51
Shavington Triangle	Approved	350 Residential Units	84	91
Rope Lane	Approved	80 Residential Units	19	15
Basford West 2013 (additional trips over 2008 approval)	Approved	370 Residential units	59	40
		Total	713	725

This information demonstrates the considerable cumulative traffic impact arising from committed development traffic. These sites will result in a 70% two way increases in the morning peak hour and a 72% two way increase in the evening peak.

This level of traffic increase will be detrimental to accessibility to the town centre, the rail station and the major employment areas and also worsen the performance of the local bus network across the town. This worsening of access will affect efforts to support economic growth and regeneration in Crewe. Substantial infrastructure investment is needed to achieve this and plans for Crewe Station and improving the strategic road network reflect this.

The most recent Basford West approval of August 2013 included a substantial residential element increasing flows toward the town centre in the morning peak and it is considered that with this approval the resulting cumulative traffic increase predicted for the corridor has reached a level beyond which the local road network will not be able to cope. As such, additional development related traffic can be deemed to be causing severe harm on the highway network.

The East Shavington application is predicted to add 83 two-way vehicles to the corridor in both the morning and evening peak and following the consideration set out above it is the cumulative traffic impact that leads us to the opinion that the site that will cause severe harm in terms of the 3 key issues.

Assessment of the proposed mitigation

The applicant has submitted a mitigation scheme in respect of the additional trips produced by the East Shavington development alone. The approach adopted by the applicant seeks to improve traffic flow across the Station Top on the A534, Nantwich Road. If achieved, this could then have a knock on benefit of improving the performance of flows on the corridor. This is considered to be a reasonable approach.

The mitigation scheme proposes the removal of the existing pedestrian crossing on the eastern side of the railway station on Nantwich Road and replacing this with an alternative crossing facility at the Weston Road roundabout.

The applicant has modelled the effects of the mitigation scheme in a local Vissim model and has indicated that there would be journey time savings on Nantwich Road and with this scheme in place, it would more than mitigate the East Shavington development impact.

Having reviewed the model and mitigation scheme, it is considered that the journey time savings predicted are not achievable by the implementation of the crossing relocation scheme. There are a number of concerns with the scheme, queue lengths have not been validated and the model shows much shorter queues than currently

observed on site. The circulatory traffic speeds on the roundabout are very high with a high degree of overtaking and weaving on the roundabout which isn't reflected within its current operation. There are also concerns over the layout of the crossing, particularly the very short merge immediately after the stop line, the narrowing of the footway in the roundabout exit and also that the crossing is not always assumed to be demanded that would result in pedestrians waiting for a long period of time on a traffic island.

Based on the significant work that has been undertaken assessing this part of the road network, It is considered that to accommodate further growth on the corridor and the cumulative traffic impact of currently approved developments, substantial measures are now required to ensure that this would be sustainable.

Conclusions

It is clear that there is a significant impact resulting from the committed development on the corridor and that the further development will only add to the congestion problems on the road network.

An assessment of the East Shavington planning application in regard to its cumulative traffic impact and the mitigation measures proposed has been undertaken and it is considered that this development would only increase congestion and delay further on the corridor and would cause severe harm in relation to the three key issues.

It is recommended that on balance the application is refused.

APPLICANTS REPRESENTATIONS

The applicant has provided the following additional information:

Taylor Wimpey has formed the basis of a collaborative working relationship with Shavington High School; this will be furthered through the proposed East Shavington development in providing deliverable opportunities to enable local young people to learn from and work with professional skilled trades, and gain access to the home building and construction industry.

As the first stage we recently put together a skills taster session on brick laying with the school. It was very well received by pupils and teachers alike.

Taylor Wimpey of course has a long established apprenticeship scheme, organised through our Cheshire based regional office. We believe it is important to continue this local provision of training and apprenticeship opportunities for new talent wishing to gain site based qualifications. Subject to the students passing the CITB assessments and gaining access to the scheme, apprenticeships typically last between 3 and 4 years and would commence alongside further education after high school. The majority of time

is spent working with the production teams on site, and trainees will be supported by a mentor while working with experienced trades people and personnel. Apprentices gain formal qualifications through day release programmes and typical apprenticeships include bricklaying and joinery.

We would like to secure the delivery of these training and apprenticeship opportunities should the East Shavington development be approved. As a consequence, we are aware that this is not a standard condition attached to planning permissions issued by Cheshire East. We would therefore like the Council to add a condition to the Committee Report and subsequent permission to secure these valuable youth training and apprenticeship opportunities.

We therefore suggest the following draft planning condition for your comments:

“Condition: A scheme to secure youth employment and training opportunities shall be submitted and agreed in writing with the local planning authority. The employment scheme shall be implemented in accordance with the approved details”.

Reason: To recruit local apprentices and facilitate access to training and experience opportunities in connection with Shavington High School”

This highlights our strong commitment to employing young people from the local area, whilst offering them a fantastic opportunity to build a career within their chosen industry.

OFFICER COMMENT

Paragraph 32 of the NPPF states:

Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Whilst the comments of the Strategic Highways Manager are noted, taking into account cumulative effects with other developments it remains the view of planning officers in this case that the highway concerns outlined are not “severe” within the terms of the NPPF and that, on balance, this concern would be insufficient to outweigh the benefits in terms of housing land supply which it has been demonstrated would be immediately deliverable. Consequently it is not considered that a highways reason for refusal would be sustainable at Appeal.

It is considered that the Applicant's proposed employment scheme would be a benefit of the scheme. It is noted that the definition of sustainable development within the NPPF includes the economic dimension. The NPPF is supportive of proposals which contribute to economic growth and employment generation and the proposed employment scheme would thus enhance the sustainability credentials of the site and can therefore be afforded some weight in the overall "planning balance". Although it is the view of Planning Officers that it should be afforded only limited weight, it is considered to be appropriate to include the applicant's suggested condition to ensure that if Members are minded, having considered carefully the "planning balance", to approve the scheme, this benefit is secured.

AMENDED RECOMMENDATION

As per the main report plus applicant's suggested additional condition relating to employment scheme.

STRATEGIC PLANNING BOARD UPDATE – 6TH NOVEMBER 2013

APPLICATION NO: 13/0041C

PROPOSAL: Outline application for residential development, comprising 80 homes, including 24 affordable homes to include an area of public open space and children's play area

ADDRESS: LAND OFF MIDDLEWICH ROAD, HOLMES CHAPEL

APPLICANT: Persimmon Homes

Officer Comments

Highway Considerations

Local Ward Councillor, Cllr Gilbert, has raised 2 issues, i) relating to car sharing and ii) in respect of the nearby junction of Chester Road/Middlewich Road.

- i) Cllr Gilbert has stated that *“at present, the neighbouring housing development and particularly Bramhall Drive is plagued by car sharers who meet and leave one or more cars there. If this development goes ahead, the problem is likely to move to it as it is slightly closer to J18 of the M6. This will make life a misery for residents and I therefore propose that provision should be made within the development for a car sharers car park.”*

Whilst car-share parking can be an issue near all motorway junctions, it is not reasonable to expect a developer to mitigate against this problem when the development itself is not causing the issue to begin with. The Council could be petitioned in the future to introduce some parking restrictions within the site to prevent car-sharers parking there, but this would be a separate matter. As such, the requirement to provide parking would not meet the CIL or Conditions Circular 11/95 tests of being reasonable or relevant to the development to be permitted

- ii) *“The nearby junction of Chester Road/Middlewich Road is a problem, particularly at peak periods. Traffic travelling along Chester Road towards Middlewich Road has difficulty turning right and there is rarely enough room for traffic turning left to pass on the nearside of such vehicles. The traffic consequently backs up and Brookfield Drive has become a rat run to avoid this junction. This development will exacerbate the problem, particularly at peak periods, and parents are unlikely to walk their children to either of the primary schools in the Village from so far out. I therefore propose the provision of a roundabout at the junction of Chester Road/Middlewich Road. We imposed a similar requirement for the*

junction of Manor Lane/Station Road/Marsh Lane in connection with the development of the former Fisons site and this has delivered a great improvement.”

The existing capacity of this junction has been recognised. The Strategic Highways Manager has stated that alternative layouts such as traffic signals or a roundabout have been looked at, but the required land-take necessary to ensure HGVs could make all movements would require removal of trees or additional land outside of the applicant's control, besides being expensive.

The congestion problems are not perceived as meriting a change from existing. Even if the junction was improved, some local drivers may still prefer to use Brookfield Drive as it is shorter and probably still quicker. The Strategic Highways Manager has stated that such requirements would not be necessary and reasonable as a result of this proposed development and has concluded this junction would operate within capacity and would not give rise to or exacerbate traffic or highway safety problems.

Drainage & Flooding

The Environment Agency has confirmed that they have no objection to the proposed development subject to conditions that require the submission of a scheme to limit the surface water run-off generated by the proposed development and a scheme to manage the risk of flooding from overland flow. Members will note that these conditions have already been recommended at condition number 9 on Page 167 of the Agenda Reports Pack. Subject to these, the drainage and flooding considerations are acceptable.

Other Issues

Cllr Gilbert has also raised issues regarding the sustainability of the site and the distance to the village Centre. The Council's mapping system shows the nearest part of the site to be approximately 1000m metres away from the Village centre. Cllr Gilbert measures this to be approximately 0.9 miles which is less than 1500 metres. Taking the worst case scenario (i.e. 0.9 miles distance), this would still be siting the 1500 metres distance for most of the amenities and services advised within the former NWRDA Sustainability Toolkit. The site is considered to be reasonable well located in these terms.

The applicant, Persimmon Homes have written a letter confirming that they are eager to deliver this site for housing and that to demonstrate this, they would be prepared to accept a tighter time limit for submission of reserved matters and commencement. Consequently, if Members agree, condition numbers 1 and 2 on page Page 167 of the Agenda Reports Pack will be drafted so that the submission and commencement of development are secured within 3 years of approval of the outline application.

RECOMMENDATION

No change to recommendation.

STRATEGIC PLANNING BOARD – 6th November 2013

UPDATE TO AGENDA

APPLICATION NUMBER: 10/1149W

LOCATION: Hough Mill Quarry, Wybunbury

Restoration and Aftercare (Page 184) – point of clarification.

The existing legal agreement ensures that the nature conservation habitats are appropriately managed for a period of 15 years. Whilst the legal agreement is dated 12 December 2005, the management plan was not submitted by the applicant and signed off by Cheshire County Council until January 2008. Therefore the 15 year management period would run until January 2023.

In view of this the revised recommendation is as follows:

RECOMMENDATION:

That the application be APPROVED subject to the following:

- 1) An appropriate Deed under s106 to continue the management of nature conservation land in accordance with an approved habitats and fisheries management plan for a period until January 2023.**
- 2) Planning conditions covering in particular:**

All the conditions attached to permission 7/P04/0217 unless amended by those below:

Approved plans;

Completion of the restoration works by March 2015;

Establishment of a liaison committee

Implementation of the mitigation identified in the ecological surveys

Protection of breeding birds.

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Application No: 13/3762N

Location: Land to the north of Cheerbrook Road, Willaston

Proposal: Construction of 21 two-storey residential dwellings, new shared access and associated works (resubmission 13/0641N)

Applicant: Wainhomes (North West Ltd)

Expiry Date: 6th December 2013

UPDATE 6th November 2013

OTHER REPRESENTATIONS

Additional letters of objection have been received from 16 local households raising the following points:

- The application site is Green Gap and contrary to Policy NE.4
- The development is out of character
- The access is not adequate and will create a crossroads
- Poor visibility at the site access
- Increased traffic congestion
- Increased flooding
- Impact upon quality of life
- Two houses have already been refused on this site
- The site is not sustainably located
- Pedestrian safety
- Cheerbrook Road is a rat run
- Increased pollution
- Future occupiers would be dependent on use of the private motor car
- Mature trees have been cut down at the entrance to the site
- Danger to pedestrians
- Width of Cheerbrook Road is too narrow
- Sewers are at capacity
- Impact upon wildlife
- Impact upon local primary schools
- There is a lack of public transport
- Loss of village identity
- Over development of the site
- 50 homes are currently for sale in Willaston
- The officers report has been published before the end of the consultation period
- Impact upon privacy
- Cheshire East should purchase the site and it should be used as allotments
- Lack of affordable housing

The full text for all letters of representations can be viewed on the Councils website.

An additional e-mail has been submitted by Cllr Silvester providing a press-release and stating as follows:

Willaston and Rope Ward UKIP Councillor Brian Silvester is calling for an application to be pulled from the Strategic Planning Board agenda on the 6/11/13 because the recommendations on it were made before the closure of the consultation period.

He said," Some of my constituents objected online on the Council website to the proposal to build 21 houses off Cheerbrook Road in Willaston. They were later told that the objections have been lost and they needed to resubmit them by the 4th of November. The recommendation to approve the application came out on the 29/10/13, almost a week BEFORE the consultation period ended. It is obvious that representations received after the 29/10/13 have not been taken into account before the recommendation was made. Unless this application is taken off the agenda it will make an absolute mockery of the consultation process and it is undemocratic because the views of local people clearly have not been taken into account. Cheshire East should be listening carefully to its residents and in this case they certainly have not done so."

OFFICER COMMENTS

The additional representations received do not raise any additional issues and have been considered within the main report.

In response to the points raised by Cllr Silvester the position in this case is that this application is a resubmission of an appeal already awaiting an appeal date. The issues being raised as part of this application are very similar to the previous refusal. At the time of writing this update report the consultation period has now closed and all additional representations are included above for consideration by the Strategic Planning Board prior to the determination of the application.

Due to the outstanding appeal it is necessary to progress this matter quickly, to enable either a withdrawal of the current appeal or the Council to set out a robust appeal decision position. As a consequence of this, it is felt that a prompt decision here is important.

Therefore it is recommended that it is acceptable to continue with this application, safe in the knowledge that any late objections are included in this update report.

RECOMMENDATION

The Officer recommendation on page 255 and 256 of the SPB Agenda remains unchanged

Application No: 13/3025N

Location: Land off Vicarage Road, Haslington

Proposal: The erection of 44 detached/terraced dwellings, parking and amenity space; and the creation of public open space, including appearance, landscaping, layout and scale.

Applicant: Elan Homes/Muller Strategic Ltd

Expiry Date: 16th October 2013

UPDATE 6th November 2013

PARISH COUNCIL COMMENTS

Haslington Parish Council: Haslington Parish Council raised specific objections to the previous plan and layout relating to pepper potting and the requirement for alleyways to access rear gardens. The revised application now provides a mix of market and affordable housing over the site; all but one alleyway has been removed.

The application still does not address the issues of parking provision for existing residents on Cartwright Road where off road parking is restricted and therefore is likely to result in access problems for construction vehicles and services vehicles in the future.

OFFICER COMMENTS

The 'alleyway' referred to within the Parish Council comments would serve the rear of plot 17 only and this would create an L shaped rear garden as opposed to an alleyway.

The issue of parking on Cartwright Road is dealt with in the main report.

RECOMMENDATION

The Officer recommendation on page 272 and 273 of the SPB Agenda remains unchanged

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STRATEGIC PLANNING BOARD – 6TH NOVEMBER 2013

UPDATE TO AGENDA

APPLICATION NO: 13/2406M – Reserved Matters Application

LOCATION: FORMER KAY METZELER LTD, WELLINGTON ROAD, BOLLINGTON, SK10 5JJ

UPDATE PREPARED 04 November 2013

OFFICER APPRAISAL

Issues raised by the Town Council and one of the neighbours with regard to works having commenced, prior to the discharge of conditions and the determination of the Reserved Matters application, has been considered by Officers and the Legal team. The various matters have also been discussed at length with the developer – Bellway Homes.

Bellway Homes have ceased all site clearance works on site. Officers have discussed what matters are outstanding to discharge the conditions attached to the Reserved Matters application, certain information has been submitted, which is being considered by officers and the Environment Agency. Bellway Homes are cooperating with this process and have agreed to provide any additional information required by Officers.

A revised application form and description of development has been submitted, which declares the application to be retrospective and acknowledges that works commenced on site in June 2013. This application can therefore be considered by the Strategic Planning Board as presented.

The Contaminated Land Officer has continuously monitored the site and has raised no concerns about the works, which have taken place, and has confirmed that no contaminants have been found to be present.

Further negotiations have taken place between Officers and the Developer with regard to finalising the streetscape palette.

Bellway are happy to accept the materials as suggested, however, they would welcome some flexibility in terms of manufacturer; whilst further research is undertaken. Bellway Homes are happy to commit to Charcon, or similar approved material. It has been confirmed previously that Bellway Homes are happy to utilise the "Bollington Sets" subject to quality and quantity.

It has been alleged that the original mill wheel has been uncovered as part of the site clearance works.

The County Archaeological Officer would have wished to secure the archaeological recording of significant elements of the mill complex (wheel pit, leat, engine houses) by means of a developer-funded watching brief secured by condition. It would appear possible (on the basis of the photos, which have been submitted) that these elements have been destroyed during preparatory groundworks. Fortunately, a local amateur archaeologist appears to have secured access to the site on his own initiative and to have recorded some, or all of the important features.

In the circumstances, this recording is very helpful but the normal recommendation is for any work to result in the deposition of a report with the Cheshire Historic Environment Record and it would be very helpful if this could be achieved in this instance, even if there has been no developer-funded fieldwork.

There is an opportunity to ensure that interpretation of the former mill site is provided following re-development. The Archaeology Planning Advisory Service would be happy to support this proposal which is, it should be noted, fully in accordance with the guidance contained in the National Planning Policy Framework, with specific reference to Paragraph 141 in Section 12 (Conserving and enhancing the historic environment).

It is noted that the S106 works referred to in the main agenda report refer to the works which were proposed as recommended by officers under application 11/4501M (in the outline report) and not those actually secured by the Council. For clarity, the S106 contributions as agreed by SPB under the Outline application are as follows: -

- 15% affordable housing
- Transfer of the public space on site to a Local Residents Management Company for management and maintenance in perpetuity
- £4 000 for Local Traffic Regulation Orders
- Improvements to Bollington Recreation Ground bowling club hut - £30 000
- Repairs to an arch on the Middlewood Way (viaduct), and maintenance strategy and watching brief regarding works to the viaduct phased over a number of years (to provide access to Adlington Road play area) - £30 000 (subject to final clarification from CE's Project Management Team)
- Bollington Youth Cross Project £55 000
- MUGA £45 000
- Civic Hall £65 000
- The Arts Centre £45 000

CONCLUSION

The recommendation of approval remains, subject to conditions and a Section 106 Agreement.