

Application No: 13/4002N

Location: SOUTH CHESHIRE COLLEGE, DANE BANK AVENUE, CREWE, CHESHIRE, CW2 8AB

Proposal: The erection of 50 dwellings, associated access, parking and public open space on land at South cheshire college, Crewe. (Reserved Matters)

Applicant: Scott McKimmie, Redrow Homes NW

Expiry Date: 23-Dec-2013

SUMMARY RECOMMENDATION

Approve subject to conditions.

MAIN ISSUES

Access

Design and Layout

Trees and Landscape

Affordable Housing

Amenity

Other matters

1. SITE DESCRIPTION

The site extends to approximately 1.55ha and is located on the former site of the South Cheshire College. The site is vacant and comprises a mixture of hardstanding hardcore and a small area of green space. The site was formally occupied by buildings and surface car park for the college, which fronts onto Dane Bank Avenue.

2. DETAILS OF PROPOSAL

In July 2007 South Cheshire College submitted two planning applications to Crewe & Nantwich Borough Council proposing the following:

- Demolition of existing campus and buildings and erection of replacement College (Ref: P07/1053).
- Outline application for the erection of up to 91 dwellings (Ref: P07/1054) on part of the College land that would become surplus to requirements following redevelopment of the College campus.

On 18 October 2007 Crewe and Nantwich Borough Council granted full permission for the erection of the replacement College and resolved to grant outline consent, subject to the completion of a Section 106 Agreement, for the residential proposals. The Section 106 Agreement related to the provision of public open space (either on or off-site) and 35% affordable housing, to be provided on site.

Construction of the new College campus took place between 2009 and 2011 and work completed in June 2011. Following the opening of the new campus building and partly due to increased student and staff numbers at the College, problems arose in relation to the adequacy of car parking on the site and a series of complaints were made by local residents within the vicinity of the College about on-street car parking. These complaints were supported by Borough Councillors and a decision was taken in autumn 2011 to investigate the potential to allocate part of the residential land for use as additional car parking to alleviate the problems.

In May 2012 the College received planning permission on part of the land with a resolution to grant consent for residential development for the construction of an extension to the existing College car park (Ref: 12/1030N). The permission, which has now been implemented by the College, was for the construction of a 101 space car park and is subject to a condition limiting the permission until May 2017. The car park extension occupies 0.27 hectares of land, and therefore reduced the land with a resolution to grant consent for residential development from 1.82 hectares to 1.55 hectares.

Members may recall that earlier this year Southern Planning Committee considered a report relating two amendments to be made to the planning application for residential development to allow the College to proceed with the sale of their land for residential development.

These were, firstly, to amend the application site boundary to take account of the recent grant of planning permission for the temporary car park on part of the land concerned, so that it relates to only that which is available to be built out for residential purposes. Secondly, revise the resolution in relation to the provision of affordable housing on the site to take into account viability issues.

Following the resolution by Southern Planning to approve these two amendments, the Section 106 agreement was completed and outline planning permission for up to 91 units was approved on 19th September 2013

This application seeks reserved matters approval for 50 dwellings on the site comprising mix of sizes which covers a wide market demand from approx. 700-1380 Sqft. In addition 810m² of equipped public open space is to be located on site.

2. RELEVANT PLANNING HISTORY

P07/1054 Outline planning permission for up to 91 dwellings – Approved 19th September 2013

3. PLANNING POLICIES

National Policy

National Planning Policy Framework

Local Plan Policy

BE.1 (Amenity)

BE2 (Design)

BE.3 (Access and Parking)

4. OBSERVATIONS OF CONSULTEES

Sustrans

Note the application for reserved matters for the site off Dane Bank Avenue, Crewe, ref 13/4002N. Comments are as follows:

- Would like to see a shared foot/cycle access from the site, away from traffic, onto Dane Bank Avenue for convenience, and improved access to local facilities.
- A site of this size should make a contribution to improving the local pedestrian/cycle network in this part of Crewe, in an attempt to encourage more walking/cycling.
- Would like to see travel planning set up for the site with targets and regular monitoring.

Public Rights of Way

Proposed developments may present an opportunity to improve walking and cycling facilities in the area for both travel and leisure purposes. The aim to improve such facilities is stated within the policies of the Cheshire East Rights of Way Improvement Plan (ROWIP) 2011-2026 and Cheshire East Local Transport Plan (LTP) 2011-2026.

The legal status and future maintenance of the proposed pedestrian footpath linking to Dane Bank Avenue, which would enhance the permeability of the site for non-motorised users, would need the agreement of the Council as Highway Authority.

The developer should be tasked to provide new residents with information about local walking and cycling routes for both leisure and travel purposes.

Highways

- The layout is acceptable, other than that I have concerns over the proximity of the driveway to Plot 25 to the driveway from the college. With the layout shown drivers will have to reverse either in or out. I do not consider this to be acceptable on grounds of road safety.
- By relocating the house footprint northwards a turning head could be located to the front of the property, obviating any reversing manoeuvres.
- At present, the northern and southern limits of the cul-de-sac are, I understand, intended to be unadopted. Regardless of whether these lengths are to be adopted, I

consider a more formal turning facility at the end of the southern cul-de-sac would be advantageous. This, however, is a suggestion not a requirement.

United Utilities

No objection to the proposal provided that the following conditions are met: -

- In accordance with Technical Guidance for National Planning Policy Framework (NPPF), surface water should not be allowed to discharge to foul/combined sewer as stated in the planning application. This prevents foul flooding and pollution of the environment.
- This site must be drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to the soakaway/watercourse/surface water sewer and may require the consent of the Local Authority. If surface water is allowed to be discharged to the public surface water sewerage system we may require the flow to be attenuated to a maximum discharge rate determined by United Utilities.

Environmental Health

- The hours of demolition / construction works taking place during the development (and associated deliveries to the site) shall be restricted to:
 - Monday – Friday 08:00 to 18:00 hrs
 - Saturday 09:00 to 14:00 hrs
 - Sundays and Public Holidays Nil
- All Piling operations shall be undertaken using best practicable means to reduce the impact of noise and vibration on neighbouring sensitive properties. All piling operations shall be restricted to:
 - Monday – Friday 09:00 – 17:30 hrs
 - Saturday 09:00 – 13:00 hrs
 - Sunday and Public Holidays Nil
- In addition to the above, prior to the commencement of development the applicant shall submit a method statement, to be approved by the Local Planning Authority. The piling work shall be undertaken in accordance with the approved method statement:
- The method statement shall include the following details:
 - Details of the method of piling
 - Days / hours of work
 - Duration of the pile driving operations (expected starting date and completion date)
 - Prior notification to the occupiers of potentially affected properties
 - Details of the responsible person (e.g. site manager / office) who could be contacted in the event of complaint

- A Travel Plan shall be developed for the site with the aim of promoting alternative / low carbon transport options. This might include the provision of Electric Vehicle infrastructure on the residential properties. The plan shall be agreed with the LPA prior to the first occupation / use coming into effect and shall include suitable and measurable targets with the aim to reduce transport related emissions. The plan shall be implemented and enforced throughout the use, reviewed every 5 years and a report provided to the LPA annually on achievements against the agreed targets
- Prior to its installation details of the location, height, design, and luminance of any proposed lighting shall be submitted to and approved in writing by the Local Planning Authority. The details shall ensure the lighting is designed to minimise the potential loss of amenity caused by light spillage onto adjoining properties. The lighting shall thereafter be installed and operated in accordance with the approved details.
- No development shall take place until a scheme to minimise dust emissions arising from demolition / construction activities on the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of all dust suppression measures and the methods to monitor emissions of dust arising from the development. The demolition / construction phase shall be implemented in accordance with the approved scheme, with the approved dust suppression measures being maintained in a fully functional condition for the duration of the demolition / construction phase.
- The Contaminated Land team has no objection to the above application subject to the following comments with regard to contaminated land:
 - The application area has a history of farming use and therefore the land may be contaminated.
 - This site is within 250m of a known landfill site or area of ground that has the potential to create gas.
 - The application is for new residential properties which are a sensitive end use and could be affected by any contamination present.
 - The application area is located adjacent to a sewage works which has the potential to affect the subject site.
 - Recommend standard contaminated land conditions

5. VIEWS OF THE PARISH / TOWN COUNCIL

No comments received at the time of report preparation.

6. OTHER REPRESENTATIONS

Representations have been received from neighbouring residents making the following points:

Principle

- Generally support the application
- There are sufficient houses around here for sale as it is. We do not need anymore.

- The whole area will change as any further buildings will impact on lives, safety and well being.

Disturbance During Construction

- Concerned about the effects on the local residents while it takes place. Remembering only too vividly the prolonged disruption and misery of the recent re-development of South Cheshire college
- Bitter experience of the recent redevelopment of South Cheshire College fresh in mind and additionally the fact that the proposed development is bordered on three sides by mature residential area's
- BAM Construction and the council ignored when construction the college, is the inadequate access that is the portion of Somerville St from Nantwich Rd. These constructors also failed to make provision for their employees to park their cars and so aggravated the situation as to congestion so caused by inconsiderate contractors. Various residents also expressed concern at the damage being caused by the amount of HGV traffic along the narrow part of Somerville St.
- The new college was constructed by BAM Construction, who published that they were considerate contractors, this was not the case, and council employers who job it was to enforce BAM to comply with the contract with the council to abide by the councils terms and conditions for construction, failed to safeguard local residents from inconsiderate actions. This must not be allowed to happen again.
- Request that the Planning Committee impose the most stringent Construction Management Plan requirements upon the developers.
- This plan must be specific ref the parking of contractors/ sub contractors vehicles in the surrounding streets, the parking of HGVs whilst waiting to unload, general cleanliness of the access streets, defined hours of work/ avoidance of anti-social hours.
- These requirements to cover not only onsite activities e.g. hours of work, dust and unnecessary noise. But also to cover offsite issues such as a total ban on HGV's delivering to site waiting in any of the surrounding streets, a ban on contractors/sub contractors parking in the surrounding streets, roads to be regularly swept clean and an approved/agreed access route for HGV's as there are also seven schools plus the college in this area.
- Urge strict site regulations be imposed to include NO parking of contactors vehicles in the surrounding streets and NO waiting/parking of HGV and delivery vehicles in the surrounding streets.
- The main points the developers should abide by are, 'no HGV's on site or side streets before 8.00 a.m., 9.00 a.m. Saturdays. Work to finish by 6.00 p.m., 1.00 p.m. Saturdays. No Sunday working. No noise before 8.00 a.m., 9.00a.m. Saturday. Keep the area clean, road sweepers etc.
- A temporary site entrance should be made either onto the existing college road or direct onto Dane Bank Ave. This would alleviate all problems of access via Somerville St and Lunt Ave/Ruskin Rd. This was suggested for the college rebuild but did not happen because of inconsiderate contractors, inept college management and no common sense from council

Parking / Congestion

- Request that a clear access route is defined and communicated to all people requiring access to the site to avoid the congestion experienced during the college development.
- There are enough parking problems with the collage without 50 homes being built Residents have had cars parked across their own drives and had to call the police and that's before 50 new homes two bed homes with one parking space or three with two parking spaces
- Everybody gets a car and they then park on Dane Bank Ave or Somerville
- The homes and access are fine its just parking which causes concern
- There is not sufficient parking for students at the college to start with without taking vital parking away from the students.
- This would cause complete chaos in the area as the students as before will park all along Somerville St, Kingsway, Lunt Avenue.
- This is a very busy area and is already over parked. The emergency services use this route to get to incidents in the area.
- It is a main route for children to go to school and is already dangerous .
- Young people drive from college like it's a race track as it is and if there are more children it won't take long before someone is killed.

Amenity / Layout

- Request reconsidering the size and location of plot 1,2,49 & 50 to achieve a more welcoming entrance and exit.
- Concerned about plots 49 & 50 on the grounds of outlook and loss of privacy
- No objection to the vehicular access via Norbreck Avenue
- The design statement chose not to use any examples of properties in Norbreck Avenue or similar properties in the "Context - Surrounding Area" section which should have been the principle reference as 45 of the proposed dwellings are accessed via Norbreck Avenue / Somerville Street, and not by the other roads highlighted in the document as representative of the area.
- This application has compromised the residential amenity to get in as many dwelling units on the reduced area of the original site as possible. The proposed arrangements at the Norbreck Avenue entrance have been impacted the most and the applicant should reconsider the positioning and the size of Plots 1,2,49 and 50 to achieve a more welcoming entrance and exit to the development.
- Emphasis has been placed on amenity value of boundary design / materials overlooking South Cheshire College from the site but only general statements have been made about quality of materials and design on the access road in to the development from Norbreck Avenue.
- There should be changes to the plan to include an appropriate cohesive and consistent design along the lines of the high walls with render panels and high railings along Norbreck Avenue as proposed elsewhere on the development.
- Plot 1 (Stratford) should be pushed back to match the remainder of building line to Norbreck Avenue (No's 1,3,5 & 7) and give a much less congested look to the main entrance into the development.
- Plot 2 (Cambridge) would benefit from being pushed back on the site to match the remainder of the buildings on Norbreck Avenue.

- Plot 50 (Cambridge - with rendered front). The proposed rendered front elevation is not in context with the rest of Norbreck Avenue which are of red brick, as would have been clear in the application if the context had been properly described within the application. It would be preferable to have a more cohesive style to this highly visible property.
- Pushing back Plot 1 (Stratford) would improve sight lines and safety. There will be a lot of cars using this development, all passing this point in an out.
- Plot 2 (Cambridge) would benefit from being pushed back on the site to match the remainder of the buildings on Norbreck Avenue. The drive is dangerously close to a blind corner as a result of the current planned forward positioning.
- The outline of 41 Vine Tree Ave is not correct. Also there are trees on the adjacent property (39) that are not shown on the submitted plans.

Cycle / Pedestrian Link

- Strongly object to the request for a pedestrian/cycle route connecting Somerville street to Dane Bank Avenue.
- All the benefits created by the various alley gates in the local area would be wiped out by the creation of such a path.
- Object to the submission made by SUSTRANS, it is blinkered and probably goes against most sensible security considerations!
- 10s maybe 100s of thousands £'s have been spent in this area on alley gates in recent years in the name of security. There is no sensible reason to impose this submission and hence vulnerability onto this development/residential area.
- This site has not been an accessible through route for some 2½ years and doubt that there have been complaints.
- What does exist during daylight/term time is a route through the SCC property which does seem to be the accepted norm by all parties
- Path must be considered a risk to security and would create a 'ratrun' which would presumably be difficult to police .

Schools / infrastructure

- There are not sufficient schools with vacant places as they are already full .
- There is no play area for the children who live around here and even more would make the area more dangerous as it is already.

7. APPLICANT'S SUPPORTING INFORMATION:

- None submitted

8. OFFICER APPRAISAL

Main Issues

Given that the principle of development has been established by the granting of outline planning permission this application does not represent an opportunity to re-examine the appropriateness of the site for residential development.

The key issues in question in this application, therefore, are the acceptability of the access, appearance, landscaping, layout and scale of the buildings, particularly in respect of residential amenity, their relationship to retained trees and the surrounding area.

Access

The proposal involves the formation of the main access to the site from the end of the existing Norbreck Avenue cul-de-sac.

Residents have raised various traffic and highway safety issues including implications on the wider network, traffic generation, speed of vehicles, congestion and parking on surrounding streets. Whilst these concerns are noted, given that the principle of the development has been approved, the impact on the wider area cannot be re-examined at this stage given their approval on the outline application.

Therefore, the only issue in terms of access, which is under consideration in this application, is the internal site layout and parking provision within the scheme.

On entering the site, the main spine road turns 90 degrees to the south for a short distance, before turning 90 degrees to the west to form a T junction with 2 private drives serving properties to each side. The proposal utilises Manual for Streets features such as squares with contrasting surfacing materials

The Strategic Highways Manager has been consulted on the proposals and commented that the layout is acceptable, with the exception of the proximity of the driveway to Plot 25 to the driveway from the college. With the layout shown drivers will have to reverse either in or out. This is not considered to be acceptable on grounds of road safety and an amendment has been requested from the developer. A further update on this issue will be provided to Members in due course.

Design and Layout

The Urban Design Officer has commented that proposal should be informed by its context. The college building, which is an innovative design, sets a positive context for the site, and the design should relate to it and feed off it, rather than watering it down. This need not necessarily be in terms of the architectural form of the houses, but it is considered to be important that the layout relates well to the college campus.

The layout which you have submitted for consideration “turns its back” on the college campus and fails to achieve this positive relationship. This is a departure from the principles which were set out at the outline stage in the Design and Access Statement. It would also raise concerns about the treatment of this boundary.

A 2m rear boundary brick wall or timber fence along the whole length of the college driveway would create a harsh and inactive frontage in this prominent location alongside the well trafficked main entrance to the college. If a hedge is provided, this would take time to establish and would not, certainly in the short term, provide the desired level of privacy to back gardens. This would lead to home-owners replacing sections with their own fences / walls, which would create mix of boundary treatments along the driveway, which would be

equally undesirable in visual terms. A low or open boundary treatment would create undesirable views from the college drive of domestic paraphernalia on rear gardens and would create privacy issues for future residents. This would lead to pressure to erect screen fences and walls, which if undertaken in a piecemeal way would have an adverse visual impact when viewed from the college drive. Although permitted development rights for such works could be removed, in view of the issues outlined above, applications would be difficult to resist.

Whilst it is acknowledged that the site is accessed from Norbreck Avenue, and there is no access permitted from the college grounds to the housings, site, the houses could be arranged to front onto the driveway, with pedestrian access and small garden areas to the front, and a low wall / open railing on the boundary with the college to prevent access to the campus and parking to the rear.

These concerns have been brought to the attention of the developer during pre-application discussions. However, they have made it clear that they consider that a layout with properties fronting on to the college drive would be unworkable and unsalable. Furthermore, a low boundary of this nature would generate security concerns for the college outside opening hours. Therefore, the developer is not prepared to amend the overall layout of the scheme.

However, they have given careful consideration, to creating a high quality boundary treatment to the college driveway. This comprises a 1.2m high rendered wall with a 600mm railing on top. The wall would be broken up with full-height brick pillars. Landscape planting would then take place in front of the wall along the college drive to soften the impact. Whilst not as desirable in urban design terms as development fronting onto the college drive, if the development is to “turn its back” on the campus, this overall approach is considered to be the best way in which to minimise the impact of the rear boundaries on this important public entrance to the site.

In terms of detail there remains some concern that the solid part of the wall is only 1.2m high. This means that visitors to the college along will be able to see all the domestic paraphernalia in back gardens. It is therefore considered that the railings should start above eye level, to create a 1700mm wall, with a 300mm railing on top. There is also concern about the white rendered panels and whether this might encourage graffiti. A contrasting brick might be better. The developer has been asked to review these issues and to look at bricks and materials used on the college building to tie the two features together. A further update will be provided on this matter.

Therefore, whilst the Urban Design Officers concerns are noted, there is also some sympathy with the realities and practicalities of the situation and the position of the developer and the college, and, on balance, subject to the implementation of the proposed boundary treatment as described above, including the suggested amendments, it is not considered that a refusal on design grounds could be sustained in this case.

As originally submitted, there were a number of concerns in respect of other aspects of the boundary treatments. These were as follows:

- Plot 2 Wall on plot should be continued to replace fence to roadside.
- Plot 19 Fence adjoining road should be replaced by wall.

- Plot 25 Fence to side / front should be replaced with wall to match adjoining length.
- No information is provided for the boundary treatment to the north of the site where this adjoins the retained college grounds.

These have been addressed through additional submissions, and the Landscape officer is now satisfied that the other proposed boundary treatments are acceptable.

With regard to other aspects of the layout, positive elements such as the Manual for Streets approach, frontage development to Dane Bank Avenue, and well-overlooked streets and public open space, aiding natural surveillance. The public open space has been located where it will aid the retention and protection of the trees within the site.

There is some concern, however, that the two blocks of Mews properties have very car dominated frontages, with cars parked in front of living room windows and no space for landscape. Also cars would be parked in front of the windows of neighbouring properties. One of the blocks of car dominated frontage forms the focal point at the end of the street as the visitor enters the development.

The developer has therefore been asked to consider splitting these blocks into 2 pairs of semi-detached houses, and then swapping one of the pairs with a detached in the same row, thereby spreading the parking spaces out and creating more space for landscaping. A further update will also be provided on this matter.

To turn to the elevational detail of the scheme, the surrounding development comprises a mixture of traditional terraces, inter-war-semis, to the north and east of the site and more modern detached bungalows and houses to the south.

The proposed properties are traditional gabled and pitched roofed dwellings which incorporate many features such as canopy porches and window head details render elements and hanging tiles, which add visual interest and can be found on existing properties in the vicinity, including the college building itself. It is therefore considered that the proposed dwellings would be appropriate for the site and in keeping with the character of the surroundings.

In terms of materials the developer has proposed a mixture of yellow and red facing bricks with red feature bricks. The proposed yellow bricks are not in keeping with this area, which borders the traditional red-brick Victorian terraced streets of Crewe. Therefore conditions will be imposed requiring a different red brick to be submitted, and the use of a blue feature brick on some properties which will also help to assimilate the development with its surroundings.

Roofing materials proposed are a combination of red and slate grey tiles. It is not considered that the red tiles are appropriate or in keeping with the character of the area and therefore a condition will be imposed requiring the use of slate grey on all properties.

Landscape

The Landscape Officer has examined the proposal and commented that the Landscape Structure plan shows tree planting and provides a schedule of planting material but does not detail the proposed planting on individual plots. The general planting design principles appear

reasonable but a detailed plan will be required. The layout indicates a proposed adventure play area in TPO tree area.

Forestry

There are a significant number of trees on and adjacent to the site, including Oak trees protected by the Crewe and Nantwich Borough Council (Former Grounds Maintenance Depot, Dane Bank Avenue, Crewe) TPO 2003 in the south east corner of the site.

The submission is supported by an Arboricultural Impact Statement (AIS) and Method Statement dated June 2013. The reports states that it should be read in conjunction with Tree protection plan 447.02 and initial pre-development tree survey dated May 2013 (ref.MG/4471/TreeSurvey Report). The report also refers to Redrow layout plan 1122-02-02-001 Rev D.

The AIS indicates that the development as proposed would result in the loss of nine individual trees, (one grade A, one B and one C), together with five groups of trees, (two Grade B and three Grade C). One individual tree and one group of trees would be removed due to condition. In addition pruning works are recommended for five individual trees and a Leyland Cypress hedge on neighbouring land and the need for special working methodology is identified in respect of five trees including three subject to TPO protection.

The proposal, as originally submitted raised the following forestry Issues:

- The layout under consideration was Redrow 1122-02-02-001 Rev G and therefore the tree information could be viewed as out of date.
- The layout would result in the removal of grade A and B trees. However a good design should retain such trees wherever possible.
- The gardens and rear elevation of plot 3 (and to a lesser extent plot 4) would be dominated by the overhanging crown of an Ash tree on neighbouring land. Greater separation was recommended.
- The social proximity between plot 20 and adjoining TPO trees was considered to be poor and greater separation needed to be secured. As originally proposed, the risk of future pressure to prune or even fell the trees was high.
- Taking into account levels in the vicinity, it was considered that the proposed driveway to plots 19 and 20 in the root protection area of TPO trees was likely to result in harm to the trees.
- The AIS did not consider the proposed impacts of providing an adventure play area within the area of TPO trees.
- It was considered that the routing of drainage through the area of TPO trees would be likely to result in significant harm and that the route needed to be reconsidered.

Overall as originally submitted, the Council Landscape Officer was of the view that the layout was unsympathetic to trees of amenity value and could result in harm to TPO trees. These concerns were brought to the attention of the developer and additional information and a revised layout plan were submitted.

The Arboricultural Impact Assessment has been updated to include a reference to the latest layout plan rev H but other parts of the report have not been updated according. The AIS still

does not cover drainage issues. General tree loss is still a concern. If losses are unavoidable, this adds weight to successful protection and retention of remaining trees.

Plots 3 – 6 moved have been moved to improve separation from trees. This is better but the Ash tree will still be dominant on plots 3 and 6. There has also been an amendment on plots 19 and 20 and the driveway is better. However, it is still considered that plot 20 in particular will be dominated by trees.

The play area has been relocated which is better for trees. However, without specific information on a revised drainage route the Landscape Officer still does not have confidence that the protected trees would be unharmed.

The developer has been made aware of these continued concerns and a response was awaited at the time of report preparation and a further update will be provided to Members prior to their meeting.

Amenity

The site is bounded by existing residential development in Norbreck Avenue, and Somerville Street to the west and Vine Tree Avenue and Dane Bank Avenue to the south. It is generally regarded that minimum distances of 21m should be maintained between principal elevations and 13m between a principal elevation and a flank elevation in order to provide adequate standards of amenity for existing and proposed dwellings

Distances in excess of 21m will be achieved between the front of the proposed dwellings on plots 21 to 25 and the existing properties on the opposite side of Dane Bank Avenue, as well as between the rear of plots 9, 10, 18 to 20 and the rear of the dwellings in Vine Tree Avenue. 13.7m will be achieved between the gable of the proposed dwelling on plot 8 and the rear of 32 Vine Tree Avenue., The recommended distance of 21m will be considerably exceeded between the rear of the dwellings on plots 3 to 8 and the rear of the properties on Somerville Street, which will stand over 40m away.

To turn to the standard of amenity within the site, the scheme achieves the recommended 21m between principal windows, and 13m between principal elevations in the majority of cases. There are 2 instances where, separation distances between front elevations are reduced to approximately 12m, for example between the front of plot 26 and plot 15. However, Government advice indicates that local planning authorities should have regard to the need to make effective and efficient use of land in the consideration of planning applications, and if the minimum standards were to be achieved, it would not be possible to accommodate within the site the density of development which is currently proposed. This would in turn increase pressure to develop further Greenfield sites in order to meet the Borough's housing land supply requirements. Furthermore, modern urban design principles based on Manual for Streets, encourage the tightly defined streets and spaces. It must also be considered that the fronts of properties are susceptible to overlooking from the public realm in any event and therefore separation is not as critical as it would be to the rear.

All of the proposed dwellings benefit from the required 50sqm of private amenity space. Therefore it is considered that the proposal complies with local plan Policy BE1 (Amenity).

Open Space

According to Policy RT3, new housing development with more than 20 dwellings will be expected provide 15 sqm of shared open space is provided per dwelling, along with 20 sqm of shared children's play space per dwelling.

According to the design and access statement the open space requirement for the proposed development is an area of 1750m². 810m² of equipped public open space is to be located on site which amounts to 46% of the total requirement. A commuted sum will be provided to council in lieu of the remaining short fall of 54%. This is in accordance with the terms of the Section 106 Agreement attached to the outline consent.

The P.O.S area is located in and around the protected trees to the southern parcel of the site. This allows the retained trees to become an integral part of the estate. The P.O.S benefits from natural surveillance by direct over-looking from the frontage of five dwellings.

The area will be equipped with Ludus Adventure trail systems timber play equipment which is designed to test and encourage physical and mental skills, confidence and interaction. The timber uprights are construction grade 115mm x 115mm laminated European redwood which are less prone to splitting than traditional timbers; they are sourced from sustainable managed forests and are FSG certificated. The views of the Council's open space officer, with regard to the suitability of this equipment were awaited at the time of report preparation and a further update will be provided in due course.

Pedestrian and Cycle Provision

The perimeter of the open space is framed with a pedestrian footpath that links the estate with Dane Bank Avenue. The Council's Rights of Way Officer and Sustrans have supported this proposal

It is normally considered to be desirable and good practice to provide and improve pedestrian and cycle connectivity through development sites to encourage the use of sustainable modes of travel by providing more direct routes to destinations such as the town centre. However, in this case, there are good quality alternative cycle and pedestrian links to the town centre. Given the small size of the site, it is not considered that the failure to provide a through-route would result in residents of the site being discouraged from walking or cycling to the town centre particularly, as the town centre lies to the north and the link would provide access to the south. However, it would provide improved linkages towards the town for existing residents in Dane Bank Avenue and the residential area to the south of the site, although, as objectors have pointed out, this route does not exist at present.

Therefore, if Members share the concerns of local residents, it is open to them to impose a condition to prevent the provision of a pedestrian and cycle link from the site to Dane Bank Avenue. Alternatively, if they share the view of Sustrans and the Rights of Way Officer, a condition could be imposed requiring the provision of the link.

Other matters

Environmental Health have requested a number of conditions relating to contaminated land, lighting and travel plan. However, these issues were also considered by Crewe and Nantwich

Borough Council planning committee at the outline stage, which imposed the conditions that they found to be necessary. It would be unreasonable to add further conditions of this nature at the reserved matters stage.

Similarly, United Utilities has requested a number of conditions in respect of drainage. However, the matter of drainage was considered by the Council as part of the outline application and any necessary conditions were imposed at that stage.

Environmental Health, have also requested, along with local residents, conditions to control hours of construction, dust emissions and require the submission of a Construction Management Plan. As with the other issues matters above, such conditions should not normally be imposed at the reserved matters stages as they should have been considered as part of the principle of development. However, in this particular case, the resolution to grant outline consent was given over 5 years ago, and at the time the exact layout of the development, and it's close relationship with existing properties was not known. Furthermore, in the intervening period the college campus has been redeveloped which has limited the opportunities for alternative points of access and also generated a number of amenity issues for local residents. Therefore, in the light of this experience, and the detail of the residential scheme which has now emerged, in this case, it is considered to be reasonable to add a hours of working, dust mitigation and Construction Management Plan conditions to the reserved matters approval.

9. CONCLUSIONS

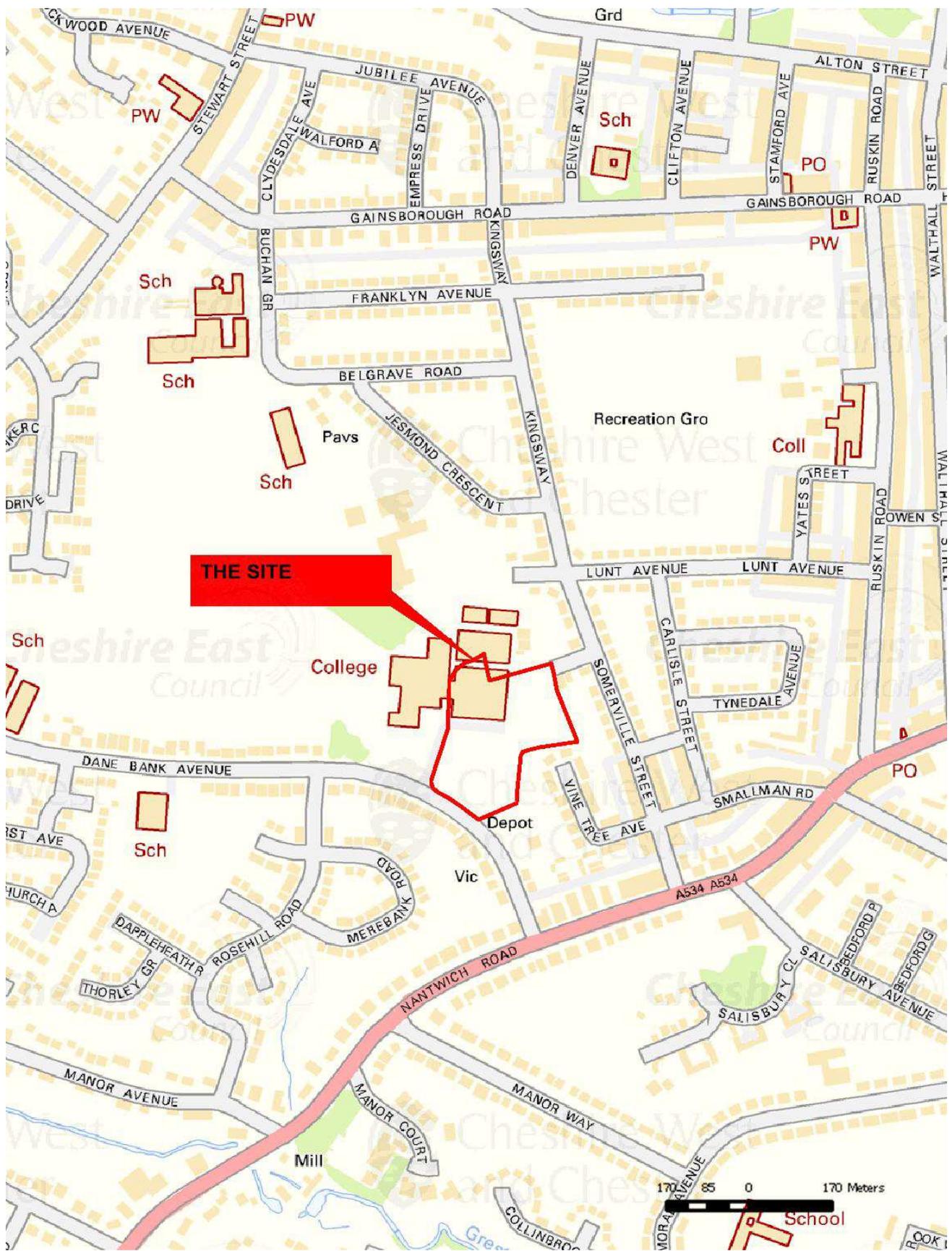
Subject to the receipt of the amended plans and additional supporting information referred to above, for the reasons given above, and having due regard to all other material considerations it is considered that the proposed development complies with the relevant local plan policies and accordingly it is recommended for approval subject to the standard conditions relating to approved plans, materials, boundary treatment and landscaping.

10. RECOMMENDATIONS

APPROVE Subject to the following Conditions:

- 1. Standard**
- 2. Approved plans**
- 3. Materials to be slate grey roofs, red facing brick with red / blue feature brick – details & samples to be submitted**
- 4. Landscaping to be submitted**
- 5. Landscape implementation**
- 6. Submisison, approval and implementation of Construction Management plan**
- 7. The hours of construction works (and associated deliveries to the site) shall be restricted to: Monday – Friday 08:00 to 18:00 hrs Saturday 09:00 to 14:00 hrs Sundays and Public Holidays Nil**
- 8. Piling operations restricted to: Monday – Friday 09:00 – 17:30 hrs Saturday 09:00 – 13:00 hrs Sunday and Public Holidays Nil**

- 9. Submisison, approval and implementation of piling method statement**
- 10. Submisison, approval and implementation of scheme to minimise dust from construction**



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