

SOUTHERN PLANNING COMMITTEE – 1st March 2017

UPDATE TO AGENDA

APPLICATION NO.

16/6028N

LOCATION

LAND WEST OF NEW ROAD, WRENBURY

UPDATE PREPARED

Highway comments

- Site description and current application proposal

The site is undeveloped and in agricultural use with little traffic movement associated with it. It is on the western fringes of Wrenbury approximately 500m west of the centre of the village.

The site is bound by open countryside to the south and west, New Rd to the east, and existing and approved residential units (14/5615N) to the north.

New Rd is rural and unclassified and for the most part is subject to a 60mph speed limit. Outside the site the speed limit reduces to 30mph for a 250m approach to its junction with Nantwich Rd.

The proposal is for 46 dwellings with all matters reserved except for access. The development would be served by a new access off New Rd.

- Sustainable access

The majority of Wrenbury is within an acceptable walking distance according to those distances set out in IHT guidance. This includes the amenities and services the village has to offer such as the school, medical centre, sports ground and social club, Post Office, Church, and Village Hall. Although this is the case, these distances can only be considered relevant if suitable pedestrian infrastructure to these destinations is available. To enable this, a new pedestrian footway has been proposed along New Rd from the site access and northwards to Cholmondeley Rd.

This pedestrian footway would provide access to the local destinations and bus stops, and assist with the sustainability of the site.

New Rd and the main road through Wrenbury are also part of the National Cycle Route.

- Safe and suitable access

The site access has been proposed to have a width of 5.5m with radii of 6m, and 2m footways. These are to CEC standards and will allow for safe movement of vehicles.

Approximately 240m of footway has been proposed. For the first 35m from the site access the footway will have a standard width of 2m; for the next 160m it will have a reduced width of 1.2m; and for the remaining 40m it will have a width of 2m.

A 7 day traffic survey has been carried out on New Rd to determine the design speed of the road. This has shown the design speed to be less than 40mph in both directions and visibility splays of 73m to the right and of 100m to the left, on exiting onto New Rd, are sufficient to accommodate these speeds. The visibility splay to the south avoids the mature tree but the hedge, and possibly some of the low lying ivy growth, will have to be trimmed to accommodate it.

Traffic surveys have shown the existing two-way vehicle movements on New Rd to be 35 vehicles including 7 HGVs in the AM peak hour, and 27 vehicles including 5 HGVs in the PM peak hour. If this development were to be approved this would increase to an approximate average of 1 vehicle movement per minute. This development would likely generate around 10 two-way pedestrian movements in either of the peak hours.

Safe access is also required for pedestrians and a new and continuous footway has been proposed. For approximately 80m it will have a standard width of 2m and for the remaining it would have a reduced width of 1.2m.

Whilst a 1.2m footway is a relaxation of the standards it is considered sufficient in this situation due to the low traffic volume of New Rd.

To accommodate the footway, sections of New Rd are proposed to be narrowed. The whole of this section of New Rd will still allow for 2-way car movement; all but a short section of 20m carriageway will allow for 2-way car and HGV movement; and there will be around a 50m section which will allow for 2-way HGV movement.

Given the low vehicle numbers that use New Rd, including the low number of HGVs, that it is a minor unclassified road and not the main road into the village, and that it is not a bus route, it is considered adequate.

There is an existing speed limit sign outside the proposed site access which will have to be relocated further south.

- Network Capacity

The proposal will add one vehicle trip to the network every 2 minutes during the peak hour and will have a minimal impact upon the highway. Traffic volumes through Wrenbury are relatively low and there are no existing congestion issues.

Conclusion

The site is sustainably located and safe and suitable access will be provided for vehicles, pedestrians and cyclists.

No objection is raised with the following conditions and informatives:

Condition: the construction of the proposed footway should be complete prior to first occupation.

Condition: a CMP should be submitted which details location of parking of construction vehicles and workers, loading/unloading of materials. Details of wheel wash facilities should be included.

Condition: the visibility splay is kept clear of any existing or proposed boundary treatment.

Informative: the applicant will be required to enter into a Section 38 Agreement regarding the construction and future adoption of the internal road layout.

Informative: the applicant will be required to enter into s278 agreement for the proposed off-site works.

Informative: The applicant will be required to enter into s106 agreement for the amendment of the TRO in relation to the extension of the existing 30mph speed limit.

Updated ecology comments

Evidence of other protected species activity was recorded on site, but no setts are currently present within or adjacent to the red line of the application site. A sett is however known to be present on land adjacent to this site which is subject to a separate planning permission. This sett would be lost under the consented adjacent development and a replacement sett is to be provided close to boundary of this current application. The illustrative layout submitted for the current application includes a landscaped buffer in this part of the site so any potential impacts on the artificial sett (if in place when this development commenced) would be reduced. The precise impacts of both developments on badgers would however depend to a large extent on the timetabling of the two developments.

I therefore recommend that if planning consent is granted a condition should be attached which requires an updated other protected species survey to be submitted with any future reserved matters application. Suggested wording:

Any future reserved matters application to be supported by an updated other protected species survey, impact assessment and mitigation method statement. The submitted report to include an assessment of the potential

impacts of the development upon any mitigation measures implemented under consented development reference 16/1700n.

Officer comment

The Highway Engineer considers that the proposal would not cause significant harm to the existing highway network, and the Council's Ecologist has advised that the impact on protected species can be satisfactorily mitigated subject to the suggested conditions.

Recommendation

No change to initial recommendation.

REFUSE

1) The proposed residential development is unsustainable because it is located within the Open Countryside would result in adverse impact on the landscape character of the area contrary to Policies NE.2 (Open Countryside), NE.12 (Agricultural Land Quality), BE.2 (Design) and RES.5 (Housing in the Open Countryside) of the Crewe and Nantwich Local Plan, Policies PG5 (Open Countryside), SD1, SD2 & SE4 (Landscape) of the emerging Cheshire East Local Plan Strategy and the principles of the National Planning Policy Framework, which seek to ensure development is directed to the right location and open countryside is protected from inappropriate development and maintained for future generations enjoyment and use. As such it creates harm to interests of acknowledged importance.

2) Insufficient information has been provided to fully assess the flood risks arising from the proposed development. In particular, the Flood Risk Assessment fails to demonstrate that the proposed development will not increase the risk of fluvial flooding offsite and does not include how the loss of the floodplain is to be mitigated, such that fluvial flood risk is not increased elsewhere. The proposal is therefore contrary to Crewe and Nantwich Local Plan Policies NE.20, BE.4, Policy SE.13 of the emerging Cheshire East Local Plan Strategy the NPPF

3) Insufficient information has been provided in which to assess the agricultural land quality of the site. The proposal is therefore contrary to Policy NE.12 of the Crewe and Nantwich Local Plan, Policy SD1 emerging Cheshire East Local Plan Strategy and the NPPF

In order to give proper effect to the Board's/Committee's intentions and without changing the substance of the decision, authority is delegated to the Head of Planning (Regulation) in consultation with the Chair (or in her absence the Vice Chair) of Southern Planning Committee, to correct any technical slip or omission in the wording of the resolution, between approval of the minutes and issue of the decision notice.

Should the application be subject to an appeal, the following Heads of Terms should be secured as part of any S106 Agreement:

1. A scheme for the provision of 30% affordable housing – 65% to be provided as social rent/affordable rent with 35% intermediate tenure. The scheme shall include:

- The numbers, type, tenure and location on the site of the affordable housing provision**
- The timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing**
- The arrangements for the transfer of the affordable housing to an affordable housing provider or the management of the affordable housing if no Registered Social Landlord is involved**
- The arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and**
- The occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.**

2. Provision of Public Open Space and LAP

3. Primary, Secondary and SEN School Education Contribution of £159,899