

SOUTHERN PLANNING COMMITTEE – 9th January 2019

UPDATE TO AGENDA

APPLICATION NO.

18/5040N

LOCATION

LAND AT MILL STREET & LOCKITT STREET

UPDATE PREPARED

Representations

To correct the main report 18 letters have been received. 9 of these support the proposal and 9 of these object to the proposal. The reasons are as set out in the main report.

Officer comment

No change to the recommendation

Health and Safety Executive (HSE)

No need to be consulted as site does not cross any consultation zones

Officer comment

No change to the recommendation

Education

The Councils Education Department have been consulted and have advised that to alleviate forecast pressures, the following contributions would be required:

12 x £11,919 x 0.91 = £130,155 (primary)

11 x £17,959 x 0.91 = £179,770 (secondary)

1 x £50,000 x 0.91 = £45,500 (SEN)

Total education contribution: £355,425

Officer comment

The requested contributions are considered reasonable and necessary as the proposal would increase demand for school places in the local area. The contribution can be secured by way of Section 106 Agreement.

Highways

The Councils Highways Department have been consulted and have raised the following comments:

Safe and suitable access

An accident analysis has been carried out which included Lockitt Street and Mill Street in the vicinity of its junction with Lockitt Street over the previous 3 years. There has been only the 1 accident and this did not include pedestrians or cyclists. There are improvements proposed to the existing cycling infrastructure, including direct pedestrian and cyclist access into the site from Mill Street and from the widened path along the southern boundary of the site. The site benefits from existing footway access from Lockitt Street to Mill Street and onto central Crewe, the railway station and bus stops, and the surrounding residential areas. There are a number of signalised pedestrian crossings along Mill Street.

The existing access onto Lockitt Street is acceptable and was designed as such for the previous consented site. The proposed accesses to the retail and residential development are acceptable and there would be an additional pedestrian access from the northern section of the residential site onto Mill Street, providing a direct route into central Crewe.

It is proposed to stop-up the north/south section of Lockitt Street which will be the subject of a separate application.

Parking currently takes place along Lockitt Street, likely by commuters travelling to the train station. Should the development be approved parking restrictions should be introduced to keep this access clear. This would be funded via a s106 contribution for a Traffic Regulation Order (TRO).

Parking

Provision has been made for 272 car parking spaces including 13 for the mobility impaired and 10 spaces for parents. The provision for mobility impaired and for parents are below standard by 2 spaces each although minor amendments to the layout could accommodate this. There are additional spaces to the rear for staff parking. Taking the parking standards for each unit individually, the total number of spaces is slightly below Council standards. Given the location of the site and that there will be an element of linked trips between the units, this is considered acceptable. The parking provision and layout for the residential element of the site would be agreed at a reserved matters application should this application be approved.

Network Capacity

In total, the development would generate approximately 400 vehicle trips on a weekday PM peak hour and 500 during a Saturday afternoon peak hour. The trip rates in the Traffic Assessment (TA) are accepted. A proportion of these trips would be already be present on the road network as some would be

transferred from other stores or already be passing the site on Mill Street. Whilst the principle of this is accepted some of the proportions quoted would require further clarity.

The capacities of junctions Mill Street/Vernon Way roundabout to the north, and the Mill Street/Nantwich Road to the south, have been assessed. The main junction of concern is Mill Street/Nantwich Road due to its capacity constraints and it has also been included in the Councils Infrastructure Delivery Plan as requiring improvement.

There are concerns with the modelling of the junction, and in relation to the retail element, the vehicle trip type assumptions and the distribution of trips onto the network. As with the previous application, it is therefore considered that insufficient information has been submitted to adequately assess the impact of the proposals.

A refusal is therefore recommended.

Officer comment

Comments of the Highway Engineer are noted and there is no reason/justification to go against this professional advice. As a result an additional refusal reason relating to insufficient information will need to be added to the decision notice if refused.

Updated CIL Statement

In order to comply with the Community Infrastructure Regulations 2010 it is necessary for planning applications with planning obligations to consider the issue of whether the requirements within the S106 satisfy the following:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

The development would result in increased demand for primary, secondary and Special Educational Needs (SEN) places in the area and there is very limited spare capacity. In order to increase capacity of the schools which would support the proposed development, a contribution of £355,425 towards primary, secondary and Special Educational Needs (SEN) is required. This is considered to be necessary and fair and reasonable in relation to the development.

The development would result in the needs for open space to be provided at 40m² per dwelling combined amenity green space and children and young person provision per family dwelling or £3,000 per family dwelling or £1,500 per bed space in apartments. Therefore a commuted sum will be required for off site provision of Public Open Space specifically for recreational facilities for young people and access improvements at Westminster Street.

The proposal would result in increased demand for medical care usage in Crewe. Evidence has been put forward by the SCCG that a contribution of £ 51,480 to support the development of Millcroft and Earnswood Medical Centres. Given that the proposal is up to 70 dwellings the formula provided by the NHS would be used rather than a precise amount. The NHS plan is also at an advanced stage and calculations of how the requested contribution was derived has been provided and has been linked to the expansion of the existing medical practice. This is considered to be necessary and fair and reasonable in relation to the development.

On this basis the S106 recommendation is compliant with the CIL Regulations 2010.

Recommendation

REFUSE AS PER THE REASONS BELOW

- 1) **The proposed development by reason of design and siting of the main/larger buildings away from the road frontage would be contrary to the existing pattern of development, would not adequately reflect Crewe's railway heritage, would not provide adequate green spaces and would not provide safe/adequate pedestrian and cycle links to the railway and town centre. The proposal would therefore fail to provide a high quality or attractive environment and would be contrary to Policies SE1, LPS1, SD1, SD2, SE6 of the Cheshire East Local Plan, Saved Policy S12.2 of the Crewe and Nantwich Local Plan, The Cheshire East Design Guide SPD, Crewe Rail Gateway Adopted Development Brief and the NPPF.**

- 2) **Insufficient information has been provided to inform an assessment of the highway impacts of the proposal. The submitted Transport Assessment does not assess the impact upon the local highway network including the junction of Mill Street/Nantwich Road which is within the Infrastructure Delivery Plan. There are also concerns with the modelling of the junction and in relation to the retail element, the vehicle trip type assumptions and the distribution of trips onto the network. As a result the proposal is therefore contrary to Policies SD1 (Sustainable Development in Cheshire East), SD2 (Sustainable Development Principles), CO4 (Travel Plans and Transport Assessments) of the Cheshire East Local Plan Strategy and the NPPF.**

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

S106	Amount	Triggers
Affordable Housing	100% 46 units as Affordable rent and 24	In accordance with phasing plan.

	units as Intermediate tenure.																			
Health	<p>Contribution to support the development of Millcroft and Earnswood Medical Centres using the below formula:</p> <table border="1"> <thead> <tr> <th>Size of Unit</th> <th>Occupancy Assumptions Based on Size of Unit</th> <th>Health Need/Sum Requested per unit</th> </tr> </thead> <tbody> <tr> <td>1 bed unit</td> <td>1.4 persons</td> <td>£504 per 1 bed unit</td> </tr> <tr> <td>2 bed unit</td> <td>2.0 persons</td> <td>£720 per 2 bed unit</td> </tr> <tr> <td>3 bed unit</td> <td>2.8 persons</td> <td>£1,008 per 3 bed unit</td> </tr> <tr> <td>4 bed unit</td> <td>3.5 persons</td> <td>£1,260 per 4 bed unit</td> </tr> <tr> <td>5 bed unit</td> <td>4.8 persons</td> <td>£1,728 per 5 bed unit</td> </tr> </tbody> </table>	Size of Unit	Occupancy Assumptions Based on Size of Unit	Health Need/Sum Requested per unit	1 bed unit	1.4 persons	£504 per 1 bed unit	2 bed unit	2.0 persons	£720 per 2 bed unit	3 bed unit	2.8 persons	£1,008 per 3 bed unit	4 bed unit	3.5 persons	£1,260 per 4 bed unit	5 bed unit	4.8 persons	£1,728 per 5 bed unit	<p>50% Prior to first occupation 50% at occupation of 35th dwelling</p>
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Public Open Space	<p>Provision of Public Open Space of 40m² per dwelling combined amenity green space and children and young person provision for off site provision for recreational facilities for young people and access improvements on Westminster Street as follows;</p> <p>£3,000 per family dwelling</p> <p>£1,500 per bed space in apartments for off site provision.</p>	<p>50% Prior to first occupation 50% at occupation of 35th dwelling</p>																		
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