

Planning Reference No:	10/3918N
Application Address:	Former George Hotel 645 West Street Crewe
Proposal:	Proposed Residential Development Comprising of 9 no. 2 Storey Dwellings including Associated Parking & Vehicle Access
Applicant:	Mr F Lloyd- Jones, Thomas Jones & Sons
Application Type:	Full Planning Permission
Grid Reference:	368157 355955
Ward:	Crewe West
Earliest Determination Date:	3 November 2010
Expiry Dated:	30 November 2010
Date of Officer's Site Visit:	22 October 2010
Date Report Prepared:	9 November 2010
Constraints:	Contaminated Land Wind Turbine Development Consultation Area

SUMMARY RECOMMENDATION:

APPROVE subject to receipt of amended plans and no objections from the Strategic Highways Manager:

Or

If amended plans not received or the Strategic Highways Manager objects to the amendments:

REFUSE

MAIN ISSUES:

- Principle of Residential Development
- Loss of Employment Site
- Amenity
- Design Standards
- Highway Safety
- Nature Conservation

1. REASON FOR REPORT

This application is included on the agenda of the Southern Planning Committee as it has been called in by Councillor Cartlidge

The reasons are as follows:

- Issues relating to highways and existing residents parking concerns and access to the new site for the new housing development
- Will affect the amenity of adjoining properties and affect the surrounding area and leave planning blight in its wake.

- Measures need to be implemented to give residents their own residents parking and parking restrictions and improvements needed via section106 funding on highway infrastructure along with double yellow lines.

2. DESCRIPTION OF SITE AND CONTEXT

The application relates to the site of the former George Hotel which is located on the northern side of West Street within the built up area of Crewe. The site is a little over 2km to the west of Crewe town centre. To the north of West Street is an extensive area of housing. To the south there is King George V Playing Fields and a Fitness First gym and Leisure Centre. Further to the south of Coppenhall Lane there is a further area of housing. Marshfield Bank Employment Park lies further to the west. There is also an extensive employment area, including the Bentley car plant, to the north of the residential area adjacent to the application site.

The site itself measures 0.41ha and did comprise a vacant public house, its car park and beer garden. This building, has however, since been demolished. The site is bounded by a low boundary wall to the front of the site, with concrete panelling to 2a Sunnybank Road and shrubs and hedging to 639 West Street. There was a willow tree located in the former beer garden area. However, this was removed after the determination of the previous application on the site.

The site of the former pub has been subdivided into three sections: the first section is a triangular area to the western end of the site, measuring 497 sq. m, which forms part of the application site. The middle section, measuring 1919 sq. m, has received permission for a supermarket and a smaller retail unit, and lies outside the area covered by this application. The third section, sited to the east, which measures 1842 sq. m also forms part of the application site. For ease of reference, the western section will be referred to as Site 1 and the eastern section will be referred to as Site 2.

3. DETAILS OF PROPOSAL

The proposals relate to a full application for proposed residential development comprising nine 2 storey dwellings and associated car parking and vehicle access.

It is proposed to position a pair of semi-detached two storey family houses on site 1 and 7 dwellings on site 2. The latter would comprise two pairs of semi-detached two storey houses fronting onto West Street and a row of 3 two storey terraced houses facing the supermarket and retail unit.

On site 1, the properties would have separate accesses onto Sunnybank Road over the existing verge with space to park one vehicle and a 'T' shaped turning head within the side gardens.

On site 2, facing West Street, two pairs of semi-detached properties are proposed. One pair lies adjacent to the site boundary with no. 643 West Street and projects 1.5m forward of the building line of this property. Two private drives and one new access point are proposed into the site off West Street. Plot 4 has two parking spaces proposed to the front of the plot with no manoeuvring space. Plot 3 shares a drive with plot 2 to the side of the properties which would provide four car parking spaces and no manoeuvring space and the two parking spaces for plot one are sited adjacent to the rear garden, accessed off the new private drive which is proposed. Four spaces are provided for plots 5-7 two of which

are sited in front of plot 2 and two more at right angles to plot 7. Tree planting and landscaping is proposed along the boundary with the supermarket/ retail unit site and along the Sunnybank Road/ West Street frontages.

The semi-detached properties would represent two storey three bedroom family houses arranged in a 'T' shaped, with a projecting front gable measuring 5.1m. The total width would be 10.2m. The depth of the properties would be 10.5m (excluding the joint porches). The dwellings would reach a height of 5.1m to eaves and 8.3m to ridge height. Detailing includes barge boards, a projecting front gable, steep roof pitch and joint front porches.

The terrace comprises three, three bedroom properties measuring 15.3m in length, 10.6m in depth (excluding porches) and 8.3m in height. The design includes two front gables one measuring 5.1m in width and the other 2.7m. This design also incorporates the bargeboards, steep roof and porch detailing. Components such as windows and doors also match the design proposed for the semi-detached dwellings.

Amended plans have been received which make provision for the following modifications; the ridge height of units 3 and 4 has been reduced to 8m and the building line has been set back by 1.5m. In addition the floorplans and elevations for plots 5-7 have been altered to correct a number of discrepancies.

4. RELEVANT HISTORY

10/0665N Two Retail Units Including Associated Parking, servicing and Site Access.
Approved 17 May 2010

10/0947N Proposed Residential Development Comprising of 9 no. 2 Storey Dwellings including Associated Parking & Vehicle Access approved 06 May 2010

5. POLICIES

Development Plan Policies

Regional Spatial Strategy

DP2 Promote Sustainable Communities

DP3 Promote Sustainable Economic Development

DP 4 Make the Best Use of Existing Resources and Infrastructure

DP5 Manage Travel Demand; Reduce the Need to Travel, and Increase Accessibility

DP7 Promote Environmental Quality

DP9 Reduce Emissions and Adapt to Climate Change

Local Plan

NE.5 Nature Conservation and Habitats

BE.1 Amenity

BE.2 Design Standards

BE.3 Access and Parking

BE.4 Drainage, Utilities and Resources

BE.6 Development on Potentially Contaminated Land

TRAN.9 Car Parking Standards

RES.2 Unallocated Housing Sites

RES.3 Housing Densities
CF.3 Retention of Community Facilities
E.7 Existing Employment Sites

Other Material Considerations

PPS1: Delivering Sustainable Development
PPS3: Housing
SPD Development on Backland and Gardens
Draft Interim Planning Policy on the Release of Housing Land
Letter to Chief Planning Officers: Revocation of Regional Strategies
Letter to Chief Planning Officers: Abolition of Regional Strategies

6. CONSULTATIONS (External to Planning)

Strategic Highways and Transportation Manager:

On street parking is a problem at this location, especially along West Street (the dead end length). For this reason two parking spaces will be required for each dwelling. The flagged footway in this section of West Street is in a poor state of disrepair and should be replaced with black top across the entire frontage of the development.

In principal there are no highways objections subject to the following conditions:

Condition:

No development shall take place until detailed drawings outlining the site's access and vehicular crossing arrangements have been submitted to and approved by the LPA/HA, and no development shall be occupied until the access and vehicular crossings have been constructed in accordance with the approved drawings and to CEC specification.

A plan must be provided and approved by the LPA/HA for the upgrading of the footpaths in front of the proposed properties off West Street, these works must be completed before occupation and in accordance with the approved drawings and to CEC specification

Reason: In order to ensure safe and adequate access to the site for both pedestrians and vehicular movements.

Informative:

The applicant will need to obtain the consent of the highways authority (CEC) for any work in, or that may affect the public highway. The applicant should contact Crewe area office (CEC) before constructing or altering any access. This work should be carried out under a section 184 licence

Environmental Health (Contaminated Land):

This section has no objection to the above application subject to the following comments with regard to contaminated land:

The site investigation has shown that elevated Chromium levels are present within the proposed development area that will require remediation or further investigation.

Therefore in accordance with PPS23, this section recommends that the following conditions, reasons and notes be attached should planning permission be granted:

The Phase 2 investigations have indicated that remediation is necessary, therefore a Remediation Statement including details of the timescale for the work to be undertaken shall be submitted to, and approved in writing by, the LPA. The remedial scheme in the approved Remediation Statement shall then be carried out in accordance with the submitted details.

Reason: To ensure the development is suitable for its end use and the wider environment and does not create undue risks to site users or neighbours during the course of the development and to comply with Policy BE6 of the Cheshire East Local Plan.

Environmental Health:

No objections but makes the following comments:

Any external lighting of the proposed site should be submitted to and approved by the Borough Council before being installed, due to the close proximity of local residents.

Environmental Health Advisory Note:

1. Construction hours (and associated deliveries to the site) shall be restricted to 08:00 to 18:00 hours Monday to Friday, 09:00 to 14:00 hours Saturday, with no working Sundays or Bank Holidays.
2. Details of the method, timing and duration of any pile driving operations connected with the construction of the development hereby approved shall be approved in writing by the Local Planning Authority prior to such works taking place and shall be implemented in accordance with the approved details. To protect the amenities of nearby residents and the occupiers of nearby property.

Landscape Architect:

Although there is no objection to the scheme, there are several details that would need to be provided by condition;

- Detailed Landscape Plan showing hard and soft landscape details.
- Hard landscaping to include location and details of all fencing, paving and road surfaces as appropriate
- Soft landscaping to include a detail planting of public amenity planting shown on the outline plans, planting schedule and specification. Planting notes can be included on the drawing.

United Utilities:

Have no objection to the proposal provided that the following conditions are met:

- This site must be drained on a separate system in accordance with the previously agreed discharge rates as determined by United Utilities.
- A separate metered supply to each unit will be required at the applicant's expense and all internal pipework must comply with current water supply (water fittings) regulations 1999.

7. OTHER REPRESENTATIONS:

None received at the time of report preparation

8. APPLICANT'S SUPPORTING INFORMATION:

Design and Access Statement received

9. OFFICER APPRAISAL

Principle of Residential Development

The principle of residential development was established under outline permission 10/0947N which was approved on 6 May 2010. There have however been a number of material changes in circumstance since this application was approved. PPS3 has been amended so that garden land is now classed as Greenfield rather than Brownfield, housing density targets have been deleted from PPS3 and the Council has published a Draft Interim Housing Policy. The Council has also acknowledged that it cannot demonstrate a five year supply of housing land.

This does not have any direct implications for the principle of development on this site given that it is still classified as a Brownfield site within the settlement boundary. Such sites represent the preferable locations for residential development as indicated by policy DP4 in the Regional Spatial Strategy and RES.2 in the Local Plan. Consequently this application does not present an opportunity to re-examine the suitability of the site for residential development.

Loss of Employment Site

The acceptability of the loss of an employment site and community facility was established under the previous approval. In summary, the public house had been vacant for some time, the value to the local community was limited and the provision of a supermarket and retail unit on the site would in any event provide alternative employment opportunities.

Amenity

The redevelopment of the site for housing was considered to be a compatible land use under the previous application as the site is surrounded by residential development.

The proposals have been assessed against the criteria within policy BE.1 and guidance within the SPD Development on Backland and Gardens which provides guidelines in respect of amenity considerations.

Overlooking

The orientation of plots 9 and 10 would ensure that these properties would not overlook properties on the other side of Sunnybank Road or to the rear. The distances between plots 1-4 and the properties on the opposite side of West Street would also negate any overlooking.

Plots 1-4 and 9 -10 utilise House Type A. On these house types, principal windows are proposed on the ground floor side elevations. Overlooking at ground floor level between units and to neighbouring properties could be prevented by securing appropriate boundary treatment. As details have not been submitted a condition requiring the submission of these details would be imposed in the event of approval. Bathroom windows in this house type are proposed on the side elevations at first floor level and in the interests of privacy, obscure glazing would be conditioned. Given that the side elevation on plot 10 is in close proximity to no. 2a Sunnybank Road and plot 4 has a similar relationship with 639 West Street, it is considered necessary to remove permitted development rights for new windows for plots 4 and 10 and also plots 2 , 3 and 5 to prevent overlooking between units. Plots 9 and 1 would face the future retail unit and access road and therefore the installation of bedroom windows in the gable ends to these properties would not result in overlooking.

Plots 1-4 would face the gable end of plot 5 and its curtilage which is 14m away at its closest point. This gable end contains a bathroom window at first floor level and a lounge window at ground floor level. Any overlooking impact could also be addressed by conditions requiring obscure glazing and boundary treatment.

Plots 5-7 would face the car parking, turning area and car parking for the retail unit and would therefore not result in overlooking, and the properties are sited over 10m from the boundary with the rear curtilage of no. 639 West Street and therefore these properties would not result in significant overlooking of this garden.

The amenities of future occupants of plot 1 would be adversely affected by the positioning of a ground floor lounge window on the gable end as pedestrians and members of the public would be able to see into this window. Furthermore noise and disturbance would be experienced as it abuts the access road for the supermarket which will be frequented by HGVs, service vehicles and private motorvehicles. Amended plans have therefore been requested to resolve this issue.

Overshadowing

As the proposed dwellings would have an overall ridge height of 8.3m, there could be an impact upon neighbouring properties and in particular no. 2a Sunnybank Road and no. 639 West Street. However given that no. 2a Sunnybank Road is a two storey property, approximately 7.5m high, and that there is a separation distance of 5-11m to between the dwelling and plot 10 there would be no overdomination or loss of light as a result. No. 639 West Street is a single storey bungalow and would be sited 3.5m from the side elevation of plot 4 which would be approximately 3m higher. Moreover plot 4 would also project forward of the established building line of this property. However, amended plans have been received which have reduced the height of units 3 and 4, recessing the building line back to match no. 639 West Street and providing a hipped roof to unit 4 to reduce the impact upon no. 639 West Street. This would reduce the overbearing impact of plot 4. There are no principal windows on the side elevation of no. 639 West Street which would be affected significantly by a loss of light.

Amenity Space

In respect of garden space requirements, the Supplementary Planning Document: Development on Backland and Gardens (SPD) stipulates at para 3.35 a minimum of 50 sq. m per dwelling although this should be proportional to the size of dwelling. The

amenity space per unit varies from 49.5 sq. m to 84 sq. m. These are modest family dwellings situated within walking distance of public open space. Only one unit would have marginally under the 50 sq. m per unit advocated by the SPD and therefore, on balance, it is considered that the amount of garden space provided would be sufficient to provide for a play area, bin storage and clothes line.

SPD para 3.15 requires that adequate provision for bin storage is made and that this should not be to the front of the site although access to the front is required. There is space within the site to accommodate a rear bin storage area within short walking distance of the properties and this would be conditioned accordingly.

Noise and Disturbance

Given that the existing predominant land use is residential and that the proposals relate to additional dwellings, the noise and disturbance associated with the everyday use of dwellings is acceptable. As there may be some disturbance during the construction period, it is considered reasonable to condition construction hours and pile driving in the event of approval in light of the comments from Environmental Health.

The issues relating to compatibility of the residential elements with the supermarket were duly considered in the determination of applications 10/0665N and 10/0947N. As the supermarket and retail unit would represent the source of noise, disturbance and odours, the application which dealt with these elements was conditioned accordingly to mitigate for these issues. No conditions in respect of the residential element put forward under this application other than described above, are required.

Design Standards

Both national, regional and local planning policies seek to encourage high quality, inclusive design which enhances local distinctiveness and reflects the character and appearance of the locality.

Policy BE.2 adds to this that proposals should respect the character, pattern and form of the surroundings, not adversely affect the streetscene and deter vandalism and crime. Therefore design is a particularly important consideration in this case.

The existing buildings surrounding the site are mostly residential and are of varying ages and architectural styles. Most of the houses are two storeys high with some single storey properties along West Street. There are more utilitarian buildings such as the Fitness First leisure centre within the locality.

The SPD states that *'a development which looks out of place and doesn't respect the positive characteristics of immediate surroundings will not be permitted. Although new development should have its own sense of identity this should not be at the cost of the surrounding built environment. Housing may take a similar form and appearance to that in the surrounding area, but it is equally possible that a design allowing a more or less dense development might be appropriate'*

The former George Hotel site is a gateway location and a corner plot making it highly prominent within its context. The surrounding area comprises predominantly semi-detached properties along Sunnybank Road, Victoria Avenue and the eastern end of West Street with a number of individual detached properties on infill sites. Within the wider

context there are terraces lining the north eastern end of West Street. As such the provision of three pairs of semi-detached properties and one terrace reflects the pattern of development within the locality.

The site is within an established residential area although dwelling styles are mixed. There are some inter-war semi-detached two storey hipped roof properties, a 1970s/1980s hipped roof dormer style bungalow lies adjacent to the eastern boundary, there are a number of Victorian terraces and detached properties nearby and more modern 1970s/1980s mews style properties set within cul de sacs.

Amount and Scale

The footprints largely reflect the size of properties within the locality and whilst the buildings will be tall at 8- 8.3m, this reflects the scale of the Victorian properties present within the area and also the scale of the former public house before it was demolished. There remains sufficient separation distance to properties along Sunnybank Road to ensure the height difference would not appear incongruous, and whilst plot 4 would be sited only 1.5m from the side elevation of no. 369 West Street the amended design reduces the ridge height (albeit marginally) and also incorporates a hipped roof to both reflect the hipped roof on the neighbour and reduce the bulk and massing of the roof form on this eastern elevation. As such it is considered that this would address any overbearing impact and ensure that the scale of the buildings is sympathetic to the surrounding area.

Appearance

The proposed dwellings incorporate design features reminiscent of Victorian properties; the scale and proportions are reflective of Victorian properties within the locality. The vertical emphasis of the dwellings, their symmetrical appearance, projecting gables, steep roof pitches and the presence of sill and window detailing and the proportions and casements of the windows are all Victorian in influence. However the canopy porches, bargeboard detailing, timber cladding and the design of the rear elevations are more modern in design. That said these elements are integrated within the design creating a form of development which respects the existing features of the area whilst avoiding the creation of a pastiche.

Whilst the design of the terrace would not have the same symmetrical appearance as the semi-detached properties, and at present, plots 3 and 4 are not symmetrical, the terrace is located to the rear of the site and would not be highly prominent. Moreover the design still retains a vertical and horizontal hierarchy reflective of Victorian properties which would ensure the terrace would not appear discordant. As stipulated above amended plans have been requested to amend the design of plot one to include a hipped roof on the gable end. This would represent a handed version of the design to plot 4 which would create symmetry across the site frontage. This would ensure these properties respect the rhythm of the street.

In terms of the relationship between the residential elements of the former George Hotel site and the retail element, as the residential development will be private buildings and the supermarket would be a public building the design of these structures need to be intrinsically different to provide legibility and clearly distinguish between public and private spaces. The scale and external appearances of the buildings juxtapose each other to demarcate these buildings and their associated uses. This distinction enhances the

legibility of the site and ensures that the design of the buildings is in keeping with the purpose that they would serve.

Permitted development rights for extensions and alterations would be removed in the event of approval in the interests of the appearance of the development.

Layout

As stipulated above, the formation of semi-detached and terraced properties respects the existing form and layout within the locality. The principle of nine dwellings on the two sites has also been established at the outline stage.

In terms of the arrangement of the site, the positioning of the supermarket and retail unit at the centre of the former George Hotel site is an important consideration. This is a large structure which would be open to members of the public. There is a potential conflict between members of the public using the supermarket and the occupants of the dwellings in terms of providing areas of identifiable character, increasing public safety, providing good quality hard and soft landscaping and deterring vandalism and crime.

Units 9 and 10 would directly abut the supermarket. However the western boundary of the supermarket would not be readily accessible by members of the public and access could further be discouraged by effective use of boundary treatments. Vandalism and crime could also be hindered by the provision of tall boundaries to the rear gardens of these properties and the provision of windows within the gable ends overlooking the side gardens. The design has incorporated ground floor windows in the gable ends which will provide natural surveillance.

Turning to plots 1-4, the layout submitted indicates that hard and soft landscaping would be utilised to define the front gardens as private areas without the need for defensive boundary treatments whilst the rear gardens would be fully enclosed to deter crime.

That said the treatment of the terrace and the rear proportion of the site including the access road raises issues in respect of the appearance of the development, legibility, and crime.

The turning head and access road appears to be an over-engineered and awkward arrangement of the car parking spaces provides a harden urbanised edge to the development which starkly contrasts with the greenspace historically on the site and within the surrounding area. The surrounding residential properties have clearly defined front gardens, large rear gardens with extensive grass verges and there is informal public open space peppered through the locality. The greenspace provided adjacent to the car parking area for the retail units and between car parking spaces would appear as barren, unusable spaces which have no clear ownership. They would not discourage patrons of the retail units to enter the residential section of the site which would have implications in terms of crime, vandalism, the appearance of the development and highway safety. Moreover the absence of any feature or structure at the end of the turning head would create a visual hole in the development disaggregating the appearance of the site.

Whilst the layout would be unacceptable in design terms, these issues could be mitigated by an amended layout which provided usable greenspaces, tree planting at the end of the access road, and the effective use of hard and soft landscaping, boundary treatment and

hardsurfacing and a more imaginative approach to the layout of the highways infrastructure. Amended plans in this regard have been requested.

Highway Safety

Access

The Strategic Highways Manager has indicated that the Council has no objections to the access road proposed for the terrace or the individual access points for plots 2-4 and 9 and 10. The access road is proposed to be constructed to adoptable standards as it is 5.5m wide and provides a turning head with service strip and footpaths and whilst plot 2-4 and 9-10 would reverse onto West Street this would reflect the existing highways arrangement for residents in this location at present. This would therefore not make the existing highways conditions materially worse.

However, as it would serve only 3 dwellings it is not necessary for the access to be constructed to adoptable standards. Manual for Streets indicates that a private drive 4.1m wide is acceptable and the provision of a shared surface would encourage lower vehicle speeds, discourage public access to the residential elements and enable a greater amount of space to be utilised for hard and soft landscaping. Moreover there is no requirement to provide a turning head as refuse vehicles could turn in the supermarket entrance and would not need to enter the private drive. Amended plans have been requested on this basis.

Visibility

The acceptability of the central access point was established in the determination of the outline application and the provision of the existing wide verges and footpaths to the front of the site ensures that adequate visibility can be achieved from the entrance points to plots 2-4 and 9 and 10.

Car Parking

Appendix 8.1 of the Local Plan stipulates that a minimum of two car parking spaces per dwelling should be provided.

The proposals provide 14 spaces for 9 units which represents 155% provision. The Strategic Highways Manager has indicated that on street car parking within the locality is saturated and that this development at present would exacerbate the existing situation. Whilst due regard has been given to the fact that this is a sustainable location, these are family dwellings and the occupants are likely to have more than one vehicle per household. As such, 200% car parking is required.

The site layout could easily be altered to accommodate this, and this was demonstrated by the indicative layout plan submitted at the outline stage. As such amended plans have been requested requiring the provision of two spaces per dwelling.

Whilst the comments from Councillors in respect of requiring measures to provide parking for existing residents and improvements to highways infrastructure via a planning obligation are noted, such a contribution would not address the concerns in respect of the inadequate car parking to be provided. Moreover if 200% car parking spaces were to be provided, the impact of the development on highway safety over and above the existing

conditions would be limited. Therefore it would be unreasonable to require the developer to provide funds to alleviate an existing parking problem.

Other Highways Matters

The impact of the additional vehicle movements generated by the development of existing traffic flow was duly considered under the previous applications. Consequently the Strategic Highways Manager has raised no objection subject to relevant conditions relating to the submission and approval of access details including crossings and footways.

Nature Conservation

There was a large and prominent willow tree located in the north east corner of the site however this has since been removed. The building has also been demolished. As a result there are no existing nature conservation interests on the site.

In light of the comments received from the Landscape Architect, if amended plans are submitted and considered to be acceptable a hard and soft landscaping scheme would be conditioned accordingly.

Other Matters

Given that residential development is a sensitive end use and in accordance with the comments received from Environmental Health, it is considered necessary to condition a further Contaminated Land Assessment as elevated Chromium levels are present.

United Utilities has requested that this site must be drained on a separate system. It is considered necessary to condition drainage details if the scheme is approved.

The sustainability implications of the development are a consideration under policy BE.2 within the Local Plan, policies within the RSS and national guidance included within the PPS1 Climate Change Supplement. It is therefore considered necessary to condition details in respect of energy efficiency measures if the scheme is to be approved.

10. CONCLUSIONS AND REASONS FOR DECISION

Provided that satisfactory amended plans are received and no objections are received from the Strategic Highways Manager, it is recommended that the application be approved subject to conditions. The principle of residential development on the site is acceptable as the site lies within the settlement boundary of Crewe where there is a presumption in favour of development. This has been established by the outline permission. The amended plans ensure that the development respects the prevailing character and pattern of development within the locality. In addition the proposals will not raise any concerns for neighbouring amenity, highway safety or nature conservation.

If amended plans are not received, the proposals would raise serious concerns for highway safety, amenity and have an adverse impact upon the character and appearance of the area, and accordingly they should be refused.

11. RECOMMENDATION

APPROVE subject to receipt of amended plans and no objections from the Strategic Highways Manager:

Conditions

- 1. Standard time condition**
- 2. Materials to be submitted**
- 3. Approved plans**
- 4. Contaminated land**
- 5. Construction hours**
- 6. Pile driving**
- 7. Landscape scheme**
- 8. Landscape implementation**
- 9. Access details including formation of footway to frontage**
- 10. Car parking, access and turning space to be provided and retained**
- 11. Obscure glazing to bathroom windows**
- 12. Boundary treatment details**
- 13. No new windows**
- 14. Permitted development rights for extensions and alterations and hardstanding removed**
- 15. Bin storage details**
- 16. Energy efficiency measures to be provided**
- 17. Drainage details**

Or

If amended plans not received or the Strategic Highways Manager objects to the amendments:

REFUSE for the following reasons:-

- 1. The proposed development by reason of its awkward layout and appearance would fail to achieve a high standard of design and would fail to respect the character and appearance of the area. As such it would have an adverse impact upon the streetscene, the character of the area and would not enhance public views and vistas, deter crime and vandalism or create areas of identifiable character. As such the proposals would be contrary to policies DP2 (Promote Sustainable Communities) and DP7 (Promote Environmental Quality) within the North West of England Plan Regional Spatial Strategy to 2021 and policies BE.2 (Design Standards) and RES.2 (Unallocated Housing Sites) of the Borough of Crewe and Nantwich Replacement Local Plan 2011.**
- 2. The proposals fail to provide 200% car parking on the site and as such they would not accord with the car parking standards within the Borough of Crewe and Nantwich Replacement Local Plan 2011. The proposed development would significantly exacerbate existing on street car parking problems within the immediate area and therefore to allow the development would be contrary to policies BE.3 (Access and Parking) and TRAN.9 (Car Parking Standards) of the Borough of Crewe and Nantwich Replacement Local Plan 2011.**

Location Plan : Licence No 100049045

