

Application No: 13/4633N

Location: LAND TO THE SOUTH OF, MAW GREEN ROAD, CREWE

Proposal: Reserved matters application for approval of access, appearance, landscape, layout and scale of 72 dwellings with associated landscape, access and parking, in relation to approved outline application 12/0831N - for the erection of 165 dwellings on land to the north and south of Maw Green Road, Crewe. Access is proposed via a new roundabout off Maw Green Road.

Applicant: Mark Lucy, David Wilson Homes North West

Expiry Date: 10-Feb-2013

SUMMARY RECOMMENDATION

- **APPROVE subject to conditions**

MAIN ISSUES

Planning Policy

Access

Noise Impact

Landscape

Design

Amenity

REFERRAL

The outline application was referred to Strategic Planning Board because it is a large scale major development and a departure from the Development Plan. This reserved matters application is thus referred as the outline was determined at SPB.

1. SITE DESCRIPTION

The application site measures 9.59ha (23.7 acres) and is located in the suburb of Maw Green. The site is situated on the residential edge of Maw Green and is on the north eastern edge of Crewe. The site comprises an irregularly shaped piece of land, divided into two areas, that is located the north and south of Maw Green Road.

The southern site predominantly comprises open rough pasture consisting of a number of fields with hedgerow boundaries. Areas of mature trees are present in the south west corner.

The northern site comprises two distinct portions in the west and east. The western portion comprises further areas of rough pasture and paddocks. An area of mature trees and a pond is present in the south east corner, together with a number of barn type structures. The eastern portion of the site comprises a former landfill site. The application site generally slopes from north to south.

The site area is bounded to the north by residential dwellings and farm buildings, and the remainder of the landfill site, to the north east by land associated with the landfill site, to the east and south east by agricultural land beyond which is the Crewe – Manchester railway line with open agricultural land beyond, the southwest by the rear of residential properties and open countryside beyond. This area has recently secured a resolution to grant planning permission for 650 dwellings as part of the Coppenhall East development.

2. DETAILS OF PROPOSAL

Approval of reserved matters is sought for the erection of 72 dwellings (Two 1-bed, six 2-bed, Seventeen 3-bed and Forty Seven 4-bed dwellings) on the part of the overall outline site that is to the south of Maw Green Road. Approval is also sought for means of access, scale, appearance, landscaping and layout. Access is proposed via a new roundabout junction on Maw Green Road, providing access to the two parcels of land to the north and south of the road.

2. RELEVANT PLANNING HISTORY

12/0831N - Outline planning permission for the erection of 165 dwelling on land to the north and south of Maw Green Road, Crewe. Access is proposed via a new roundabout off Maw Green Road. – Approved 17th December 2013.

3. PLANNING POLICIES

Local Plan Policy

NE.2 (Open countryside)
NE.5 (Nature Conservation and Habitats)
NE.9: (Protected Species)
NE.20 (Flood Prevention)
NE.21 (Land Fill Sites)
BE.1 (Amenity)
BE.2 (Design Standards)
BE.3 (Access and Parking)
BE.4 (Drainage, Utilities and Resources)
RES.5 (Housing in the Open Countryside)
RT.6 (Recreational Uses on the Open Countryside)
TRAN.3 (Pedestrians)
TRAN.5 (Cycling)

National Policy

National Planning Policy Framework

Cheshire East Local Plan Strategy – Submission Version

Paragraph 216 of the National Planning Policy Framework (NPPF) states that, Unless other material considerations indicate otherwise, decision-takers may give Weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

In view of the level of consultation already afforded to the plan-making process, together with the degree of consistency with national planning guidance, it is appropriate to attach enhanced weight to the Cheshire East Local Plan Strategy - Submission Version in the decision-making process.

At its meeting on the 28th March 2014, the Council resolved to approve the *Cheshire East Local Plan Strategy – Submission Version* for publication and submission to the Secretary of State. It was also resolved that this document be given weight as a material consideration for Development Management purposes with immediate effect.

Other Material Policy Considerations

None

4. OBSERVATIONS OF CONSULTEES

Environment Agency

Objected to the initial submission proposed development because there was an inadequate buffer zone to the watercourse as in this instance the proposed development would have an adverse impact on the watercourse on the site. Requested a 5 meter undeveloped buffer zone to the watercourse on the Outline planning application (reference 12/0831N). The planning layout (ref H6394:01 C) showed a 'green strip' adjacent to some of the watercourse. However the planning layout also shows the watercourse going through private gardens, garden fences crossing the watercourse, and an undisclosed development up to bank top.

The National Planning Policy Framework (NPPF), paragraph 109 recognises that the planning system should aim to conserve and enhance the natural and local environment. The applicant can overcome our objection by amending the proposed layout in such a way as to provide a 5

metre-wide buffer zone measured from the bank top (defined as the point at which the bank meets the level of the surrounding land) alongside the watercourse. The buffer zone will help to reduce shading, and should be free from all built development including lighting, footpaths, etc. Domestic gardens and formal landscaping should not be incorporated into the buffer zone. The buffer zone *could* form a valuable part of green infrastructure. Any scheme to provide a buffer zone will need to include a working methods statement detailing how the buffer zone will be protected during construction.

A revised layout to meet these concerns has been submitted (revision E) and the comments of the EA are awaited.

United Utilities

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

- This site must be drained on a total separate system, with only foul drainage connected into the public foul sewerage system. Surface water should discharge to soakaway and or watercourse.
- No surface water will be allowed to discharge in to the public sewerage system.

Environmental Health

- No objections; the applicant has submitted a noise assessment that demonstrates the site can be developed providing noise mitigation measures are applied to a number of selected properties. Therefore no objections subject to the applicant submitting a plan to define what properties are to be subject of noise mitigation measures and that the mitigation recommended in the report shall be implemented prior to first occupation. The scheme must also include provisions for ventilation that will not compromise the acoustic performance of any proposals whilst meeting building regulation requirements.

Sustrans

- Would like to see travel planning for the site with targets and regular monitoring.
- To encourage every day walking and cycling to schools, the town centre and station etc. would like to see the development contribute to adjacent highway measures to assist pedestrians/cyclists, such as crossings of Sydney Road/Remer Street onto the signed Elm Drive route and further improvements to that route. (This is on-road, not as described in 8.2.4 of the Transport Statement)
- The concept of a greenway connecting the site to the proposed Coppenhall East is supported. This should be constructed to a 3metre wide bitmac standard. The zebra crossing of Groby Road should be at a 4metre width to cater for pedestrians and cyclists.
- The design of the site should restrict vehicle speeds to 20mph.
- Would like to see Maw Green Road at the site traffic calmed.
- The design of any smaller properties should include storage areas for residents' buggies/bikes

Highways

- No comments received at the time of report preparation.

5. VIEWS OF THE PARISH / TOWN COUNCIL

N/A

6. OTHER REPRESENTATIONS

8 letters of objection have been received from five addresses on the grounds of:-

- Amenity of existing residents who will have a loss of privacy and due to properties directly over looking.
- Detrimental to bungalows on Sydney Road.
- Property with largest boundary to development would have greatest detrimental impact by way of loss of privacy.
- Traffic with additional vehicular movements linked to recycling facility and five new houses with direct access to Maw Green Road.
- Flooding on the site that has flooded in November 2012 and April 2013.
- Roundabout will be dangerous and difficult for elderly pedestrians to cross.

7. APPLICANT'S SUPPORTING INFORMATION:

- Flood Risk Assessment
- Design and Access Statement
- Ecological Appraisal

8. OFFICER APPRAISAL

Principle

Given that the application is for reserved matters, the main issues in the consideration of this application are the technical aspects of layout, scale, access and landscaping. The principle of residential development is already established by the permission granted in outline and therefore the background policy issues at the time were duly rehearsed in the report on 12/0831N.

Affordable Housing

All affordable housing (for the overall site) that was approved in outline is proposed to the north of Maw Green Road. This is enshrined in the pertinent section 106 agreement as the "*Second Development Site*" therefore the Housing Officer has no comments to make on this application.

Highways

Concerns in respect of traffic were addressed during the currency of the outline application and the outcome of negotiations was that significant mitigation was required. This was acknowledged by the applicants who proposed a number of financial contributions to the following:-

- Maw Green Road Signage Scheme
- Crewe Green Roundabout
- Sydney Road bridge
- Public Transport Contribution

At the time it was agreed that a reduced affordable housing provision would facilitate a larger commuted sum towards highway improvements and that this would:

- Unlock the site which will help improve the housing supply situation.
- Make a significant step forward in solving the Sydney Road highway problems, which prevents other subsequent applications facing the same problem, as other scheme could more easily make up the remaining shortfall.
- Assist in achieving of the “Crewe Vision” by solving the highway issues in the northern part of Crewe
- Reduce the pressure for the release of sites elsewhere in the Borough.
- The reduction of affordable housing on this site increases the likelihood of affordable housing being increased elsewhere, as it frees up highway capacity to enable other developments to come forward.

(Furthermore, it was concluded that this development site is in a part of Crewe where, property prices are relatively low compared to other parts of the town and the Borough as a whole and where there is already an abundance of affordable housing, as set out already in the Housing Market Assessment which accompanied the outline application.)

Site Access and Internal Arrangements

The new roundabout access to the site was assessed as of a compact design with overrun areas to accommodate HGV movements. A zebra crossing has also been incorporated into the design.

The comments of the Highways Officer on the reserved matters layout are awaited and will be reported as an update

Noise Impact

The site is located in close proximity to a main line railway and a working landfill site, both of which have the potential to create noise and disturbance to residents of the proposed development. Therefore the developer has now submitted a Noise Assessment that analyses the potential impact of railway and traffic noise. The railway noise measurements demonstrate that the site is exposed to relatively modest levels of noise with higher levels of noise from road traffic on Maw Green Road where measured at the northern boundary. Mitigation measures recommended include upgraded glazing, ventilation and acoustic fence for gardens close to Maw Green Road. In terms of the railway, ground vibration exposure levels were found to be below the limits set within BS 6472 and no vibration measures are

recommended in the report. It is recommended that an appropriate scheme of sound insulation is required via a planning condition as required by the Environmental Health.

Drainage and Flooding

Surface water drainage from the site is to be drained via Sustainable Drainage System (SuDS) in the form of porous paving in unadopted areas of the proposed road network and via two separate attenuation basins, with one serving this land to the south of Maw Green Road in the north eastern corner of the site. Both systems will discharge to the ditch system on the eastern boundary of the southern fields, which in turn drains through the landfill site and ultimately to the Fowle Brook.

Appropriate drainage design will ensure flows are restricted to greenfield rates and as such would not increase as a result of the development and therefore there would be no detrimental impact on flood risk to adjacent land. Drainage arrangements will be progressed in accordance with Environment Agency recommendations during detailed design.

United Utilities and the Environment Agency raised no objections subject to the imposition of appropriate planning conditions at outline stage. It is therefore concluded that the proposed development will not adversely affect onsite, neighbouring or downstream developments and their associated residual flood risk.

Layout and Design

The site plan submitted with the application shows a new roundabout, mid way along the Maw Green Road giving access to the north and south portions of the site. Properties are shown to the south facing on to both sides of Maw Green Road. The main access roads are within the site, creating a lock style permeable active frontage to all principle routes outside and within the development, whilst retaining the majority of the existing roadside hedges on Maw Green Road.

The surrounding development comprises a mixture of ages and architectural styles, ranging from modern suburban development to larger inter-war properties, within substantial curtilages, on the adjacent housing estates to the south. There is ribbon development along Remer Street, and traditional vernacular farm buildings, which pre-date the expansion of Crewe on the more rural parts of Groby Road to the north. Notwithstanding this, there is consistency in terms of materials with most dwellings being finished in simple red brick, and grey / brown slates / concrete / clay tiles. The predominant roof forms are gables although some are hipped.

The primary route along Maw Green Road creates a strong, active frontage from which the development is served. The secondary routes into and around the development serve dwellings with a more informal building line and architecture. The tertiary routes are defined by semi detached, more compact properties, with parking courts rather than garages. The narrowing of the private drives into these areas reflects the change in hierarchy. The primary route along Maw Green Road creates a strong, active frontage from which the development is served. The secondary routes into and around the development serve dwellings with a more informal building line and architecture. The tertiary routes are defined by semi detached, more compact properties, with parking courts rather than garages. The

narrowing of the private drives into these areas reflects this change in hierarchy. The majority of the proposed dwellings are two storeys high; the only single storey buildings (excluding garages) are the bungalows along the western boundary. Single storey dwellings have been used in this location to respect the privacy of the existing dwellings along Sydney Road. It is felt that the proposed dwellings are appropriate in the existing context as they are not overly excessive in scale or mass in comparison to the surrounding buildings.

Amenity

It is generally considered that in new residential developments, a distance of 21m between principal windows and 13m between a principal window and a flank elevation is required to maintain an adequate standard of privacy and amenity between residential properties.

The layout and design of the site demonstrates satisfactorily that 72 dwellings can be comfortably accommodated on the site, whilst maintaining these minimum distances between existing and proposed dwellings. It also illustrates that the same standards can be achieved between proposed dwellings within the new estate. The objections received are understandable, particularly those of 54 Sydney Road as it has an extensive boundary with the application site, and this land is presently open countryside, but all standards are met.

A minimum private amenity space of 50 sq.m is usually considered to be appropriate for new family housing. The layout shows that this is achieved apart from one instance (plot 34) that is very slightly deficient with 48 sq.m provided. Nevertheless, this is a negligible shortfall on only one plot and the 50 sq.m figure is only a guideline and regard must be given to making the most efficient use of land in accordance with the advice in the NPPF and to the nature of the housing proposed. The 50sq.m standard does not discriminate between house types and it is acknowledged that smaller properties are likely to appeal to smaller families and therefore the lower level of private amenity space is considered to be acceptable and justifiable.

The layout overall is to be supported but there remained a lingering concern in respect of the position of plots to the south of the site as they did not fully face onto the footpath. This was stipulated as necessary by a condition appended to the outline permission. The applicant has now indicated that amendments to the scheme will be made to comply with the condition by way of dual aspect houses that provide surveillance to the watercourse and it is now considered acceptable.

It is therefore concluded that, on receipt of these slight amendments, the proposed development would be acceptable in amenity terms and would comply with the requirements of Policy BE.1 of the Local Plan.

Landscape

The Landscape Officer is satisfied with the soft landscape scheme but would like further information relating to the species, numbers and sizes of plants to be used around the attenuation pond. A further layout has been submitted and this has been forwarded to the Landscape Officer for comments.

Forestry

There are trees which are adjacent to/overhang the boundary of the site to the south which could influence the development and established hedgerows on the boundaries and crossing the site. The outline application was supported by a Tree Survey and Constraints Advice document dated 14 November 2011. At outline stage the Landscape Officer made comments regarding off site trees which overhang the site and could dominate land close to the southern boundary. In this respect the submission does not accord with the British Standard guidance and it is considered that the submission should include a tree survey and a site plan with tree constraints identified together with an arboricultural impact assessment. The overhanging trees are not within the application site but it is an issue unresolved from outline stage. Thus, details of the position and spread of these trees and how they relate to the proposed plots at the southern edges of the site have been requested. It is anticipated that these plans may well overcome the concerns of the Landscape officer and this will be reported as an update to the meeting.

Hedgerows

At outline stage it was established that several of the lengths of hedgerow in the vicinity are important under the Hedgerow Regulations 1997. These include the northern hedgerow adjoining Maw Lane and the mid site west/east hedgerow. The proposed development would result in the loss of a substantial length of the roadside hedgerow and the full length of the mid site hedge. The Landscape Officer has stated that the impact on 'Important' hedgerows is therefore a material consideration. However, it is considered in the overall balance of the gain of housing and the attractive layout that provides the buffer to the watercourse, this is not of sufficient weight to warrant the retention and withhold permission. Therefore, the design and layout is considered supportable in the round of all competing issues.

Ecology

Conditions 6, 7, 8, 9, 10, 19, 36 and 41 appended to the outline permission all relate to the site but not necessarily all to the land to the south of Maw Green Road. The ecological appraisal submitted with this reserved matters application recommends the attenuation pond should be designed to incorporate wildlife friendly principles; the retained hedgerows are gapped up using a mix of native species and a 1.5 metre buffer zone established; on-going hedgerow management should be suitable to wildlife; site clearance work should ideally take place outside the birds nesting season; gaps provide in fences to allow small wildlife to move through the site; bird boxes be provided at each dwelling and at least 75% of amenity planting be native and or of value to wildlife.

CONCLUSIONS

The proposal is considered to be acceptable in terms of its impact upon residential amenity, ecology, and drainage/flooding and it therefore complies with the relevant local plan policy requirements for residential environments. The proposal is also acceptable in terms of air quality and noise implications with the appropriate mitigation.

This reserved matters application is acceptable on the proviso that the revised layout meets the concern of the Environment Agency and their holding objection is formally withdrawn. The

conditions attached to the outline permission are extant, and therefore are not rehearsed in this report, but remain valid.

RECOMMENDATION

Approve subject to the following conditions

- 1. Plans**
- 2. Materials**
- 3. Noise mitigation scheme**
- 4. Tree survey/arboricultural assessment**
- 5. Landscaping Implementation**
- 6. Drainage Details**
- 7. Bin storage**

In the event of any changes being needed to the wording of the committee's decision (such as to delete, vary or addition conditions / informatives / planning obligations or reasons for approval / refusal) prior to the decision being issued, the Development Management and Building Control Manager, in consultation with the Chair of the Strategic Planning Board is delegated the authority to do so, provided that he does not exceed the substantive nature of the Committee's decision.

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