

SOUTHERN PLANNING COMMITTEE – 7th February 2018

UPDATE TO AGENDA

APPLICATION NO.

17/5016N

LOCATION

LAND AT MILL STREET & LOCKITT STREET

UPDATE PREPARED

Highways

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 5 years. There have been 5 accidents including a fatality involving a pedestrian. Since the fatality a signalised pedestrian crossing has been installed. 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, railway station and bus stops, and the surrounding residential areas. There are a number of signalised pedestrian crossings along Mill St.

The existing access onto Lockitt Street is acceptable and was designed as such for the previous consented site. The proposed access points 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 TRO.

Parking

Provision has been made for 272 car parking spaces including 11 for the mobility impaired and spaces for parents. 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 CEC 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. 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 via Mill Street. Whilst the principle of this is accepted some of the proportions quoted would require further clarity.

During pre-application discussions and during the application itself, the applicant was asked to assess the impact of the development on the Mill Street/Vernon Way roundabout to the north, and the Mill Street/Nantwich Road signalised junction to the south.

These assessments have not been carried out with the argument being that they are not required due to the previous consented development not requiring them. The Transport Assessment for the previous development was carried out in 2006. This was prior to NPPF and NPPG, prior to the now superseded DfT's Guidance on Transport Assessments, and prior to CELPS and the associated Infrastructure Delivery Plan, within which the Mill Street/Nantwich Road junction is included.

Given the time that has passed since the previous application's Traffic Assessment and that this consent has now lapsed, these junctions should be assessed.

Highways Conclusion

Insufficient information has been submitted to assess the impact of the development on the local road network and a recommendation for refusal is recommended.

Officer comment

Comments of the Highway Engineer noted and considered reasonable given the lack of traffic survey to consider changes that may have occurred since the previous scheme was approved back in 2007.

Education

A development of 56 dwellings is forecast to generate 9 primary school children and 8 secondary school children and 1 Special Educational Needs (SEN) child.

As such there is a requirement for a contribution from this development towards primary and SEN and the sum of £143,117 will be secured as part of a S106 Agreement.

Officer comment

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

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 proposal would result in a requirement for the provision of 16 affordable units which would be split on a social rented/intermediate basis. 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 65m2 per family dwelling or £3000 per family dwelling. 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 in Valley Park.

The development would result in increased demand for primary/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 towards primary/SEN school education is required. This is considered to be necessary and fair and reasonable in relation to the development and can be secured by way of Section 106 Agreement.

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

Recommendation

REFUSE AS PER THE MAIN REPORT BUT WITH AN ADDITIONAL REASON FOR REFUSAL BASED ON INSUFFICIENT INFORMATION

REGARDING THE HIGHWAY IMPACT AND WITH UPDATED HEADS OF TERMS SHOULD THE APPLICATION BE SUBJECT TO APPEAL:

Reason 1

The proposed development by reason of design and siting away from the road frontage would be contrary to the existing pattern of development, would not 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 Policies S12.2 of the Crewe and Nantwich Local Plan, The Cheshire East Design Guide SPD, Crewe Rail Gateway Adopted Development Brief and the NPPF.

Reason 2

Insufficient information has been provided to inform an assessment of the highway impacts of the proposal. The proposal has not been supported by a Transport Assessment as the applicant is relying on the one provided for the consented scheme on the site. However the previous assessment was carried out in 2006. This was prior to NPPF and NPPG, prior to the now superseded DfT's Guidance on Transport Assessments, and prior to CELPS and the associated Infrastructure Delivery Plan, within which the Mill Street/Nantwich Road junction is included. Given the time that has passed since the previous application's Transport Assessment and that this consent has now lapsed, these junctions need to be assessed to consider the impact of the development. 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:

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 contribution of 65m² per family dwelling or £3000 per family dwelling for off site provision for recreational facilities for young people and access improvements in Valley Park

3. Contribution towards Primary and SEN education £143,117