

**WESTON AND CREWE GREEN PARISH COUNCIL
MINUTES OF THE PLANNING COMMITTEE MEETING HELD ON FRIDAY 03 MAY 2024**

PRESENT:

Councillors: John Cornell (Chairman), John Densem and Alex Lewis

23/008 APOLOGIES FOR ABSENCE

Cllrs Broome, Chambers and Kiddie.

23/009 DECLARATIONS OF INTEREST

None

23/010 MINUTES OF THE PREVIOUS MEETING

RESOLVED – that the minutes of the meeting of the Committee held on 05 April be confirmed and signed as a true and correct record.

23/011 SOUTH CHESHIRE GROWTH VILLAGE (APPLICATION 22/1447N)

Councillors reviewed the amendments to the plans since the initial observations submitted by the Parish Council in May 2022. It was noted that the revised plans had not been submitted onto the Borough Council's planning portal yet, therefore, any observations would be submitted at an appropriate time.

RESOLVED – that, at the appropriate time, the Parish Council submits the comments as set out in the appendix to these minutes.

APPLICATION 22/1447N

Amended observations of Weston & Crewe Green Parish Council – South Cheshire Growth Village

Outline application with all matters reserved, apart from four of the means of access (one onto Main Road, one onto B5472, and two onto Old Park Road) for up to 650 dwellings, a village centre, site access and highway works, associated infrastructure, green infrastructure including sustainable drainage, ecological habitats, children's play areas, woodland, amenity green space and food growing area.

In May 2022 the former Weston & Basford Parish Council in close liaison with the former Crewe Green Parish Council made comprehensive comments in relation to this application – copy attached.

Both Councils accepted the principle of this scheme which forms a Strategic Development Proposal in the approved Cheshire East Local Plan. It was considered critical, however, that the best possible scheme must be achieved. Given the setting of the site it must be held up as an exemplar of good practice for other new housing developments within Cheshire East. This application has yet to be formally considered by the Local Planning Authority.

Notwithstanding this, the developers have engaged proactively with the Parish Council, and a considerable amount of background detailed work has been carried out since May 2022. Much of this has related to traffic modelling along with required off site highway infrastructure works. The developers held a drop in event on 4th April this year at Weston Church Hall, which was well advertised and attended by 83 people, representing a fair cross section of those likely to be directly affected by the scheme.

At the time of preparing this note the latest technical data produced by the applicants has yet to appear on the Cheshire East website.

The key issues now relate to:

- **Off-site infrastructure along with access configuration from Weston Road into Main Road Weston.** This has been redesigned and according to the applicants now meets with the approval of the Cheshire East Highways Engineers. In brief this can be summarised as follows. *40MPH speed limit along Weston Lane right up to David Whitby Way / University Way roundabout along with an extended central refuse outside Crewe Hall to assist right turning traffic. Partial 40MPH speed limit along the B5472 towards Meremoor Moss roundabout. Remodelling of roundabouts at junctions of Weston Road and David Whitby /University Way, Weston Road and the B5472, and the A500 junction at Meremoor Moss. 2 sets of traffic signals, one set at the junction with Weston Road and Main Road, and another set either side of the railway bridge over Main Road. A shuttle system will be introduced over the railway bridge. Main Road will be made one way at this point to facilitate pedestrian/safe routes to school access. A partial extended speed limit along Main Road towards Weston Village. The traffic modelling resulting in these proposals has been based on the performance of the network in 2030 with and without the dualling of the A500. / M6 Junction 16 link.* The Parish Council fully supports these suggested speed limits. It is suggested however, that we need to concentrate on the protection of the whole length of Main Road Weston (from Weston Hall / A531 Junction to the Crewe Derby Railway Bridge), along with ensuring that minimal queues of traffic build up at peak times through the shuttle system over the railway bridge. There needs to be a strict 30 MPH speed limit along the **WHOLE LENGTH OF MAIN ROAD** along with a 7.5 tonne weight limit. Signage deterring through traffic needs to be installed at the Weston Hall end of Main Road. The

proposals at this stage only cater for a partial speed limit along Main Road. All of this would need to be included in a Planning / Highways Agreement given that such works would take place outside the site boundary. **In addition, there needs to be traffic mitigation measures introduced along Old Park Road to deter rat running through Crewe Green.**

- **The management of HGV traffic flows from the Crewe Hall Industrial Estate onto the primary road network.** There are two issues here. Firstly, access along Weston Road onto David Whitby Way and potential conflict with the Basford East Development (Wimpey, former Onward Homes site, School, Community facilities, Muse etc). All are of serious concern. Secondly assurances must be given, and the scheme designed to prevent HGVs from entering and exiting the Crewe Hall Industrial Estate through the proposed new Village.
- **Attenuation of noise and smell from the Crewe Hall Industrial Estate.** This will have a negative impact on the promotion and amenity of housing located in that part of the scheme.
- **Concern regarding the measures to protect and enhance the setting of Stowford (5 Listed Buildings), Holly Hedge Farm (Grade II* Listed), and Crewe Hall Farm (3 Listed Buildings).** The planting and landscaping to protect these assets needs to be dense and semi mature to ensure that it sits in the landscape and not on the landscape.
- **Southern landscaped buffer separating the proposed development south of the railway and west of Main Road from the Strategic Green Gap running down to the A500 Shavington bypass.** It's considered critical here that a firmly defined boundary is established to prevent future development creeping towards the bypass **All structure planting, bunding and landscaping needs to be established well before development commences.**
- **A detailed ongoing maintenance scheme** for all the open space areas within the development needs to be agreed before any permission is granted.
- **Pedestrian Access routes /safe routes to school.** These seem to be adequately provided for – priority access across railway bridge on Main Road, pelican crossings etc at road junctions along with speed limits. The safe route to the proposed primary school abutting the former Onward Homes site adjacent to David Whitby Way needs to be defined in detail along with lighting proposals. The details of pedestrian routes within the development are likely to be resolved at reserved matters stage.
- **Sensitive use of materials to follow CE and National Design Guide recommendations.** This is considered particularly important in relation to the treatment of the shuttle system / pedestrian access around the Main Road Railway bridge and entry point into Weston Village.
- **Design of Village Centre.** This has been improved in terms of creating a more intimate, inviting, and user-friendly space attractive to wander around, albeit that some of this will still be 3 storeys.

- **Need for local shops within the Village Centre.** This was an important issue raised at the drop in event. There is currently no shopping facility in Weston Village and that proposed for Basford East on the western side of David Whitby Way will be a considerable distance away from the SCGV. Shopping provision within the scheme needs to form a part of any permission.
- **Off Street Car Parking within the development.** Whilst it is appreciated that this part of the application is in outline at this stage, from our experience in Wychwood Village, 'on street' car parking and congestion is a major concern and constant source of complaint. The proposed residential parking standards need to be enhanced if this scheme is to achieve exemplar status.
- **Biodiversity, and Climate Change.** There seems to be scant reference to these aspects. More evidence needs to be demonstrated and greater detail provided.
- **Need for Health Centre.** There is an urgent need for a local health centre whether on or off site to serve both this development and Basford East. The nearest facility is at Shavington which isn't even served by any public transport from the Weston area. The Parish Council strongly urges that funding to assist the facilitation of such a facility, needs to be included as part of a Sec.106 Agreement.

It is requested that all the issues now raised by the Parish Council are resolved between the Local Planning Authority and the applicant before any permission is granted, and appropriate conditions along with timescales are included within any planning permission and Section 106 Agreement.

WCGPC/ May 2024

INITIAL OBSERVATIONS OF WESTON & BASFORD AND CREWE GREEN PARISH COUNCILS

Application 22/1447N – South Cheshire Growth Village

Outline application with all matters reserved, apart from four of the means of access (one onto Main Road, one onto B5472, and two onto Old Park Road) for: up to 650 dwellings, a village centre, site access and highway works, associated infrastructure, green infrastructure including sustainable drainage, ecological habitats, children’s play areas, woodland, amenity green space and food growing area.

Close liaison has taken place between Weston & Basford and Crewe Green Parish Councils and both Councils have a series of concerns regarding this major application which will impact heavily on both Parishes. These are detailed below. Both Councils accept that the development will happen but are anxious to ensure we get the best possible scheme – this Strategic site, given its setting, must be held up as an exemplar of good practice to other housing developments within Cheshire East.

Before formalising our comments, we request a meeting with the Chief Planning Officer and his Principal Planner (David Malcolm and Richard Taylor) We have requested an extension of the deadline to comment on this application – no response has been received to date.

It is noted that all matters are reserved apart from key means of access. We are concerned about:

- **The access configuration from Weston Road onto Main Road Weston and access into area W1 along with the access into W2 opposite Holly Hedge Farm combined with the narrowing of the railway bridge is very messy.** In our view this will not work, given the conflicting modes and volumes of traffic and pedestrians which will pass through this area– severe congestion and potential danger will result.
- **The treatment of narrowing the Crewe to Derby Railway Bridge and the safe route to school on Basford East** hasn’t in our judgement been properly thought through. A pedestrian / cycle bridge could be built alongside the current road bridge at road level and span the railway cutting at this point. This could be of simple design and would be safe.
- **Implications of the twin tracking of the Crewe to Derby Line in connection with HS2**, in relation to this bridge over Main Road and the scheme as a whole.
- **Need for traffic attenuation measures along Main Road Weston** from the junction with Weston Road to the A531 at Weston Hall to prevent through traffic along with an enforceable 7.5 tonne weight limit.
- **Protection measures along Old Park Road** to deter through traffic.
- **The management of HGV traffic flows from the Crewe Hall Industrial Estate onto the Primary Road Network.** There are two issues here. Firstly, access onto David Whitby Way and conflict with the Onward/Lane End and

Wimpey developments (over 800 dwellings) including the proposed new Primary School is of serious concern. Secondly, assurances need to be given that HGVs are physically diverted away from entering and exiting the Crewe Hall Industrial Estate through the proposed new village.

- **Attenuation of noise and smell from the Crewe Hall Industrial Estate** which will have a negative impact on the housing located in that part of the scheme (garlic bread!)
- **Concern regarding the measures to protect and enhance the setting of Stowford (5 listed buildings), Holly Hedge Farm (Grade II* listed), and Crewe Hall Farm (3 listed buildings).** The planting to protect these assets needs to be semi mature and dense so that it is shown to sit in the landscape and not on the landscape. This also applies to the southern buffer of the development south of the railway and west of Main Road Weston.
- Concern regarding the **character of the design of the proposed Village Centre.** We strongly question whether 3 storey development with a strong urban character is the right solution here?
- There seems to be **little reference to sustainability and climate change** – solar panels, air source heat pumps etc.
- **Off street car parking within the development.** From our experience in Wychwood Village, congestion is a major concern and constant source of complaint. The proposed residential parking standards need to be enhanced in the South Cheshire Growth Village.
- **Need for Health Centre** to serve this development along with Basford East must be factored in. Clinical Commissioning Group?
- Difficult for the layman to visualise in 3D what the new development will look like – needs superimposing on the photos?
- **Will there be additional resident consultation?**
- Are there any lessons that can be learned from the appraisal of Handforth Growth Village?

WBPC/CGPC May 2022