

**CHESHIRE EAST LOCAL PLAN STRATEGY
PROPOSED CHANGES EXAMINATION HEARINGS**

HOMEWORK ITEM 37 – MATTER 5.6

**OPTIONS FOR ACCESS ARRANGEMENTS FOR SITE CS 49
(CLAY LANE / SAGARS ROAD, HANDFORTH)**

1. The Council provides this note which concerns Matter 5.6 and the Inspector's request that the Council consider the options for access arrangements for site CS 49 (Clay Lane / Sagars Lane, Handforth).

Means of Access

2. The Revised LPS Policy for Site CS 49 does not specify particular access arrangements, but principle of development (c) requires “*creation of a new vehicular access to site of sufficient capacity to accommodate the proposed development*”.
3. There are a number of potential options to access the site. These include:
 - Access from Sagars Road;
 - Access from Clay Lane; and
 - Access from Meriton Road / Hampson Crescent through the plot of the current no. 15 Hampson Crescent.
4. The Technical Note submitted by HIMOR to the Proposed Changes Consultation (PCV9735) includes an access layout proposal (drawing ref. SK21451-002 Rev A) utilising the property at no. 15 Hampson Crescent, which is within the same ownership (HIMOR). The Council is satisfied that this demonstrates that a vehicle access of suitable geometry can be delivered to connect to the existing highway. As shown within the drawing, the plot comfortably affords sufficient highway frontage on Hampson Crescent to accommodate the access.
5. The formation of a vehicular access at this location requires crossing the existing watercourse to the rear of property no. 15 Hampson Crescent. HIMOR have provided confirmation that discussions have been held with the Environment Agency and that the details of such have been agreed. The matter will be considered further at the planning application stage.

6. Further connections to the proposed allocation site suitable for additional pedestrian, cycle and emergency access provision can readily be achieved via the existing routes adjoining the site (Sagars Road and Clay Lane).
7. Following the Proposed Changes Consultation (March 2016), HIMOR provided the Council with additional information concerning the detail of the proposed access. These have not been submitted to the examination but are available on request:
 - Outline noise assessment in connection with proposed residential access road (Hepworth Acoustics);
 - Access road cross-section and road and drainage layout diagrams (Vectos Highway Infrastructure Specialists);
 - Environment Agency correspondence confirming the principle of crossing Dobbin Brook.

Local Highway Network

8. The position of the access to the proposed allocation site is directly opposite the existing junction of Meriton Road with Hampson Crescent. Meriton Road provides a direct connection between the proposed allocation site and the B5358 Wilmslow Road which is the principal north-south distributor route within Handforth. The Council considers that Meriton Road would be the principal access route for the proposed allocation site given the form and location of the proposed access.
9. Meriton Road is a residential street with a carriageway width of 6m and having continuous footway provision in excess of 2m width along both carriageway edges. There are currently circa 100 properties on Meriton Road, the majority of which benefit from off-street parking provision in the form of private driveways. There are a further 60 properties (approximately) on Hampson Crescent.
10. At its eastern end, Meriton Road meets the B5358 Wilmslow Road at a simple priority junction. Footway provision on Wilmslow Road in the vicinity of the junction is generous, affording good visibility for drivers using the junction.
11. On street parking is permitted on Meriton Road except at its eastern end, at which waiting restrictions are in place in the form of single yellow lines on both sides of Meriton Road for a distance of 140m on the approach to the junction with Wilmslow Road. Parking is prohibited within the junction zone and on Wilmslow Road. In relation to its function as an access route to the proposed allocation site, the effect of on-street parking on vehicle movement will need to be considered in detail and the Council will require this within the assessment work undertaken as part of a planning

application. This will identify the need or otherwise for extension of the existing waiting restrictions. The council will require that this study capture all relevant approach routes to the proposed allocation site and the availability of parking within the district centre, to ensure that a suitable supply of parking is maintained for residents and other users, and that there will be no adverse effect on highway operation as a result of parking displacement.

12. In addition to Meriton Road, a secondary vehicular route between the identified access to the proposed allocation site and Wilmslow Road is available via Hampson Crescent and Sagars Road, to the south. Whilst not expected to be the principal access route it is anticipated that some vehicular movement associated with the site may utilise this route.
13. Sagars Road is 5.5m wide. Residential properties front directly onto Sagars Road along its northern side and continuous footway provision is available on this frontage. An established strip of vegetation lines much of the southern edge of Sagars Road, separating the road from the established settlement area to the south. Sagars Road meets Wilmslow Road at a simple priority junction and parking is prohibited on Sagars Road over a distance of 60m on the approach to this junction. Good visibility is available for drivers using this junction.
14. Sagars Road currently serves approximately 150 dwellings. In combination, Meriton Road and Sagars Road currently provide access to approximately 300 dwellings. Overall, the form of access and character of the connecting road network is considered to be of a suitable nature to support the scale of development for which the proposed allocation site is identified. This will provide up to an additional 250 dwellings, taking the total served from the two existing junctions on Wilmslow Road to 550 dwellings; this quantum is considered by the Council to be a reasonable combined level in relation to the existing access provision. There are no fundamental constraints to development in relation to access.

Accessibility and Sustainable Travel

15. The proposed allocation site abuts the western edge of the existing built-up area of Handforth. Handforth is an established local service centre offering a range of facilities and services centred on the Wilmslow Road corridor.
16. The proposed allocation site is bounded to the north and south by Clay Lane and Sagars Road. To the boundary of the proposed allocation site Clay Lane is a bridleway route and Sagars Road is subject to restricted vehicular access rights.

Sagars Road continues to the west of the proposed allocation site where it meets Station Road / Stanneylands Road.

17. These routes afford connections for pedestrian and cycle movement in addition to the proposed access location on Hampson Crescent.
18. A direct and convenient access route to the principal facilities in the district centre is afforded via Meriton Road. Meriton Road has good standard footway provision and the residential character of the street affords a suitable environment for cyclists. The walking distance from the centre of the proposed allocation site to the principal shopping area on Wilmslow Road immediately north of Meriton Road is 750m. A pelican crossing is available on Wilmslow Road just to the north of the Meriton Road junction.
19. Bus stops are available on Wilmslow Road to the north of Meriton Road with further stops available to the north of Sagars Road. Existing bus service nos. 130 and 378 provide a frequency of three buses per hour throughout the day in each direction providing connections to Wilmslow, Macclesfield, Stockport and central Manchester. The walk distance to the bus stops in each case is 750m from the centre of the site. This is not considered to present a significant barrier to bus use given the direct nature of the access routes, quality of pedestrian infrastructure and frequency of service available from the existing stops.
20. Handforth railway station can be accessed from Station Road on the eastern side of Wilmslow Road. The Wilmslow Road junction with Station Road is just to the south of the Sagars Road junction, with Sagars Road affording the most direct access route from the proposed allocation site. The walk distance to the station is 950m. Cycle parking is currently provided at Handforth Station in the form of cycle stands and lockers.
21. The proposed allocation site is well related to the existing district centre and public transport routes. The routes available for access to the surrounding area provide a good environment for pedestrians and cyclists. The location and associated accessibility of the proposed allocation site can be expected to contribute to a reduction in the volume of traffic movement associated with development on the site.
22. The Council will also require a Travel Plan to be implemented for any development on the proposed allocation site, which can be expected to further contribute to reducing vehicle movements from the site.

Conclusion

23. There are no fundamental features in relation to access that would prevent the delivery of the proposed allocation site.

Tuesday, 18 October 2016