



Minutes of the Extra Ordinary Meeting of Handforth Parish
Council held on Tuesday 22nd August 2017 at 7:00pm, The
Youth Centre, Old Road, Handforth.

Present: Cllr Burgess, Cllr Clark, Cllr Samson (Chair of Handforth Parish Council), Cllr Smith, Cllr Sullivan, Cllr Thompson & Cllr Tolver

Also present Mr Comiskey Dawson, Parish Clerk
Twenty Five members of the public.
One member of the press.

17/22/1 To receive apologies for absence.

None.

17/22/2 To note Declarations of interest and requests for dispensation to discuss, or discuss and vote on a matter in which a Member or co-opted Member has a Disclosable Pecuniary or non-pecuniary interest (DPI).

None.

17/22/3 Open Forum- Comment and questions concerning items on this agenda may be put to the Council by the public during this period. Matters which, in the Chairman's view require debate and/or a discussion will be referred to the next Committee/Council meeting, as appropriate. The Public Forum is restricted to 15 minutes, unless the Chairman allows otherwise.

A large number of residents commented upon item 17/22/4:

The chairman of the Handforth neighbourhood plan steering group requested permission to submit Draft Policy H16 on Congestion and Highway Safety to the planning case officer to take into consideration, as the neighbourhood plan will have gained some statutory weight after Regulation 14 consultation which will have closed prior to item 17/22/4 being discussed by the Strategic Planning committee at CEC.

Chair.....Date.....

A resident enquired whether the debate by council would be in public or private, the chair of HPC reassured him that the debate would be held in public.

A resident enquired about the increased traffic and the impact that this would have on local air quality, and noted that CEC had already been exposed for manipulating this data in a recent press article.

Cllr Smith passed comment that individuals need to put in their objections to CEC planning, and that a petition would be weighted as one sole objection. Cllr Samson noted that all present had been given a detailed printout of “how to object to a planning application” and advised the public to follow these guidelines.

A resident stated that it was felt amongst the public that there was an all time low level of confidence with CEC; and noted the large number of objections to this planning application already. The resident urged HPC to work closely with Styal PC in objecting to the proposal, as Styal should bear some of the infrastructure burden, alongside Handforth with regard to any proposed development.

One resident stated that this particular plot for development had received more objections than any other parcel of land in the CE Local Plan.

A resident felt that CEC was not being transparent.

Another resident supported the previous statement by noting that only 41 consultees had been informed about the development at site LPS34, even though the development would affect all residents of Handforth.

A resident enquired as to whether HPC would be including a statement to recommend traffic management provisions in their response.

A resident commented on the problems with the flooding at existing properties in the location of the proposed development site, and noted that the addition of extra housing would only exacerbate the problem.

A resident noted that within 2 miles of the site location there were enough Brownfield sites to accommodate this number of houses.

Another resident commented on the poor drainage and flooding risk apparent at the site.

It was felt by many residents present that there was nobody with enough clout to organise resistance to the proposed scheme and not enough was being done to halt it.

Cllr Samson suggested residents contact their MP to assist in their opposition to the proposed site.

It was suggested that HPC appoint their own traffic consultant to examine the report produced by the developer regarding this site.

17/22/4

To consider planning application 17/3894M, Outline planning application (access to be considered) for erection of up to 250 dwellings with associated works including the demolition of 15 Hampson Crescent. Land between Clay Lane and Sagars Road, Handforth.

Cllr Tolver had produced and circulated a draft response to the planning case officer and this was read through at the meeting comments and additions were received from councillors during the debate and it was agreed that all the comments would be added to the current draft response and submitted to CEC planning to form HPC's objection to this development.

There was agreement amongst councillors to appoint both a traffic management consultant and an arboriculture specialist consultant to review the traffic and arboriculture report submitted by the developer to give further weight to the objection.

Cllr Tolver proposed, seconded by Cllr Smith to appoint a traffic management consultant to review the data provided by the developer.

Resolved: Unanimously.

Cllr Tolver proposed, seconded by Cllr Smith to appoint an arboriculture specialist consultant to review the data provided by the developer.

Resolved: Unanimously.

The Parish Council recommends refusal of the application on the following grounds:

Access

The proposed access is onto Hampson Crescent, which is a minor road, very narrow near to the site – even now, cars park half on the pavement to make movement practicable. It is most definitely too narrow to allow for heavy construction vehicles.

The same applies to the major routes of Sagars Road, The Link, and Bulkeley Road which would be the principal routes used by eastbound or southbound traffic.

Vehicles going into Handforth shopping centre or north to access the A555 (Manchester Airport Road) or A34 (Handforth Bypass – main route into Manchester) will more likely use Meriton Road. This is a little wider than the others mentioned above, but it is still narrow and uninsurable for heavy traffic which might be expected to be visiting the site for many years

Chair.....Date.....

throughout construction. Meriton Road is also used significantly for children and families visiting the park and also the “Grange” primary school, as well as Handforth shopping centre.

Vehicles heading south for Wilmslow, or east along Station Road Handforth to head towards Wilmslow in the Summerfields area, or Macclesfield and Poynton, will almost always choose to exit Hampson Crescent onto Sagars Road, turn right into the tiny “The Link” connecting road, and left into Bulkeley Road – the reason being that this has a traffic light at the busy junction with the B5358 Wilmslow Road. (It is very difficult and dangerous turning right – southbound - onto Wilmslow Road from the alternative choices of Sagars Road or Meriton Road.)

The problem here, is that Bulkeley road is even narrower than Sagars/Meriton roads. At the narrow point, it is only 4.06 metres. This is rather less than the width of two small cars, and demonstrates how unsuitable this road would be for any construction traffic which tends to be significantly wider. We would request that, if consent is given for building, The Link and Bulkeley Road be prohibited to construction traffic entirely by means of a condition to the consent, and that notices be displayed to that effect be displayed on the roads during construction. .

We are concerned in any event by construction traffic using any of Sagars Road, Hampson Crescent, and Meriton Road. As referred to above, these are narrow, and cars are routinely parked on pavements to assist other road users (at the expense of wheelchair and pushchair users). Extreme use of yellow-line parking restrictions will simply cause more problems elsewhere in Handforth which has virtually no available parking spaces within practicable distance.

Traffic

An estate of this size would (based on the TRICS database) be expected to produce about 130 vehicles per hour in the peak periods. If access is as proposed, this will add considerably (between 20 and 25%) to totals passing through Handforth's high street. (Based on HPC's SID device**)

**** SID vehicle counts Mon-Fri, June 2017 on B5358b Wilmslow Road**

Northbound	AM Peak	485	PM Peak	626
Southbound		561		593

Chair.....Date.....

(These are simple vehicle counts so pcu's would be a little higher).

Of course significant numbers of construction lorries and vans during the construction years will add to these.

The highest speed recorded by the SID along this road (B5358 Wilmslow Road) is 78mph at 7:41pm (in a 30mph limit).

Traffic Assessment report submitted with the application

There are significant concerns about the traffic assessment.

No analysis appears about the use of Bulkeley Road. Any traffic from the proposal site that intends to go south towards Wilmslow, or east towards Colshaw, Adlington, Woodford, Poynton or Macclesfield, would be far more likely to exit the site via Sagars Road and The Link into Bulkeley Road. This is because the traffic lights on Bulkeley Road allow much easier and safer access to and across the B5358 Wilmslow Road than does Meriton Road. The assessment needs to be revised to take account of this especially as those roads are very narrow and somewhat obstructed with parked vehicles.

The information about the bus service is out of date. Significant cuts to the 130 service have been brought into effect. CEC has announced that some £200k of S106 money (from the Next retail centre) is likely to be used for unspecified bus service provision but the details of what and where are unspecified.

The report seems confused/confusing. Paragraph numbers go from 4.15 to 2.12 then 2.13 then 4.16 refers to Wilmslow Grange Primary school, but 4.16/Table 4.2 refers to St Benedict's school.

Paragraph 5.7 says the SEMMMS Traffic Assessment (dated Oct 2013) forecasts a small reduction in traffic on the north-south Wilmslow Road. However that is based on the assumption of as yet unspecified/undefined mitigation measures, none of which appear to be currently planned. In any event, the SEMMMS data is projected from 2009 data and clearly things have changed materially since then. The Poynton bypass will add to volumes, and also to be factored in are growth from the northern Wilmslow sites, Heathfield Farm, Little Stanneylands and Adlington Road., plus natural growth over time.

Chair.....Date.....

Access and Traffic – Conclusions

Handforth Parish Council believes that all the difficulties and dangers of access, and the impact on traffic volumes, argue strongly for access to this site to be taken via its actual Parish, which is Styal.

We believe the flaws and uncertainties arising in the Traffic Assessment require a more detailed and up-to-date and accurate analysis is required that should be completed before approval is given to this application.

HPC have formally commissioned a transport management consultant to review the traffic and transport evidence provided by the developer to ensure its validity.

The access is unsuitable in a number of respects, and we think it is unsafe. Safety on the roads was cited in the Decision Notice on 13/4355M in June 2014 thus: *"No development shall take place until details of a scheme to assess and mitigate impacts on the development on the Coppice Way/A34 junction has been submitted to and approved by the Local Planning Authority. The scheme shall include a timetable for implementation. Development shall be carried out in accordance with the approved details."* And HPC believes the prospective dangers of the current Sagars Road application site access, demand the same safeguards as a minimum.

Infrastructure

Both GP surgeries in Handforth are already heavily subscribed and would find it difficult to cope with another 500+ of population – they already have to anticipate supporting a Care Village off Coppice Way and 175 family dwellings (Jones Homes). Cypress House will presumably back into use in the short/medium-term future. Furthermore, Handforth has to anticipate a massive increase from the North Cheshire Growth Village.

Clinic Services

East Cheshire NHS Trust is proposing to radically reduce clinic services provided at Handforth Health Centre – users will have to travel to Macclesfield, Knutsford, Congleton and Wilmslow.

Primary schools

Both of Handforth's primary schools are over-subscribed and will have major additional demands from other developments in the area.

Chair.....Date.....

Secondary school provision: any senior children on the proposed application site will need to seek places at Wilmslow (principally) or possibly Macclesfield. Wilmslow is over-subscribed and will become very much more so as a result of the Local Plan.

Height of buildings

The proposal clusters the highest *3-story) buildings on high ground and closest to existing long-established properties in the local Handforth roads. HPC considers this inappropriate development in this locality which is relatively low-density and low-rise, traditional stock.

Planning Policy Statement 3 states (at Section 16) that “Matters to consider when assessing design quality include the extent to which the proposed developmentIs well integrated with, and complements, the neighbouring buildings and the local area more generally in terms of scale, density, layout and access.....and....– Creates, or enhances, a distinctive character that relates well to the surroundings and supports a sense of local pride and civic identity.

HPC does not believe that the proposals satisfy these requirements.

Social effects

The social and “affordable” housing is all clustered together in a distinct area. This will clearly be likely to lead to undesirable social effects

Planning Policy Statement 3 (at Section 10) says that “The specific outcomes that the planning system.....should deliver are.... a mix of housing, both market and affordable, particularly in terms of tenure and price, to support a wide variety of households in all areas, both urban and rural.”

We take the use of the term “mix” of housing (rather than “proportion” or “ratio”) to mean that site layout should distribute the social and affordable units amongst the higher-end stock so as to avoid the ill effects of creating separate, “them-and-us” areas and to foster better communities. The proposals for the site do not do this.

Note to case officer, the head of CEC strategic housing has submitted an objection to this application which HPC would like to be fully taken into consideration.

Trees on Hampson Crescent

HPC is very concerned that the Arboricultural Impact Assessment contains misleading inaccuracies. This report describes 5 trees on Hampson Crescent (T13, T14, T15, T16, and T17) as being of the lowest grade for quality and value. In the case of T13 and T15 – particularly T15, a fine medium-sized specimen of purple maple – we cannot agree with this definition at all. T14 is, in any event, on private land (the garden of No 11 Hampson Crescent). Whilst we can see that these trees may be (to a degree) obstacles to the larger construction vehicles, they are not of low value and provide very pleasing shade and natural “cover” on this stretch of Hampson Crescent.

HPC have formally commissioned an Arboriculture consultant to review the evidence provided by the developer and to ensure its validity.

Ecological Impact

We are concerned that the ecological impact of this site on Dobbin Brook and its valley will be very adverse. It is not uncommon for much dust and other waste material to be generated during the construction phase – which will be over an extended period of years. Much of this will find its way downhill into the brook and its valley, and from there into the River Dean. Previous developments which border the River Dean over past years have resulted in chemical drums and building detritus being left to clog up the river system. This will have an adverse effect on the invertebrates and fish population including Bream, Perch, Roach, Brown Trout, Grayling, Chub, and Bullhead living in the brook and the river. Dean. Bullhead can also be found in Dobbin Brook. The effects of pollution will also adversely affect Kingfishers, Grey Wagtails and White Throated Dippers living on the river course.

If development is allowed on this site, we would want to see very strong conditions imposed to prevent construction activities causing any pollution here.

The increased human pressure over a long period, on this scale, on a delicate landscape will lead to consequent irrecoverable damage to the flora and fauna.

Risk of Flooding

Local people report that in wet weather, for example in the winter months, parts of the site especially the ditch towards the middle area of the site – fills up quite quickly and sometimes overflows, creating a stream that flows into Dobbin Brook – quite a loud and impressive flow.

Chair.....Date.....

The development would replace perhaps 30,000 square metres of grassland with built surfaces and hard standing – a lot of additional rainwater would flow into the Brook instead of seeping into the ground. Householders in Ullswater Road have experienced flooding in their gardens of up to half a meter in depth on occasions.

Note to case officer, the environment agency has submitted an objection to this application which HPC would like to be fully taken into consideration.

Overall Conclusions

HPC recognises that this site is now removed from Green Belt and earmarked for construction under the new Local Plan. However we have serious reservations about many aspects of the actual application. The access is unsuitable in a number of respects, and we think it is unsafe.

We also believe that measures to provide the necessary infrastructure – schools and health services, as well as roads – should be in place before development on this site is allowed.

HPC will be submitting further evidence, as provided by our consultants, before the committee date of 27th September.

CLlr Sullivan proposed, seconded by CLlr Thompson to submit the above as HPC’s response of objection to application 17/3894M.

Resolved: Unanimously

17/22/5 Notices and Correspondence

None.

The meeting closed at 8:05 pm.

Chair.....

Date.....

Chair.....Date.....