**SHAVINGTON-CUM-GRESTY PARISH COUNCIL**

**PLANNING APPLICATION No.14/1669N - Outline application for the demolition of 71 Main Road and a residential development of up to 44 houses of mixed type and tenure**

The Parish Council has considered the content of the above planning application and has instructed me to submit the following **objections** to the proposals.

The Parish Council has received the views of a number of residents of Main Road including those whose boundary adjoins the proposed site. It wholeheartedly agrees and supports the objections contained in the representations from residents of Main Road and reflects these in this objection.

Concern has been expressed by a number of adjoining land owner residents that that had not received any notification of the planning application, and had to rely on local word of mouth to be informed. This is clearly an unacceptable situation for such a potentially large development which would have a major impact on local amenity and services. The Parish Council would endorse the residents’ views that every property in Main Road should have received notification.

**Loss of Open Countryside**

All of the proposed houses are located **outside of the Settlement Boundary** and within Open Countryside. Local Plan Policy NE2 states: *“….. Within open countryside only development which is essential for the purposes of agriculture, forestry, outdoor recreation, essential works undertaken by public service authorities or statutory undertakers, or for other uses appropriate to a rural area will be permitted. An exception may be made where there is the opportunity for the infilling of a small gap with one or two dwellings in an otherwise built up frontage.”*

Over the last three years Shavington has experienced enormous interest from large scale housing developers with well over 1,000 additional dwellings already approved despite local objections and largely due to the absence of a demonstrable housing land supply in the Local Plan. Conservative estimates show that the size of the Parish is likely to increase by over 50% in coming years with it inevitable adverse impact on local amenities, traffic flow and infrastructure. In addition to this a number of planning applications which have been refused are now at the appeal stage (including Gresty Oaks (880 dwellings) and Shavington East (275 dwellings)) so this figure could increase even more significantly. Any perceived demand for this number of additional houses in Shavington has already been more than satisfied by the applications already approved.

**Contrary to Green Gap Policy**

NE.4 green gaps states: *“Within these areas, which are also subject to policy NE.2, approval will not be given for the construction of new buildings or the change of use of existing buildings or land which would:*

* *Result in erosion of the physical gaps between built up areas; or*
* *Adversely affect the visual character of the landscape.”*

Clearly the proposed development encroaches further into the green gap and would impact on character of the landscape on the north western edge of Shavington.

**Impact upon local amenity and amenity of the occupiers of neighbouring properties**

Policy BE.1 Amenity requires proposals to be compatible with surrounding land uses and states that they must not prejudice the amenity of future occupiers or the occupiers of adjacent properties. Proposals must not generate such levels of traffic which would prejudice the safe movement of traffic on surrounding roads. Also new developments should not lead to an increase in air, noise or water pollution.

* The layout does not provide sufficient information of its relationship to neighbouring properties and buildings. It is not therefore possible to properly assess its impact upon them.
* The design of the proposed development is not in keeping with the character of the surroundings.
* The close proximity of the proposed access road to the adjacent houses will cause harm to the amenity of the occupiers of both properties in terms of increased noise and disturbance from vehicular and pedestrian movements.
* More than 29% of the proposed houses are proposed in a row adjacent to the site’s south western boundary with the private rear garden of an adjacent residential property. No account has been taken within this layout of its impact upon the amenities of the occupiers of the adjacent property.
* The layout has urban, car dominated frontages whilst providing insufficient car parking for many of the four bedroomed houses. This suggests that the proposals for the site would result in its overdevelopment.

**Highway safety, car parking, traffic flow**

Policy BE.3 permits new developments as long as they provide safe pedestrian and vehicle access and adequate parking.

* The development of 44 houses at the proposed site will increase the number of cars using Main Road substantially and further add to severe traffic congestion.
* Main Road is narrow, and many houses have no off street parking, therefore many cars are parked on the road. In practice, this means that there is only space for one lane of traffic to move at a time. An increase in traffic on Main Road will therefore result in even longer queues of cars waiting to pass along the road, and increase the risk to pedestrians from cars and buses mounting the pavement in order to avoid oncoming traffic (dangerous events that occur already). The parked cars on Main Road will also reduce the visibility of traffic emerging from the new access road to the proposed development, increasing the risk of accidents to both pedestrians and car occupants.
* Traffic speed along this section of Main Road regularly exceeds 30 mph. In view of the scale of the development proposed, the junction and visibility standards should not be designed to the bare minimum. Increased visibility should be provided in the leading direction in order to ensure safe access and egress.
* The No. 6 bus comes along Main Road every 30 minutes and the carriageway and pavements are narrow. Large vehicles already have to mount the pavement to get past parked vehicles, and due to the long lines of parked vehicles motorists regularly speed to try to get past before meeting an on-coming vehicle.
* The appropriate level of visibility required may require third party land outside the red line boundary of the application site which cannot be delivered.

**Pollution and infrastructure**

There is an on-going and serious issue with the existing sewerage system along Main Road which has been unable to cope with excess rainwater and has flooded the carriageway with effluent on a number of occasions. The developer states that the proposed dwellings will be connected to the existing main drainage system so this will not only add further pressure to a sewerage system already unable to cope, but will increase the risk of flooding (due to the additional hard landscaping of the site) and therefore increase the risk of overspill from the sewerage system. Concerned residents of Main Road have been in contact with United Utilities on numerous occasions and have received correspondence from the Company to say that the existing system cannot be upgraded and that a new pumping station needs to be built, and that this work is not imminent.

C Moulton

Clerk to the Council

Shavington-cum-Gresty Parish Council

20th May 2014