

AIR QUALITY REPORT

FULL PLANNING APPLICATION FOR RESIDENTIAL DEVELOPMENT OF 67 HOUSES

LAND WEST OF CHEADLE ROAD, UPPER TEAN.

On behalf of KEEPMOAT HOMES LIMITED.

Date: 22 June 2022 | Pegasus Ref: P21-1771

PINS Ref: | LPA Ref:

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Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
1	22/06/22	DO	DO	N/A



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1. Site Description

- 1.1. The Application Site ('the Site') is approximately 3.6ha and consists of a roughly rectangular area of open land located to the west of Cheadle Road and south of Breach Lane. The River Tean forms its western boundary.
- 1.2. The site consists of open land, the eastern portion being laid down to grass whilst the western portion contains substantial areas of trees and other landscaping. A public right of way traverses the north of the site providing a link between Cheadle Road and Breach Lane.
- 1.3. The Site is located within the village of Upper Tean. Upper Tean is a medium sized village with a range of facilities including St Thomas' Primary School, food shop, takeaway facilities and some employment.
- 1.4. The majority of the Site falls within Flood Zone 1, at a low risk of fluvial flooding. However, the western part of the site is located within Flood Zone 3 adjacent to the River Tean. The western part of the Site is defined by a variety of woodland and planting.
- 1.5. Immediately to the north of the site is the Anchor Public House which is Grade II listed.
- 1.6. Also abutting the northern boundary is Ivy Cottage, a small residential dwelling. A Severn Trent Water pumping station adjoins the northern boundary.

2. The Proposal

- 2.1. This application seeks full planning permission for:

"Full planning application for residential development of 67 houses with a mix of two and two and a half storey dwellings, consisting of new access to Cheadle Road, new public open space sustainable urban drainage, landscaping, pumping station and associated works."

- 2.2. The proposed development comprises of 67 dwellings. The accommodation schedule is set out on Drawing No A1013 01 Rev C.

Housing mix

- 2.3. There will be nine house types as detailed in the accommodation schedule within Drawing No. A1013 01 Rev C. The mix is as follows:

2 bed – 21 dwellings (31%)
3 bed – 36 dwellings (54%)
4 bed – 10 dwellings (15%)

Layout

- 2.4. The layout plan provided with the application (A1013 01 Rev E) broadly shows development in a similar location to that shown on the previously approved outline Illustrative Masterplan related to permission SMD/2015/0424. In particular, the new layout proposes development on the same areas of the site as the outline permission, avoiding areas of flood risk and maintaining the western position of the site as open space.
- 2.5. Access arrangements follow that previously approved with a single point of access onto Cheadle Road. Parking provision is based on a mix of frontage parking and garages and to the side of dwellings.
- 2.6. Hedgerows and trees are wherever possible retained, with the majority of trees being on the west of the site which will be retained as open space. A new trim trail is proposed in the area of open space.
- 2.7. The development parcel located at the northern end of the site follows a similar form to that proposed in the earlier planning permission, showing new housing located around a courtyard in a form similar to a traditional farm with barns set around a central space. It retains a degree of separation from the listed Anchor Pub and is screened by existing vegetation.
- 2.8. Refuse bins will be stored within rear gardens and moved onto street frontings on collection days. Cycles can also be stored in rear gardens within sheds or in garages.

3. Policy

- 3.1. Whilst the site is not specifically allocated for housing development, Policy H1 states sites not allocated will be supported within development boundaries subject to compliance with the Spatial Strategy.
- 3.2. Policy SS2 forms part of the Spatial Strategy and seeks to focus development in Rural Area Larger Villages (of which Upper Tean is one), subject to the scale of development being suitable relative to their size and infrastructure capacity.
- 3.3. Policy SS4 Strategic Housing and Employment Land Supply sets out the Minimum Net Housing Requirement 2019 – 2033 (dwellings). 50 dwellings are allocated for Checkley Parish as a minimum.
- 3.4. Policy SS8 identifies that the Council's housing requirement within the rural areas will be met in part by supporting windfall sites within the development boundaries of the Rural Area Larger Villages and as such the proposal would comply with the overall Spatial Strategy set out in the adopted Local Plan.
- 3.5. Policy SS2 identifies that windfall development coming forward in development boundaries should be of a scale relative to the size and infrastructure of the settlement where it is located. Upper Tean has a range of facilities and good level of infrastructure and can readily accommodate an additional 67 dwellings. As result the proposal complies with Policy SS2.
- 3.6. The National Planning Policy Framework (NPPF) 2021 sets out in para 174 part e)

"Development should, wherever possible, help to improve local environmental conditions such as air and water quality..."
- 3.7. When deciding whether air quality is relevant to a planning application, The National Planning Practice Guidance (November 2019) sets out considerations that may be relevant:
 - *Lead to changes (including any potential reductions) in vehicle-related emissions in the immediate vicinity of the proposed development or further afield. This could be through the provision of electric vehicle charging infrastructure; altering the level of traffic congestion; significantly changing traffic volumes, vehicle speeds or both; or significantly altering the traffic composition on local roads. Other matters to consider include whether the proposal involves the development of a bus station, coach or lorry park; could add to turnover in a large car park; or involve construction sites that would generate large Heavy Goods Vehicle flows over a period of a year or more;*
 - *Introduce new point sources of air pollution. This could include furnaces which require prior notification to local authorities; biomass boilers or biomass-fuelled Combined Heat and Power plant; centralised boilers or plant burning other fuels within or close to an air quality management area or introduce relevant combustion within a Smoke Control Area; or extraction systems (including chimneys) which require approval or permits under pollution control legislation;*
 - *Expose people to harmful concentrations of air pollutants, including dust. This could be by building new homes, schools, workplaces or other development in places with poor air quality;*

- *Give rise to potentially unacceptable impacts (such as dust) during construction for nearby sensitive locations;*
- *Have a potential adverse effect on biodiversity, especially where it would affect sites designated for their biodiversity value*

3.8. The proposed development does not lie within an Air Quality Management Area.

4. Air Quality Assessment

- 4.1. The site is not located in or adjacent to an Air Quality Management Area. As result the site is not overly sensitive with regard to the current air quality. Upper Tean is a village within a rural area served directly by the A522 which is a single carriageway road linking Uttoxeter and Cheadle. The A50 which is more strategic in nature is located to the west of the village but is over 2 KM away from the application site.
- 4.2. It is proposed to develop the site for 67 dwellings. The Transport Assessment forming one of the application documents, provides a detailed breakdown of forecast trip generation which has been prepared by interrogating TRICS database (2022) version 7.8.4 for similar sites with up to 250 dwellings that were surveyed in the last ten years (excluding sites surveyed during covid restrictions) and located within suburban areas and Neighbourhood areas which are in England, Scotland and Wales. Sites within Greater London have been excluded from the assessment, as a result of greater public transport opportunities available in that area. The examples of sites used in the TRICS database have similar characteristics to the application site.
- 4.3. The trips during the weekday peak periods have been quantified, as these periods represent the busiest time of operation on the highway network and for the development.
- 4.4. The anticipated traffic generation from the application proposals have been calculated assuming the site consists of only open market houses. This is anticipated to provide a robust assessment due to affordable housing generally being associated with lower trip rates than open market houses.
- 4.5. The forecast trip rates are summarised for the whole development in Table 5.1. below

Table 5.1 – Forecasts Multi Modal Trip Rates – Privately Owned Houses

	AM Peak (08:00–09:00)			PM Peak (17:00–18:00)		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
Trip Rate	0.137	0.351	0.488	0.310	0.152	0.462
Trip Generation	9	24	33	21	10	31

- 4.6. Table 5.1 forecasts that as a result of the proposed development there could be up to 33 two way vehicle movements associated with the residential development during the AM peak period and 31 two-way movements in the PM peak period. This equates to around one additional journey every two minutes on average, which is not considered to have a material impact on the safety or operation of the local highway network. This assessment is considered to be robust as it accounts for a situation where all the sites assessed comprise of open market houses only and discounts all sites surveyed during the national lockdown due to coronavirus pandemic.

- 4.7. The forecasted assignment of the site generated traffic onto the local highway network has been deduced using the traffic flows collected from the weeklong ATC surveys undertaken on 12/03/2022. These existing flows are set out in the TS. The TS goes on to show how the traffic flows relate to the site access in Appendix F. This shows that in the AM peak there were circa 405 vehicles travelling past the site access in a northerly direction and 414 in a southern direction.
- 4.8. On the basis of the above the proposal would add 33 two way movements to Cheadle Road against the over 810 vehicles movements which would expected to be Cheadle Road in the design year (which takes account of existing traffic and traffic growth) as set out on the Transport Assessment. This amounts to circa 4% of vehicle trips. As a result there will be no material difference in air quality as a consequence of the development.
- 4.9. We conclude that the increase of trips would not result in any material impact on air quality.

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

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