

Application No: 17/3096N

Location: Land At, CREWE GREEN ROAD ROUNDABOUT, CREWE

Proposal: Redevelopment and extension of Crewe Green Roundabout to provide additional traffic lanes and improvements to pedestrian and cyclist facilities, landscaping and re-contouring of the roundabout, and ancillary works.

Applicant: Chris Hindle, Cheshire East Council

Expiry Date: 20-Sep-2017

## SUMMARY

The roundabout currently suffers acute congestion in peak hours, with users commonly experiencing delay times at the junction of 20 minutes or more at all arms of the roundabout due to the volume of traffic moving in and out of Crewe town centre. The Cheshire East Council Infrastructure Development Plan (IDP) sets out that '*Crewe Green Roundabout suffers from peak period delays*' and identifies improvements to the roundabout as a Category 1 Project, which is the category used to identify schemes for which there is greatest need .

Crewe Green Roundabout is a key gateway into Crewe, and improvements at the junction: '*will support the growth strategy whilst addressing existing traffic and access constraints*'. As well as helping reduce congestion in the local highway network, the proposed scheme is also an important part of allowing the Council to realize their development aspirations for the wider area.

During the construction period of the development there would be some disruption to local residents in terms of noise, and traffic diversions, through but this would be for a limited time only. The landscape impacts, in particular the loss of trees and hedges will have a longer term impact, but replacement planting will offset that in the medium term once the planting has established. Following the completion of the development there would be benefits in terms of improved traffic movement, improved pedestrian and cycle links.

The development would have a neutral impact in terms of ecology, flood risk/drainage, and air quality.

In this case the application is in accordance with appropriate planning policies within the development plan and is also considered to represent sustainable development.

## RECOMMENDATION

**Approve with conditions**

## **SITE DESCRIPTION**

This application relates to the existing Crewe Green Roundabout, a 5 arm roundabout on the eastern edge of Crewe, at the junctions of Sydney/Hungerford Road, Crewe Green Road, University Way, Crewe Road and the A534 to Sandbach.

Whilst there are open fields to the north (LPS 6 referenced below) and east, the other frontages are built up with residential properties to the west and commercial uses, including a new Jaguar Garage to the south. The roundabout itself has landscaped areas to the boundaries, with woodland belts to the residential areas on the western side, and hedgerows and trees to the other frontages. The centre of the roundabout is partially mounded, grassed with a few ornamental trees in one area.

Crewe Green Conservation Area lies to the east off Crewe Green Road, and there are a number of Listed Buildings within 1 km of the site.

## **PROPOSAL**

The proposed scheme involves the partial removal of the existing Crewe Green Roundabout and the realignment of the section of Hungerford Road and Sydney Road that connects into the existing roundabout. The Crewe Green Roundabout will be extended to the north to connect into Sydney Road and Hungerford Road, effectively adding an additional arm to the roundabout. This will also require the realignment of the footway/cycleway adjacent to the western side of the roundabout and between Sydney Road and the A534. The connection between the A534 and the roundabout will also be realigned, requiring the use of part of a field, between Sydney Road and the A534 that is currently used for agriculture.

The scheme also involves the profiling and contouring of the enlarged roundabout. Crossing points for Non-Motorised Users (NMUs) have been provided at all six arms of the junction. The existing footways and cycleways will also require realignment at the southern end of the roundabout to tie back in with existing cycle lanes and pedestrian accesses.

A number of trees, shrubs and hedgerows would be removed, most notably a tree belt along the western side adjacent to Renaissance Way, where an acoustic fence is proposed. Full landscaping proposals are included within the application to mitigate the losses proposed.

The current proposal is “option 3” of 4 options, which were consulted upon in August 2016, which resulted in 3 further options being assessed. This proposal performed best against a number of criteria, and was the preferred option in the public consultation exercise.

## **RELEVANT HISTORY**

17/0355S - EIA Screening Opinion for improvement works to Crewe Green Roundabout. Land At, CREWE GREEN ROAD ROUNDABOUT, CREWE – EIA Not Required

17/1980N - Demolition of the existing Sydney Road Bridge and provision of a new wider road bridge that will allow for two way traffic movement and removal of the traffic lights, and the creation of new pedestrian footpaths. The scheme also includes the creation of a temporary site compound, temporary site access, provision of a temporary pedestrian and cycle bridge during the construction period and other ancillary works. RAILWAY BRIDGE, SYDNEY ROAD, CREWE - APPROVED July 2017

## **POLICIES**

### **Cheshire East Local Plan Strategy – 2010-2030**

PG2 – Settlement Hierarchy  
PG6 – Spatial Distribution of Development  
SD1 - Sustainable Development in Cheshire East  
SD2 - Sustainable Development Principles  
SE 1 - Design  
SE 2 - Efficient Use of Land  
SE3 – Biodiversity and Geodiversity  
SE 4 - The Landscape  
SE 5 - Trees, Hedgerows and Woodland  
SE 13 - Flood Risk and Water Management  
SE 6 – Green Infrastructure  
IN1 – Infrastructure  
CO1 – Sustainable Travel and Transport  
CO2 – Enabling Business Growth through Transport Infrastructure

LPS 6 Crewe Green – (Adjacent housing allocation)

### **Crewe and Nantwich Local Plan (Saved policies)**

BE.1 – Amenity  
BE.3 – Access and Parking  
BE.4 – Drainage, Utilities and Resources  
BE.6 – Development on Potentially Contaminated Land  
NE.5 – Nature Conservation and Habitats  
BE.7 – Conservation Areas  
NE.9 – Protected Species  
NE.17 – Pollution Control  
NE.20 – Flood Prevention  
TRAN.3 – Pedestrians  
TRAN.5 – Provision for Cyclists  
RT.9 – Footpaths and Bridleways

### **Other Material Considerations**

The National Planning Policy Framework

The EC Habitats Directive 1992

Conservation of Habitats & Species Regulations 2010

Circular 6/2005 - Biodiversity and Geological Conservation - Statutory Obligations and their Impact within the Planning System

National Planning Practice Guidance

Cheshire East Infrastructure Delivery Plan

The Cheshire East Council Local Transport Plan Strategy

All Change for Crewe: High Growth City

## **CONSULTATIONS (External to Planning)**

**CEC Head of Strategic Infrastructure:** No objections subject to a condition requiring a speed reduction to 30mph through a Traffic Regulation Order to be progressed.

**United Utilities:** No objections provided a condition requiring the implementation of the submitted Surface Water Drainage Design Drawing is attached to any approval. In addition they comment that a public sewer crosses the site which they may not permit building over, and require an access strip on either side. They suggest the applicant discuss this with them at an early stage.

**Cheshire Brine:** They have no comments to make.

**CEC Public Rights of Way:** They comment that Provisions for cyclists leaving and joining the carriageway on each arm of the roundabout should aspire to recommendations given in Fig 8.1 of Sustrans' Design Manual • Chapter 7: Junctions and crossings: cycle friendly design (draft). to enable safe and continuous transitions. A signage scheme has been agreed and this should be conditioned accordingly.

**CEC Environmental Health:** Detailed comments have been received in relation to noise and air quality, where especially in relation to noise issues were raised, but with conditions to mitigate the impacts they have raised no objections to the application.

**CEC Flood Risk Manager:** They have no objections but recommend informatives are attached to any approval regarding obstructions within 8 metres of a water course, and the requirement for written consent for works likely to affect a water course.

**Natural England:** No comments to make on this application.

**Archaeology:** The site was considered to have very limited archaeological potential and based on the findings submitted there is no justification for further archaeological mitigation.

## **VIEWS OF THE TOWN COUNCIL**

### **Crewe Town Council:**

The Town Council would like to be assured that:

- 1) The roundabout is designed to the appropriate standards for cyclists and pedestrians.
- 2) That the traffic management systems will in place before work starts and will be enforced and adhered to.

## **OTHER REPRESENTATIONS**

Two letters have been received from local residents. One resident was concerned work has already started and that work had started before 8am, whereas the other resident has expressed concerns about anticipated increases noise and pollution impact, which already impacts negatively on their lives.

## **OFFICER APPRAISAL**

## Principle of Development

The Crewe Green Roundabout is identified within the Cheshire East Infrastructure Delivery Plan (CEIDP). The CEIDP identifies that works to the roundabout are classed as Priority 1 (the highest priority), to reduce acute congestion and help the Council realise their development aspirations for the wider area. The scheme is also highlighted in The Cheshire East Council Local Transport Plan Strategy which identifies the most congested locations in the borough and the roundabout is identified as a “hotspot”.

The Core Planning Principles of the NPPF identify that planning should;

*‘proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs’*

The NPPF then goes on to state that Local Planning Authorities should;

*‘identify priority areas for economic regeneration, infrastructure provision and environmental enhancement’*

And that Local authorities should work with transport providers to;

*‘develop strategies for the provision of viable infrastructure necessary to support sustainable development’*

The Cheshire East Local Plan Strategy identifies the Crewe Green Roundabout as an important infrastructure requirement and housing site LPS 6: Crewe Green is intrinsically linked to the delivery of the roundabout, providing the necessary land to secure its delivery. The roundabout would need to be completed before any houses were built on this site. Housing site LPS 7: Sydney Road requires contributions towards highway improvements, including the roundabout.

Other key policy considerations include:

Policy CO1 (Sustainable Travel and Transport) identifies that development should give priority to walking, cycling and public transport within its design and create safe and secure footways/cycleways and paths linking public transport and other services.

Policy CO2 states that the Council will support transport infrastructure including schemes outlined within the current Infrastructure Delivery Plan/Local Transport Plan and support the improvement of rail infrastructure.

In terms of the saved policies in the Crewe and Nantwich Local Plan Policy TRAN.3 requires new development to make appropriate provision for pedestrians through a number of measures including ‘improving an existing footpaths’ and ‘creating pedestrian routes through housing and employment areas’.

As a result it is considered that the principle of the improvements to the roundabout are fully in line with the adopted Local Plan and a number of other documents set out in the policy section above.

## SOCIAL/ENVIRONMENTAL SUSTAINABILITY

## **Amenity**

The proposed amendments should not give rise to any impacts upon adjoining residential properties in terms of loss of light, privacy or overbearing impact, subject to the landscaping (including the acoustic fencing) as proposed, being implemented. The main amenity concerns relate to noise, air quality and contaminated land. These issues are considered below.

### Noise and vibration

The proposed development has the potential to residents being exposed to noise and vibration at various times. Short term impacts include;

- Construction works
- Noise associated with the site compound
- Operational noise impacts as traffic is moved closer to noise sensitive uses

The scheme involves an extension to the roundabout, which will move traffic closer to noise sensitive uses. It is noted that the scheme proposes the removal of the present signals from the roundabout and as such there may be some noise benefits as traffic will be able to flow more smoothly.

The application contains a Non-Statutory Environmental Statement (NSES) and Chapter 9 covers noise and vibration. The methodology in the NSES is accepted and the standards used to measure the potential impact of the scheme are appropriate.

There are a number of nearby sensitive receptors to noise and vibration, and the assessment considers a sample of receptors based on “worst case” locations. The assessment is undertaken based on the opening year (2019) and the future year where traffic is predicted to be at its greatest (in this case 2034).

The noise sensitive receptors are already exposed to a degree of road traffic noise due to the existing road, and as such the assessment considers the magnitude of change to noise levels that will be experienced by these receptors.

### *Construction Phase*

The majority of the construction is expected to be undertaken during the daytime (08:00 to 18:00 Monday to Friday and 09:00 – 14:00 Saturdays), however due to the nature of the scheme for operational and safety reasons some night time working will be inevitable.

Whilst Environmental Protection considers that night time construction noise is generally to be avoided, it is accepted that on major engineering schemes (particularly for highway and railway works) it is unavoidable. However a condition will be recommended seeking to minimise this, and to ensure that only essential works take place during the night.

In general the mitigation measures proposed in section 8.8.1 of the NSES are adequate, even with this mitigation in place significant impacts are predicted during the construction phase.

Whilst it is anticipated that residential properties will only be exposed to individually noisy activities for relatively short periods of time during the construction phase, it is a concern that noise predictions show significant impacts in the daytime and night time at particularly close receptors to the proposal and as such mitigation is suggested including acoustic fences, and the potential need to temporarily relocate people.

At this stage the detailed working methods have not been finalised so the exact methods of construction and scheduling is not yet known, and as such a condition will be required a detailed assessment when the final details are known, and the management of construction noise.

### *Operational Impacts*

The NSES submitted with the report assesses the operational impacts of the new roundabout on nearby noise sensitive receptors. As discussed above impacts are separated into short and long term.

As a result of the predicted impact of noise mitigation is proposed in the form of an acoustic barrier 160m in length and 2.5m height.

Whilst there is a reasonable improvement predicted with the acoustic barrier, a number of properties remain in the Minor and Moderate adverse impact categories and Environmental Protection considers this is far from ideal.

During the application process the applicant has undertaken further work to examine acoustic improvements that may be obtained through speed reductions on the approach to the roundabout (effectively making the roundabout and all arms 30MPH limits).

By effectively levelling the speeds, the acoustic benefits result in a significant improvement

As such Environmental Protection considers that, if the scheme is to be approved in order to ensure the maximum mitigation during the operational phase of the development the scheme should incorporate the proposed speed reductions in the area.

Without this, the residual noise impacts are likely to lead to an impact on health and quality of life for the residents affected and that would be of concern.

In relation to noise, conditions are recommended in relation to hours of working; installation of the acoustic barrier proposed; commence implementing the process of speed reductions within 2 months of any approval, and in the event this is unsuccessful, proposing and getting approval for a scheme to reduce noise levels on Sydney Road.

### Air Quality

Policy SE12 of the emerging Local Plan states that the Council will seek to ensure all development is located and designed so as not to result in a harmful or cumulative impact upon air quality. This is in accordance with paragraph 124 of the NPPF and the Government's Air Quality Strategy.

When assessing the impact of a development on Local Air Quality, Environmental Protection has regard to (amongst other things) the Council's Air Quality Strategy, the Air Quality Action Plan, Local

Monitoring Data and the EPUK Guidance “Land Use Planning & Development Control: Planning for Air Quality May 2015)

This proposal is the redevelopment and extension of Crewe Green roundabout to provide additional traffic lanes and improvements to pedestrian and cyclist facilities, landscaping and re-contouring of the roundabout, and ancillary works. As part of this application the applicant has submitted a detailed assessment of the likely impact on air quality in the area both with and without the development. The following scenarios were considered:

Baseline 2014;  
Do minimum (DM) 2022;  
Do something (DS) 2022

The report concludes that there will be no significantly adverse affect on the (Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>10</sub>) levels as a result of the proposed development. With regards to NO<sub>2</sub>, in 107 out of 159 receptors there is a predicted imperceptible to medium reduction in predicted levels of NO<sub>2</sub> with 6 seeing no change at all. The remaining 44 receptors are predicted to receive only imperceptible to small increases in NO<sub>2</sub> with a single one seeing a medium increase. With regards to PM<sub>10</sub> levels, 38 receptors are predicted to experience an imperceptible to small increase in levels, while 50 will experience no change with the rest seeing an improvement in levels.

It should be noted that the report contained inaccurate data for the 2014 mean NO<sub>2</sub> concentrations for the diffusion tubes used for verification. The report has since been updated to include the most recent correct data. The differences between the two sets of data shows a slight increase in the concentrations at the receptors, however, the level of change predicted between the Do-Nothing and Do-Something scenarios remain roughly the same. Therefore, the conclusions of the assessment remain as having an imperceptible impact.

A condition requiring the approval of Dust Control Measures is recommended.

#### Contaminated Land

The proposal includes the creation of a temporary site compound and temporary site access, and necessitates the import of material for the mounding on the roundabout. The Contaminated Land Officer has raised no objection to this application subject to the imposition of an informative.

#### **Highway Implications**

##### Operational Traffic Assessment

In regards to traffic impact, an assessment has been undertaken on two scenarios, the current arrangements remaining in place and also with the provision of the new roundabout. Tests have been undertaken in 2019 and 2034 in the peak hours and also in the inter peak period, and these have included current committed sites and also planned Local Plan sites that would affect the traffic flows at Crewe Green roundabout.

The modelling has included other local major junctions in the assessment of the scheme and these are the Weston Road/Crewe Rd roundabout, Crewe Road/Crewe Green Rd roundabout and the Weston Road/University Way roundabout.



The results of the modelling does indicate that due to the increased capacity being provided at Crewe Green Roundabout there is a reassignment of traffic from other routes to use the new roundabout and the other junctions tested. Whilst, there is likely to be increased traffic flows using the junction in the future the key consideration is the operation of the new roundabout scheme in the design year and future year and whether there are likely to be capacity problems as a result of the scheme.

Overall, as a result of the scheme Crewe Green roundabout is forecast to have a reduction in delay in both the AM and PM peak hours and in both the opening year 2019 and design year 2034.

#### Facilities for Pedestrians/Cyclists

There a number of pedestrian/cycle crossings to be provided as part of the scheme, Toucan crossings located on Crewe Road, University Way, Crewe Green Road and Hungerford Road and Zebra crossings on Sydney Road and the A34.

A shared footway/cycleway is provided around the roundabout that will link to the crossings.

#### Roundabout Design – Safety Audit

The design has been subject to a Stage 1/2 safety audit and the applicant has provided a designers response to the recommendations raised in the audit. The main issue raised was the speed of vehicles approaching the pedestrian crossings and this should be addressed by reducing the speed limit for 40mph to 30mph on the approaches and through the roundabout. The other safety recommendations are design issues for the proposed signing and road markings, these are all problems that can be satisfactory dealt with by the applicant.

#### Summary and Conclusions

The current Crewe Green roundabout does experience congestion and delay during peak periods and these problems are expected to worsen through general traffic growth and new development proposals.

The proposed scheme significantly improves capacity at the junction that would alleviate the congestion issues and also cater for reassigned traffic that currently uses other routes. The scheme would also improve travel times through the junction and the nearby Hungerford Road signal junction.

Facilities are provided for pedestrians and cyclists with controlled crossings on the majority of arms with the provision of a shared footway/cycleway around the external perimeter of the roundabout.

It is important that traffic speeds are reduced on the approach to the proposed pedestrian crossings and also on the circulatory carriageway, the applicant should progress the implementation of the Traffic Regulation Order prior to opening of the new roundabout.

In summary, the new roundabout scheme will operate within capacity and provide benefits in reducing congestion levels on the road network, no objections are raised. A condition requiring the process of seeking a reduction in traffic speeds to 30 mph is recommended.

#### **Traffic Management during construction**

This was clearly an issue raised by many residents during the pre application consultation as works of this nature will cause some disruption to the highway network. Of particular note is the proposed closure of Sydney Road and Hungerford Road for a period of approximately 12 weeks, preventing any movements north to these roads from Crewe Green Road, University Way, Crewe Road and the A534 to Sandbach. . Signed diversions will be in place. In addition to re-profile the roundabout soils will be transported (approx. 3,700 cubic metres) surplus from the Crewe Green Link Road, along David Whitby Way and University Way. These movements (approx. 616 HGV movements) will be over a 2 week period outside peak hours.

Works to Sydney Road Bridge, approved in July this year, will not start until the Crewe Green Roundabout is “fully operational”.

## **Trees/Landscape**

The applicant has undertaken a landscape appraisal as part of a non-statutory EIA in accordance with methodology IAN 135/10, which is appropriate for this scheme. The assessment is accepted and proposed mitigation which is partly constrained by services running through the existing roundabout. The proposal to leave “broken up” carriageway under the landscape areas is acceptable providing a minimum depth of 500mm of topsoil is provided under shrub planting areas.

A hedgerow assessment has been carried out in accordance with an appropriate methodology.

An arboricultural assessment has been undertaken in accordance with an appropriate methodology. A number of mature and semi mature category B and C trees are to be removed, but there is a substantial amount of replanting within the roundabout. A tree protection plan for the remaining trees has not been supplied and agreement of proposals for tree protection prior to commencement should be conditioned.

The proposed landscaping for the development as detailed on the submitted drawings is considered acceptable. Maintenance should be carried for 5 years after planting and a management plan for this work should be submitted and agreed prior to commencement.

An acoustic fence is proposed along the rear of properties on Renaissance Way, and although it's location is indicated on the plans, and it's dimensions of 2.5m high x 60m long are given in the noise assessment details of the fence are awaited at the time of writing the report. Its implementation should be conditioned.

In the short term there will be a significant landscape impact, with in particular, the removal of a section of hedge-line to the north, and the removal of a sizable proportion of the tree belt on the western boundary separating the site from Renaissance Way. However, proposed replacement tree and hedge planting will, in the medium term, off set that impact. Whilst some re-planting is proposed adjacent to Renaissance Way, the tree belt will be thinner than exists at present as there is insufficient space for denser planting. A significant amount of planting is however proposed on the roundabout itself, which will obscure views across the site and compensate for losses elsewhere. Overall the landscape impact is considered to be neutral.

## **Ecology**

### *Designated Sites*

The application site falls within Natural England's SSSI impact risk zone for transport schemes. It is therefore advised that Natural England should be consulted on this application to advise on potential impacts of the proposed scheme on the Sandbach Flashes SSSI.

#### *Badgers*

It is advised that this protected species is unlikely to be affected by the proposed development.

#### *Roosting Bats*

A further bat survey has been undertaken of the trees identified as having potential to support roosting bats. No evidence of roosting bats was recorded and it is advised that roosting bats are not reasonably likely to be affected by the proposed development.

#### *Hedgerows*

Four hedgerows were surveyed as part of the assessment undertaken in support of this planning application. Each of these is considered to be of sufficient value to be considered Priority Habitat and hence a material consideration in the determination of this application. Two of the hedgerows (Hedgerow 1 and 4) meet Local Wildlife Site selection criteria and in addition Hedgerow 1 is considered to be Important under the Hedgerow Regulations.

The Ecology chapter of the submitted Environmental Statement advises that 200m of species rich hedgerow would be lost together with 190m of species poor hedgerow. This includes the loss of a section of Important Hedgerow (Hedgerow 1).

The landscape chapter of the ES advises that 446m of hedgerow would be lost and replaced by 237m of hedgerow.

The Council's Ecologist notes that the proposed scheme would result in an overall reduction in hedgerows within the application site, with a corresponding loss of biodiversity value. It is therefore advised that a greater provision of replacement habitat be included as part of the scheme. The scheme should aim to deliver a greater length of replacement hedgerow in relation to that lost. This has been discussed with the applicant, and there is nowhere within the site area to plant a replacement hedge, other than on the roundabout, but the proposals already include extensive re planting there, and the only areas left cannot be planted as there are services below the ground.

If planning consent is granted a condition should be attached which requires the submission of a hedgerow reinstatement method statement and 10 year management plan for the newly planted replacement hedgerows.

#### *Woodland*

The proposed development will result in the loss of 1655 square meters of plantation woodland. The submitted Environmental Statement advises that this woodland is of Local value.

The proposed development will also result in the loss of 188 square meters of semi-natural broadleaved woodland. The submitted Environmental Statement advises that this woodland is of County value.

This lost habitat would be replaced by though the planting of 2124 square meters of new planting. The Council's Ecologist advises that this is inadequate to fully compensate for the loss of woodland associated with the development and recommend that the extent of woodland planting proposed as

part of the scheme be significantly increased. It is recommended that the Defra biodiversity offsetting metric be used to calculate an appropriate level of compensatory planting. As with the hedgerow planting above, there is no where else on the site to plant additional woodland, so unfortunately this request cannot be accommodated, but it is important to highlight that more trees (which would be native species with more ecological value) are being planted than lost through the proposals.

## **Built Heritage**

A number of heritage assets have been identified in the vicinity of the site, principally to the east off Crewe Road, where Crewe Green Conservation Area and a number of listed buildings are located. Whilst vegetation removal will have some limited short term visual impact on the western entrance to the conservation area, (as the boundary is adjacent to the roundabout), the medium to long term impacts are not considered significant with the proposed replacement planting. The nearest listed building is some distance from the roundabout and the impact on it's, and the other listed buildings and their settings is considered to be negligible and not significant.

## **Flood Risk/Drainage**

The site is located within Flood Zone 1. In this case the Councils Flood Risk Team have raised no objection to the development subject to the imposition of a planning condition in relation to drainage strategy/design.

The comments raised by United Utilities in relation to their infrastructure are noted. An informative will be attached to any approval to make the developer aware of any implications as part of the construction phase of the development.

## **ECONOMIC SUSTAINABILITY**

The overview to the CELPS states that the policy principles underpinning the vision for the Borough includes;

*'Support new development with the right new infrastructure; our plan proposes at least eight miles of new roads and substantial upgrades to our overall transport network.'*

The Overview to the CELPS then goes on to state that;

*'This Plan is strongly underpinned by a need to improve transport connections across the Borough. New projects are planned in all towns as part of the Plan, to address congestion issues.'*

The submitted Design and Access Statement sets out economic case:

*Crewe Green Roundabout is a key gateway into Crewe, and improvements at the junction: 'will support the growth strategy whilst addressing existing traffic and access constraints (' CEC Cabinet Committee Report October 2016). As well as helping reduce congestion in the local highway network, the proposed scheme is also an important part of allowing the Council to realise their development aspirations for the wider area.*

*The baseline report for the Cheshire East Council Local Infrastructure Plan was published in 2011 and provides an assessment of existing pressures and constraints*

*on local services within CEC as 'well as identifying priorities for investment.*

*For the highway network the document specifically sets out that:*

*'Infrastructure requirements highlighted in the Local Transport Plan include:*

- *Crewe Green Roundabout to also unlock the full potential of the Basford East strategic development site.'*

*Basford East is a major employment land allocation to the south of Crewe, by the West Coast main railway line. Basford West is on the other side of the railway line, is also mentioned in the local development plan, along with Basford East, as development of these sites is seen as 'crucial to the future prosperity of this part of Cheshire East and the proposed scheme will help to achieve this.*

*The proposed scheme will also improve the route from Junctions 16 and 17 of the M6 motorway to Crewe town centre. A further objective of the scheme is to help deliver additional network capacity in the area prior to the arrival of the proposed HS2 Hub11 and the scheme will also provide additional capacity to help meet the predicted growth in traffic in Crewe for the period up to 2030.*

As a result it is considered that there would be significant economic benefits arising from this proposed development.

## **CONCLUSIONS**

The roundabout currently suffers acute congestion in peak hours, with users commonly experiencing delay times at the junction of 20 minutes or more at all arms of the roundabout due to the volume of traffic moving in and out of Crewe town centre. The Cheshire East Council Infrastructure Development Plan (IDP) sets out that 'Crewe Green Roundabout suffers from peak period delays' and identifies improvements to the roundabout as a Category 1 Project, which is the category used to identify schemes for which there is greatest need .

Crewe Green Roundabout is a key gateway into Crewe, and improvements at the junction: 'will support the growth strategy whilst addressing existing traffic and access constraints '. As well as helping reduce congestion in the local highway network, the proposed scheme is also an important part of allowing the Council to realize their development aspirations for the wider area.

During the construction period of the development there would be some disruption to local residents in terms of noise, and traffic diversions, through but this would be for a limited time only. The landscape impacts, in particular the loss of trees and hedges will have a longer term impact, but replacement planting will offset that in the medium term once the planting has established. Following the completion of the development there would be benefits in terms of improved traffic movement, improved pedestrian and cycle links.

The development would have a neutral impact in terms of ecology, flood risk/drainage, and air quality.

In this case the application is in accordance with appropriate planning policies in the development plan.

## **RECOMMENDATION**

**Approve subject to the following conditions;**

- 1. Standard time 3 years**
- 2. Development to proceed in accordance with the approved plans**
- 3. Prior to the commencement of development a Tree Protection Scheme is to be submitted and approved**
- 4. Prior to the commencement of development an Arboricultural Method Statement is to be submitted and approved**
- 5. Implementation of the scheme of landscaping including the replacement tree and hedgerow planting**
- 6. 10 year management plan for hedgerows/woodland**
- 7. Nesting birds – timing of works**
- 8. Implementation of the submitted Construction & Environment Management Plan**
- 9. Hours of construction**
- 10. Acoustic Barrier installation**
- 11. Dust Control Measures to be submitted and approved**
- 12. Signage scheme for pedestrians/cyclists to be installed**
- 13. Progress a TRO to reduce speeds to 30mph but if unsuccessful agree alternative noise reduction measures.**
- 14. Progress a TRO to reduce speeds to 30mph but if unsuccessful agree a scheme for a revised pedestrian crossing.**

**Informatives;**

- Public Rights of Way**
- Water Course**
- Contaminated Land**

**In the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Head of Planning Regulation has delegated authority to do so in consultation with the Chairman of the Strategic Planning Board, provided that the changes do not exceed the substantive nature of the Board's decision.**

