

# Strategic Planning Board

## Agenda

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**Date:** Wednesday, 15th September, 2021  
**Time:** 10.00 am  
**Venue:** The Ballroom, Sandbach Town Hall, High Street, Sandbach, CW11 1AX

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**PLEASE NOTE – This meeting is open to the public and anyone attending this meeting will need to wear a face covering upon entering and leaving the venue. This may only be removed when seated.**

**The importance of undertaking a lateral flow test in advance of attending any committee meeting.** Lateral Flow Testing: Towards the end of May, test kits were sent to all Members; the purpose being to ensure that Members had a ready supply of kits to facilitate self-testing prior to formal face to face meetings. Anyone attending is asked to undertake a lateral flow test on the day of any meeting before embarking upon the journey to the venue. Please note that it can take up to 30 minutes for the true result to show on a lateral flow test. If your test shows a positive result, then you must not attend the meeting, and must follow the advice which can be found here:

[https://www.cheshireeast.gov.uk/council\\_and\\_democracy/council\\_information/coronavirus/testing-for-covid-19.aspx](https://www.cheshireeast.gov.uk/council_and_democracy/council_information/coronavirus/testing-for-covid-19.aspx)

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**Please note that members of the public are requested to check the Council's website the week the Strategic Planning Board meeting is due to take place as Officers produce updates for some or all of the applications prior to the commencement of the meeting and after the agenda has been published.**

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The agenda is divided into 2 parts. Part 1 is taken in the presence of the public and press. Part 2 items will be considered in the absence of the public and press for the reasons indicated on the agenda and at the top of each report.

It should be noted that Part 1 items of Cheshire East Council decision meetings are audio recorded and the recordings are uploaded to the Council's website.

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**Please Contact:** Sarah Baxter on 01270 686462  
**E-Mail:** [sarah.baxter@cheshireeast.gov.uk](mailto:sarah.baxter@cheshireeast.gov.uk) with any apologies or request for further information [Speakingatplanning@cheshireeast.gov.uk](mailto:Speakingatplanning@cheshireeast.gov.uk) to arrange to speak at the meeting

## **PART 1 – MATTERS TO BE CONSIDERED WITH THE PUBLIC AND PRESS PRESENT**

### **1. Apologies for Absence**

To receive any apologies for absence.

### **2. Declarations of Interest/Pre Determination**

To provide an opportunity for Members and Officers to declare any disclosable pecuniary and non-pecuniary interests and for Members to declare if they have a pre-determination in respect of any item on the agenda.

### **3. Minutes of the Previous Meeting (Pages 5 - 12)**

To approve the minutes of the previous meeting held on 18 August 2021 as a correct record.

### **4. Public Speaking**

A total period of 5 minutes is allocated for each of the planning applications for the following:

- Ward Councillors who are not members of the Strategic Planning Board
- The relevant Town/Parish Council

A period of 3 minutes is allocated for each of the planning applications for the following individuals/groups:

- Members who are not members of the Strategic Planning Board and are not the Ward Member
- Objectors
- Supporters
- Applicants

### **5. 20/0333N-Materials Recovery / Recycling Facility (MRF) at Hill Farm, Whitchurch Road, Broomhall for Mr Brad Rushton (Pages 13 - 24)**

To consider the above application.

### **6. 21/2067N-Hybrid planning application comprising: (i) Full planning application for the demolition of the existing bus station and creation of new bus station and multi-storey car park and associated landscaping, public realm and other works including new electricity substation; and (ii) Outline application (including means of access) for mixed use town centre development including café/restaurant, leisure, gymnasium, bowling, complementary retail uses (class E) and cinema (sui generis) use and associated public realm works, Royal Arcade, Land bounded by Victoria Street, Queensway, Delamere Street and Lawrence Street, Crewe for Peveril Securities Ltd (Pages 25 - 42)**

To consider the above application.

**Membership:** Councillors B Burkhill, J Clowes, A Critchley, S Edgar, S Gardiner (Vice-Chair), P Groves, S Hogben, M Hunter (Chair), B Murphy, J Nicholas, B Puddicombe, P Redstone and J Weatherill

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**CHESHIRE EAST COUNCIL**

Minutes of a meeting of the **Strategic Planning Board**  
held on Wednesday, 18th August, 2021 at The Ballroom,  
Sandbach Town Hall, High Street, Sandbach, CW11 1AX

**PRESENT**

Councillor M Hunter (Chair)  
Councillor S Gardiner (Vice-Chair)

Councillors A Critchley, L Braithwaite (Substitute), B Burkhill, S Edgar,  
P Groves, J Nicholas, B Puddicombe, P Redstone and J Weatherill

**OFFICERS IN ATTENDANCE**

David Malcolm, Head of Planning  
Emma Williams, Principal Planning Officer  
Paul Hurdus, Highways Development Manager  
Tom Evans, Neighbourhood Planning Manager  
Nicky Folan, Planning Solicitor  
Rachel Graves, Democratic Services Officer

**21 APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors S Hogben and  
B Murphy.

**22 DECLARATIONS OF INTEREST/PRE DETERMINATION**

In the interests of openness, the following declarations of interest were  
made:

Planning Application No.	Declaration
Item 5 - 20/1080W	Cllr B Puddicombe declared that the applicant had a major operation in his ward that caused case work, but that the other Ward Councillor dealt with the site and as such he had not pre-determined this application. He also declared that he had received a phone call on this matter but had not discussed the application with the caller. Councillor S Edgar declared that he was a member of the Public Rights of Way Committee but had not discussed the application.
Item 6 - 21/1575C	Cllr S Edgar declared that he was a member of the Public Rights of Way Committee but had not discussed the application.
Item 7 - 20/3762N	Cllr S Edgar declared that he was a member of the Public Rights of Way Committee but had not discussed

	<p>the application and that he would be exercising his right to speak as Ward Councillor under the public speaking protocol and would leave the room for the remainder of the item.</p> <p>Councillor S Gardiner declared that as part of his professional role he was involved in regular communication with the David Wilson Homes, albeit on non-planning related matters.</p>
<p>Item 8 - 18/4921C</p>	<p>All members had received correspondence on this item Councillor S Gardiner declared that the one of the speakers was a former work colleague and that he had not discussed the application with him.</p>
<p>Item 9 - 21/1205C</p>	<p>All Members had received correspondence on this item from Councillor C Bulman.</p> <p>Councillor S Edgar and J Nicholas declared that they were members of the Cheshire Brine Subsidence Compensation Board who were consultees on the application.</p> <p>Councillor M Hunter declared that he had received phone calls about the application but had not responded to them. He declared he was a member of Middlewich Town Council but had not taken part in any discussion on the application. He declared that he was a non-Executive Director of ANSA, who had been consulted on the application.</p> <p>Councillor P Redstone declared that he was acquainted with Councillor N Mannion as a friend as well as colleague and also that he had spoken in favour of a traveller site 18 months ago in line with general policy and not specifically in relation to this application and that he had not fettered his discretion in relation to the application.</p>

**23 MINUTES OF THE PREVIOUS MEETING**

**RESOLVED:**

That the minutes of the meeting held on 14 July 2021 be approved as a correct record and signed by the Chair.

**24 PUBLIC SPEAKING**

The public speaking procedure was noted.

**25 20/1080W MANSFIELD HOUSE, WITHYFOLD DRIVE, MACCLESFIELD, CHESHIRE, SK10 2BD: CHANGE OF USE OF SITE FROM VEHICLE RECOVERY DEPOT TO WASTE RECYCLING CENTRE, INSTALLATION OF WEIGHBRIDGE, REMOVAL OF EXISTING**

**TEMPORARY BUILDING AND ERECTION OF TWO NEW CANOPY BUILDINGS FOR THE RECEIPT AND STORAGE OF NON-HAZARDOUS WASTES (TEMPORARY FOR 3 YEARS)**

Consideration was given to the report, update report and presentation on this application.

Ward Councillor Steve Carter, Macclesfield Town Councillor Sarah Bennett-Wake, Neighbouring Ward Councillor David Edwardes, objector Mr Martin Raymond and agent Mr Richard Sims attended the meeting and spoke in respect of the application.

Following debate, the application was moved and seconded for refusal. The motion was put to the vote and declared carried.

**RESOLVED:**

That the application be REFUSED for the following reasons:

The proposed use of residential roads by HGVs and other commercial vehicles accessing the site would cause harm to residential amenity in terms of noise and disruption, and adversely impact on the quality of life for those residents. This would be contrary to policy SE12 of the CELPS, CRWLP policy 23, MBLP policies DC3 and DC13 and the NPPF.

(This decision was contrary to the officer's recommendation of approval.)

(The meeting was adjourned for a short break.)

- 26 **21/1575C BRITISH SALT LTD, CLEDFORD LANE, MIDDLEWICH, CW10 0JP: CONSTRUCTION OF NEW SALT MANUFACTURING FACILITY COMPRISING: THE REMOVAL OF TANKS AND ASSOCIATED EQUIPMENT; THE CONSTRUCTION OF NEW TANKS AND ASSOCIATED EQUIPMENT; EXTERNAL ALTERATIONS TO EXISTING EVAPORATION BUILDING; ERECTION OF PIPE BRIDGE; CONSTRUCTION OF NEW DRYING / PACKING BUILDING; AND ASSOCIATED ANCILLARY DEVELOPMENT.**

Consideration was given to the report, update report and presentation on this application.

Agent Mr Chris Heather and the applicant - Richard Diggle, attended the meeting and spoke in respect of the application.

Following debate, the application was moved and seconded for approval. The motion was put to the vote and declared carried.

**RESOLVED:**

That for the reasons set out in the report, the application be APPROVED subject to the following conditions:

1. timescales for implementation
2. approved plans
3. notification of commencement of development
4. implementation of the travel plan
5. implementation of the noise mitigation
6. implementation of construction and environmental management plan
7. prior to the commencement of development submission of an updated phase II ground investigation and risk assessment, and where necessary, remediation strategy
8. verification report prior to the development being brought into use
9. measures to deal with unexpected contamination
10. restrictions of any infiltration of surface water to the ground
11. set finished floor levels
12. all surface water contained on site and reused within the site boundary, with no surface water or reused contaminated water draining to public sewer
13. condition survey of the existing surface water drainage system
14. nesting birds survey
15. bat box provision
16. all new lighting to be diverted to avoid light spill
17. implementation of reasonable avoidance measures for protected species
18. tree protection measures

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 has delegated authority to do so in consultation with the Chair of the Strategic Planning Board, provided that the changes do not exceed the substantive nature of the Committee's decision.

(The meeting was adjourned for a lunch from 12.43 to 13.18)

**27 20/3762N LAND OFF SYDNEY ROAD, CREWE: RESIDENTIAL DEVELOPMENT FOR 151 NEW BUILD DWELLINGS & ASSOCIATED WORKS**

Consideration was given to the report and presentation on this application.

Ward Councillor Steven Edgar, objector Victoria Webb-Johnson, and representative for the applicant Andrew Taylor attended the meeting and spoke in respect of the application. In addition, a statement was read out by the Democratic Services Officer on behalf of objector Geraldine Lee-Treweek.



Having previously declared an interest Councillor Edgar left the meeting after speaking as the ward councillor for this application.

Following debate, the application was moved and seconded for deferral. The motion was put to the vote and declared carried.

**RESOLVED:**

That the application be deferred for the following reason:

1. for further design review of properties adjacent to Crewe Green roundabout to achieve better layout/spacing of development.

(Councillor S Edgar returned to the meeting.)

**28 18/4921C LAND OFF, LONDON ROAD, HOLMES CHAPEL: RESIDENTIAL DEVELOPMENT OF 25 NO. DWELLINGS (AND A CHANGE IN TENURE OF PLOTS 120, 121 AND 304 OF PERMISSION 19/3855C TO AFFORDABLE RENT) - (REVISED APPLICATION)**

Consideration was given to the report, update report and presentation on this application.

Brereton Parish Councillor John Charlesworth, Neighbouring Ward Councillor Les Gilbert, Holmes Chapel Parish Councillor Brian Bath and agent Rawdon Gascoigne attended the meeting and spoke in respect of the application.

Following debate, the application was moved and seconded for approval. The motion was put to the vote and declared lost. It was then moved and seconded that the application be refused. The motion was put to the vote and declared carried.

**RESOLVED:**

That the application be REFUSED for the following reasons:

- 1 Loss of Open Countryside contrary to Local Plan Policies PG6 and PS8 and Brereton Neighbourhood Plan

(This decision was contrary to the officer's recommendation of approval.)

(The meeting was adjourned for a short break.)

**29 21/1205C FORMER CLEDFORD HALL FARM, CLEDFORD LANE, MIDDLEWICH: ERECTION OF 10 GYPSY AND TRAVELLER TRANSIT PITCHES AND ASSOCIATED AMENITY BLOCK**

Consideration was given to the report and presentation on this application.

Ward Councillors Carol Bulman and Jonathan Parry, Middlewich Town Councillors Graham Orme and David Latham, Councillor Nick Mannion and Dawn Taylor, Cheshire and Warrington Traveller Team Manager, attended the meeting and spoke in respect of the application.

It was moved and seconded that the application should be approved and in accordance with the provisions in the Constitution a recorded vote was requested with the following results:

**FOR**

Councillors B Burkhill, S Edgar, P Groves, J Nicholas, P Redstone and J Weatherill.

**AGAINST**

Councillors A Critchley, S Gardiner, M Hunter and B Puddicombe.

**NOT VOTING**

Councillor L Braithwaite.

The motion was declared carried with 6 votes for, 4 against and 1 not voting.

**RESOLVED:**

That for the reason set out within the report, the application be APPROVED subject to the following conditions:

1. A03FP - Commencement of development (3 years)
2. A01AP - Development in accord with approved plans
3. A01HP - Provision of car parking and cycle parking
4. A06EX - Materials as application
5. A02HA - Construction of access prior to occupation
6. A01LS - Landscaping - submission of details
7. A04LS - Landscaping (implementation)
8. Maximum duration of stay (4 weeks initial stay, up to a maximum of 13 weeks)
9. The site shall not be occupied by any persons other than gypsies and travellers as defined in Annex A of Planning Policy for Traveller Sites.
10. No fences, gates or walls other than those expressly authorised by this permission shall be constructed.
11. No more than 2 caravans per pitch
12. Detailed drainage strategy and associated management / maintenance plan to be submitted

13. No commercial activities shall take place on the land
14. Breeding birds survey to be submitted
15. Barn owl box to be reopened on completion of construction works
16. Updated badger survey to be submitted
17. Details of any external lighting to be submitted
18. Habitat management plan to be submitted
19. Details and positioning of acoustic fence to be submitted
20. Verification report to be submitted (in accordance with remediation strategy)
21. Actions in event of unidentified contamination
22. Implementation of tree protection measures

(The meeting was adjourned for a short break. Councillors B Burkhill and J Nicholas left the meeting and did not return.)

**30 DRAFT SUSTAINABLE URBAN DRAINAGE SYSTEMS SUPPLEMENTARY PLANNING DOCUMENT**

The Board received a presentation and briefing on the public consultation on the Draft Sustainable Urban Drainage Systems Supplementary Planning Document (SUDS SPD).

The consultation on the SUDS SPD had begun on 9 August and would remain open for six weeks until 20 September. Following this, the SPD would be redrafted and further consultation be undertaken before a final version would be considered for adoption by the Council.

**AGREED:**

That the Draft Sustainable Urban Drainage Systems Supplementary Planning Document and its consultation period be noted.

The meeting commenced at 10.00 am and concluded at 6.35 pm

Councillor M Hunter (Chair)

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Application No: 20/0333N  
Location: Hill Farm, WHITCHURCH ROAD, BROOMHALL, CW5 8BZ  
Proposal: Materials Recovery Facility (MRF)  
Applicant: Mr Brad Rushton  
Expiry Date: 29-May-2020

**SUMMARY:**

**The proposal would contribute to a network of waste management facilities and enable mixed wastes to be sorted into different types ready for onward transportation to other management facilities or end users which would assist in diverting waste from landfill and drive waste up the waste hierarchy in line with the NPPW, CRWLP and CELPS policy SE11. Waste would be sourced from an acceptable catchment area in accordance with the proximity principle. The location of the site on previously developed land accords with the approach of the CRWLP and NPPW.**

**There is concern from local residents in relation to the impact of the proposal on local amenity, and highway safety and capacity concerns. The Strategic Infrastructure Manager has assessed the scheme and is satisfied that access arrangements are adequate for the nature, volume and movement of traffic generated by the proposal and considers that the proposal would not result in a level and type of traffic that would exceed the capacity of the local road network or have an unacceptable impact on amenity or road safety. Additionally, no concerns are raised over any potential highway safety impacts resulting from the proposal on existing road users, vulnerable road users or pedestrians. A three-year temporary permission is recommended which can be secured by planning condition to enable monitoring of traffic movements to ensure these reflect that predicted in the traffic assessments, and to monitor the use of Snow Hill as an access.**

**Subject to this being secured by planning condition the proposal is considered to accord with CRWLP policy 28, CELPS policy CO4, and the approach of NPPF and NPPW.**

**With respect to noise and vibration impacts, the proposal is not anticipated to result in harmful or cumulative impacts on noise pollution which would unacceptably affect the natural or built environment or detrimentally affect amenity or cause harm. Likewise, a range of dust mitigation measures can be secured by condition to ensure that any potential for dust emissions from the site activities are controlled to an acceptable level. No objections are raised by the Environmental Health Officer and it is noted that the site operations would also be subject to controls under the Environmental Permit. Subject to imposition of planning conditions and given the controls in place on the Permit, the impacts from noise, vibration and dust could be controlled to an acceptable level in**

accordance which would satisfy CELPS policy SE12 and CRWLP policies 23, 24 and 26, MBLP policy DC3, and the approach of the NPPW and NPPF.

Overall, it is considered that the proposal is acceptable and any impacts can be controlled and adequately mitigated through planning conditions. As such the scheme is considered to accord with policies of the Cheshire East Local Plan Strategy 2017 and the saved policies of the Cheshire Replacement Waste Local Plan and the Macclesfield Borough Local Plan, and the approach of the NPPF and NPPW.

#### **RECOMMENDATION**

**Approve**

#### **DESCRIPTION OF SITE AND CONTEXT**

The application site comprises buildings and hardstanding at an existing farm complex that benefits from B2 (industrial) and B8 (storage and distribution) use. The site is designated as being within the Open Countryside in the adopted local plan.

The nearest residential properties are to the north and the east and are in excess of 200m away from the site. Public Footpath 'Sound No.8' runs along the farm driveway.

#### **DETAILS OF PROPOSAL**

Full planning permission is sought for a material recovery/recycling site (MRF). Waste will be brought in by skips, tipped into a covered storage area, then manually sorted into separate waste streams. Wood waste would be collected by a wood recycling operator to be turned into equestrian bedding, green waste would be taken to a green waste recycling company that convert it into compost and hardcore would be crushed and used as a sub-base for agricultural buildings manufactured at the site. Waste not to be used on site would be stored in skips and then taken to a licensed waste transfer station.

It should be noted that the application is solely for the use of the building as a materials recycling facility. The storage of skips outside the building, on the area hatched in red on the submitted plans, is already allowed as this area already has permission for B8 (storage or distribution) use.

#### **RELEVANT HISTORY**

18/5095N Change of use to B2 (general industrial) and B8 (storage & distribution) Granted 26/03/2019

11/4102N Slurry lagoon Granted 22/12/2011

P07/1233 feed storage shed (GDPO) Approval not required 28/9/2007

P96/0968 Livestock building Granted 30/1/1997

P95/0269 Cattle building Granted 24/5/1995

P94/0584 Portal frame building (GPDO) PD 9/8/1994

P92/0999 Livestock building Granted 14/1/1993

P91/0261 3 Poultry units and changing rooms granted 5/3/1992

7/04911 Alteration and conversion of dwelling to 2 units Granted 25/1/1979

## **NATIONAL & LOCAL POLICY**

### **National Policy:**

The National Planning Policy Framework establishes a presumption in favour of sustainable development.

## **POLICIES**

Cheshire East Local Plan Strategy (CELPS)

PG6 Open Countryside

PG7: Spatial Distribution of Development

SD1: Sustainable Development in Cheshire East

SD2: Sustainable Development Principles

SE1: Design

SE2: Efficient use of Land

SE3: Biodiversity and Geodiversity

SE4: The Landscape

SE5: Trees, Hedgerows and Woodland

SE6: Infrastructure

SE7: The Historic Environment

SE13: Flood Risk and Water Management

IN1: Infrastructure

IN2: Developer Contributions

EG1: Economic Prosperity

EG2: Rural Economy

CO1: Sustainable Travel and Transport

## **Cheshire Replacement Waste Local Plan (CRWLP)**

Policy 1: Sustainable Waste Management

Policy 12: Impact of Development Proposals

Policy 14: Landscape

Policy 15: Green Belt

Policy 17: Natural Environment

Policy 18: Water Resource Protection and Flood Risk

Policy 22: Aircraft Safety

Policy 23: Noise

Policy 24: Air Pollution; Air Emissions Including Dust

Policy 25: Litter  
Policy 26: Odour  
Policy 27: Sustainable Transportation of waste  
Policy 28: Highways  
Policy 29: Hours of Operation  
Policy 32: Reclamation  
Policy 36: Design

**Local Plan Policy**

**Borough of Crewe and Nantwich Replacement Local Plan 2011 (CNRLP)**

BE.1: Amenity  
BE.3: Access and Parking  
NE13: Rural diversification  
NE.15: Re-use and adaptation of rural building for commercial, industrial or recreational use  
NE.17: Pollution control  
RT.9: Footpaths and Bridleways

The saved Local Plan policies are consistent with the NPPF and should be given full weight.

The Sound and Broomhall Neighbourhood Plan has only reached Regulation 7 stage and therefore carries no weight.

**CONSULTATIONS (External to Planning)**

**Highways:**

No objection.

**Environment Agency:**

No objection but point out that the site will require an environmental permit under the Environmental Permitting (England and Wales) Regulations 2016, Regulation 12.

**Environmental Health:**

No objection subject to conditions/informatives relating to noise and disturbance.

**Public Rights of Way:**

No objection subject to an informative relating to Public Footpath Sound No.8.

**Natural England:**

No objection.

**Sound and District Parish Council:**

- Evidence should be made of the type of materials which will be brought into the site
- Evidence should be made of the size and type of delivery vehicles
- Number of vehicle movements per day is uncertain and should be disclosed
- Would there be any runoff from materials being brought in, and what provision is there for any such run off



- The farm driveway is a Public Footpath, and concern over the use for this was expressed especially as the road is already the access and departure for a farming enterprise; steel fabrication business, and Poultry Units

### **OTHER REPRESENTATIONS**

Five representations have been received at the time of report writing They express concerns about the following issues:

- Highway safety
- Increase in traffic
- Risk to users of the public footpath
- Noise
- Pollution
- Risk to the SSSI
- Removal of hedgerows
- Not a suitable use in open countryside
- Potential expansion of the business
- Not enough detail in the application

### **APPRAISAL**

The key issues to be considered in the determination of this application are set out below. They are the principle of the development, sustainability, open countryside, highways, amenity, landscape, trees, ecology and flood risk.

#### **Open Countryside and Visual Impact**

The site is designated as being within open countryside in the adopted local plan. The buildings and external storage area are contained within the existing farm complex and are barely visible from the public realm due to boundary treatments and the existing buildings to the north that provide screening. In addition, there are no trees within the site, which is laid to hardstanding. As such it is not considered that there would be any significant adverse impact on the character of the open countryside.

The storage yard would be partly seen from the public footpath, but this would only be for a short stretch and it is not considered that this would have an unacceptable impact on visual amenity.

The proposal is therefore considered to be in compliance with Policies PG6 and SE 4 of the CELPS.

#### **Principle of Development**

The Cheshire Replacement Waste Local Plan (CRWLP) identifies a range of sites ('Preferred Sites') allocated for waste management facilities (Policy 4) including those identified as potentially suitable for material recycling, waste transfer and/or aggregate recycling. The application site is not located on one of these Preferred Site. Policy 5 of the CRWLP permits the development of built waste management facilities on sites not located on Preferred Sites where it can be demonstrated that:

- The Preferred Sites in the CRWLP are either no longer available or are less suitable for the proposed development; or
- It would meet a requirement not provided for by the preferred sites; and
- The proposed site is located according to the sequential approach.

The planning application is not accompanied by an assessment of alternative sites in accordance with policy 5, however the only other Preferred Site in the Plan within the Cheshire East administrative boundary identified as potentially being suitable for a waste transfer station is at WM13 'Lyme Green, Macclesfield'. Part of that allocation is now occupied by a waste management use, and the whole of the Preferred Site now forms part of the wider CELPS Strategic Site LPS13: South Macclesfield Development Area which has outline permission for a mixed use scheme (granted in 2019) and is also subject to a further application for primary infrastructure works which is currently awaiting determination. As such it is considered that this Preferred Site is no longer viable for consideration as a site for this waste recycling facility.

In identifying suitable sites and areas for new waste management facilities, the National Planning Policy for Waste (NPPW) states that consideration should be given to a broad range of locations including industrial sites, looking for opportunities to co-locate waste management facilities together and with complementary activities, and priority should be given to previously developed land, and sites identified for employment uses.

The site meets these locational criteria along with those identified for built waste management facilities in Appendix 2 of the CRWLP, in that it is an existing brownfield site which has operated for the last 12 years as a business fabricating agricultural buildings (B2) with external storage (B8). As such, it is considered that this proposal is in accordance with the provisions of Policy 5 of the CRWLP and meets the locational requirements for new built waste management facilities set out in the NPPW.

### **Sustainable Waste Management and Need**

#### Waste Hierarchy

CELPS Policy SE11 expects proposals to maximise opportunities for waste to be managed in accordance with the principles of the waste hierarchy whereby priority will be given, in order, to waste prevention, preparation for re-use, recycling, other recovery and finally disposal. This is reiterated in Policy 1 of CRWLP and the NPPW.

The proposal would provide a waste transfer facility which would enable mixed wastes to be sorted into different types ready for onward transportation to other management facilities or end users. In addition, the building waste would be processed and used on site for the manufacture of agricultural buildings. Whilst the proposed capacity of the facility would be relatively small, it would nonetheless assist in diverting waste from landfill and drive waste up the waste hierarchy to be managed in a more sustainable manner which accords with the broad approach of NPPW, CRWLP and CELPS policy SE11.

#### Proximity principle

Planning should provide a framework in which communities and businesses are engaged with and take more responsibility for their own waste, including by enabling waste to be disposed of or, in the case of mixed municipal waste from households, recovered, in line with the proximity principle whereby waste is managed close to its place of production (NPPW).

The applicant advises that waste would be sourced from local builders and businesses and once sorted would be transported to other waste management facilities in the local area or south Manchester. No more specific details are provided on the anticipated waste catchment area for collecting the waste, however it is noted that the NPPW and accompanying planning practice guidance makes it clear that planning policy does not require waste to be managed using the absolute closest facility to the exclusion of all other considerations. New facilities need to serve catchment areas large enough to secure the economic viability of the facility; and the ability to source waste from a range of locations/organisations helps ensure existing capacity is used effectively and efficiently, and importantly helps maintain local flexibility to increase recycling without resulting in local overcapacity.

The Cheshire East Waste Needs Assessment recognises there is a need for growing reliance on waste management facilities outside of the Cheshire East administrative area to manage some of the waste generated within the authority throughout the Plan period. The provision of accessible/proximate transfer capacity to receive loads that do not move directly to their end destination is of growing importance. As such it is considered that the proposal would accord with the approach of NPPW and CELPS policy SE11, along with the approach of CRWLP and would contribute to a network of waste management facilities.

#### Need for Waste Management Facility

Policy SE11 of the CELPS requires the provision of sufficient opportunities for waste management facilities in appropriate locations to meet predicted needs. Applicants should only demonstrate the quantitative or market need for new or enhanced waste management facilities where proposals are not consistent with an up-to-date Local Plan. In such cases, waste planning authorities should consider the extent to which the capacity of existing operational facilities would satisfy any identified need (NPPW). CRWLP Policy 2 also states that the Waste Planning Authority will consider the planning objections and planning benefits of all applications for waste management facilities. Where the material planning objections outweigh the benefits need will be considered and if there is no overriding need for the development the planning application will not be permitted.

The facility would accept and sort approximately 22,000 tonnes per annum (tpa) of construction, demolition and excavation waste (CDEW). The Cheshire East Waste Needs Assessment Refresh 2019 identifies that as of 2017, there was capacity for managing over 1.375 million tonnes of waste per annum (tpa) in existing waste management facilities within Cheshire East, and identified a requirement for recycling 374,290tpa of inert waste management in 2020 (rising to 418,197tpa by 2030). When compared against the total assessed management capacity, there is no shortfall in existing consented capacity in the Borough predicted throughout the duration of the Plan period and no shortfall for the waste streams provided by this application. As such, the extent that this facility would contribute to overall waste management capacity in the Borough is only given limited weight in the assessment of this application. This will be considered in the overall planning balance alongside any planning policy requirement for a demonstration of need and the conclusions on the overall consistency of the proposal against the Development Plan and other material considerations.

#### **Ecology**

##### Sound Heath SSSI Impact Zone

The proposed development falls within Natural England's SSSI impact zone. Natural England have been consulted on the application and have confirmed that they have no objection to the proposal.

#### Breeding Birds

If planning permission is granted, conditions are required to protect breeding birds and for the provision of features suitable for use by breeding Swifts.

#### **Highways**

This application for a MRF is relatively small in highways terms and would generate no more than 5 to 10 two-way vehicle movements in any given hour.

The access to the site from Whitchurch Road was improved as part of a previous application (18/5095N). A passing bay has also been provided as part of that application and is available for use.

The Head of Strategic Infrastructure has no objection to the proposal subject to the provision of the passing bay which has been carried out.

The proposal is therefore considered to be in compliance with Policy BE.3 of the CNRLP.

#### **Noise, Vibration and Dust**

CRWLP Policy 23 does not permit proposals which would give rise to unacceptable levels of noise pollution. Equally CELPS policy SE12 requires development to ensure it does not result in harmful or cumulative impacts on noise pollution which would unacceptably affect the natural or built environment or detrimentally affect amenity or cause harm.

The closest residential receptors to the proposed site would be to the north and the east in excess of 200m away from the site.

The deposit and handling of waste has the potential to cause noise impacts to nearby receptors. A Noise Impact Assessment has been submitted with the application which has been assessed by Environmental Protection.

A crusher would be used to break down the inert hardcore and the Noise Impact Assessment recommends that a suitable fence/wall be erected 3m from the crusher and 3m in height. The fence/wall should provide approximately 13dBA of attenuation. The fence/wall should be in place prior to the operation of the MRF commencing and this should be controlled by condition.

Environmental Protection have recommended that the hours of operation of the site are limited to:

Monday – Friday	08:00 to 18:00 hrs
Saturday	09:00 to 14:00 hrs
Sundays and Public Holidays	Nil

It is considered to be reasonable and necessary to control these hours by condition.

In terms of dust generation, it is considered to be reasonable and necessary to require the provision of site-specific dust management plan (DMP). This can also be controlled by condition.

Subject to the conditions set out above, the proposal is considered to be in compliance with Policy SE 12 of the CELPS and Policy BE.1 of the CNRLP.

### **Public Rights of Way**

Public Footpath Sound No.8 runs along the farm drive and it is necessary to ensure that the use of this is not restricted by the proposed development. As such an informative should be included on the decision notice explaining this.

Subject to the condition the proposal would be in compliance with Policy CO 1 of the CELPS and Policy RT.9 of the CNRLP.

### **Conclusions**

The proposal would contribute to a network of waste management facilities and enable mixed wastes to be sorted into different types ready for onward transportation to other management facilities or end users which would assist in diverting waste from landfill and drive waste up the waste hierarchy in line with the NPPW, CRWLP and CELPS policy SE11. Waste would be sourced from an acceptable catchment area in accordance with the proximity principle. The location of the site on previously developed land accords with the approach of the CRWLP and NPPW.

There is concern from local residents in relation to the impact of the proposal on local amenity, and highway safety and capacity concerns. The Strategic Infrastructure Manager has assessed the scheme and is satisfied that access arrangements are adequate for the nature, volume and movement of traffic generated by the proposal and considers that the proposal would not result in a level and type of traffic that would exceed the capacity of the local road network or have an unacceptable impact on amenity or road safety. Additionally no concerns are raised over any potential highway safety impacts resulting from the proposal on existing road users, vulnerable road users or pedestrians.

Subject to this being secured by planning condition the proposal is considered to accord with CRWLP policy 28, CELPS policy CO4, and the approach of NPPF and NPPW.

With respect to noise and vibration impacts, the proposal is not anticipated to result in harmful or cumulative impacts on noise pollution which would unacceptably affect the natural or built environment or detrimentally affect amenity or cause harm. Likewise, a range of dust mitigation measures can be secured by condition to ensure that any potential for dust emissions from the site activities are controlled to an acceptable level. No objections are raised by the Environmental Health Officer and it is noted that the site operations would also be subject to controls under the Environmental Permit. Subject to imposition of planning conditions and given the controls in place on the Permit, the impacts from noise, vibration and dust could be controlled to an acceptable level in accordance which would satisfy CELPS policy SE12 and CRWLP policies 23, 24 and 26, CNRLP policy BE.1, and the approach of the NPPW and NPPF.

Overall, it is considered that the proposal is acceptable, and any impacts can be controlled and adequately mitigated through planning conditions. As such the scheme is considered to accord with policies of the Cheshire East Local Plan Strategy 2017 and the saved policies of the Cheshire Replacement Waste Local Plan and the Crewe and Nantwich Replacement Local Plan, and the approach of the NPPF and NPPW.

## **RECOMMENDATION**

**Approve subject to the following conditions:**

- 1. Time limit**
- 2. Approved plans**
- 3. The mitigation recommended in the acoustic report shall be implemented in full prior to the MRF commencing operations**
- 4. Provision of a site-specific dust management plan**
- 5. The hours of operation at the site shall be restricted to the following:  
08:00 to 18:00 hours Monday to Friday  
09:00 to 14:00 hours Saturday  
No working on Sundays or public holidays**
- 6. Safeguarding of nesting birds**
- 7. Provision of features for nesting Swifts**
- 8. No new external lighting**
- 9. Records of vehicle movements**
- 10. Limits on numbers of vehicle movements**
- 11. Sheeting of vehicles carrying waste**
- 12. Waste shall only be sorted within the building**

### **Informatives:**

#### **NPPF**

The property is adjacent to Public Footpath Sound No.8 as recorded on the Definitive Map held at this office (working copy extract enclosed). It appears unlikely, however, that the proposal would affect the public right of way, although the PROW Unit would expect the planning department to add an advice note to any planning consent to ensure that developers are aware of their obligations as follows:

No change to the surface of the right of way can be approved without consultation with the PROW Unit. The developer should be aware of his/her obligations not to interfere with the public right of way either whilst development is in progress or once it has been completed; such interference may well constitute a criminal offence. In particular, the developer must ensure that:

- There is no diminution in the width of the right of way available for use by members of the public
- No building materials are stored on the right of way

- No damage or substantial alteration, either temporary or permanent, is caused to the surface of the right of way
- Vehicle movements are arranged so as not to unreasonably interfere with the public's use of the way
- No additional barriers (e.g. gates) are placed across the right of way, of either a temporary or permanent nature
- No wildlife fencing or other ecological protection features associated with wildlife mitigation measures are placed across the right of way or allowed to interfere with the right of way
- The safety of members of the public using the right of way is ensured at all times"

Any variation to the above will require the prior consent of the PROW Unit. If the development will permanently affect the right of way, then the developer must apply for a diversion of the route under the TCPA 90 as part of the planning application.

If the development will temporarily affect the right of way then the developer must apply for a temporary closure of the route (preferably providing a suitable alternative route). The PROW Unit will take such action as may be necessary, including direct enforcement action and prosecution, to ensure that members of the public are not inconvenienced in their use of the way both during and after development work has taken place.

Please note the Definitive Map is a minimum record of public rights of way and consequently does not preclude the possibility that public rights of way exist which have not been recorded, and of which we are not aware. There is also a possibility that higher rights than those recorded may exist over routes shown as public footpaths and bridleways.

**In order to give proper effect to the Board's intentions and without changing the substance of the decision, authority is delegated to the Head of Planning, in consultation with the Chair (or in their absence the Vice Chair) of the Strategic Planning Board, to correct any technical slip or omission in the wording of the resolution, between approval of the minutes and issue of the decision notice.**





Application No: 21/2067N

Location: ROYAL ARCADE, Land bounded by Victoria Street, Queensway, Delamere Street and Lawrence Street, CREWE

Proposal: Hybrid planning application comprising:  
(i) Full planning application for the demolition of the existing bus station and creation of new bus station and multi-storey car park and associated landscaping, public realm and other works including new electricity substation; and  
(ii) Outline application (including means of access) for mixed use town centre development including café/restaurant, leisure, gymnasium, bowling, complementary retail uses (class E) and cinema (sui generis) use and associated public realm works.

Applicant: Peveril Securities Ltd

Expiry Date: 16-Jul-2021

## **SUMMARY**

This hybrid application proposes the re-development of this important town centre site in Crewe. The full element proposes a new multistorey car park and bus station, whereas the outline element proposes a range of town uses, to replace the previous retail uses now removed from the site.

The application has been revised to make improvements to the design and incorporate more sustainable features including the incorporation of a green wall, more planting and renewable energy provision.

There are no objections to the proposals in principle as the development satisfies the policy requirements of LPS1.

Issues of urban design, landscape and trees have now been addressed, and issues of Ecology can be addressed by condition.

There are no objections on other environmental matters which can be addressed through conditions.

Whilst formal highway and drainage comments are awaited given the extensive dialogue on such matters it is understood any outstanding issues have now been resolved. This will be confirmed to Members.

## **RECOMMENDATION**

**Approve with conditions**

## **SITE DESCRIPTION**

This application relates to a now partially cleared site in Crewe Town Centre, known as the Royal Arcade. The site consists of two main elements. Firstly, there was an “L” shaped building fronting Victoria Street and Queensway, made up of a number of retail uses 2 or 3 storey’s in height. All of these buildings have now been demolished, but at the time of writing this report at least some of the demolition material was still on site. The second element consists of the bus station and bus depot fronting Delamere Street.

The site adjoins retail uses to the north and east, whilst to the south it adjoins retail premises and Delamere House Council Offices. Finally, to the west the site adjoins Wellington House, a Government Office building, with the end of a row of listed terraced cottages adjoining the north west corner of the site. These buildings vary in height greatly, with Delamere House being 8 storeys high, Wellington House 5 storey’s high but with the adjoining retail being 2 or 3 storey’s high.

As described above there are a row of listed terraced cottages to the north west of the site fronting Victoria Street, and similar properties off Chester Street to the south behind Delamere House car park. All the houses are end on to the site with no principal elevations facing it.

Whilst there are a number of trees/shrubs around the bus station most are self-sown and the only trees of significance line the access road to the bus station from Victoria Street.

## **PROPOSAL**

The application is a hybrid planning application comprising:

- (i) Full planning application for the demolition of the existing bus station and creation of new bus station and multi-storey car park and associated landscaping, public realm and other works including new electricity substation; and
- (ii) Outline application (including means of access) for mixed use town centre development including café/restaurant, leisure, gymnasium, bowling, complementary retail uses (class E) and cinema (sui generis) use and associated public realm works.

As such there are two parts to this application. Firstly the full application for a new bus station running along the western site boundary and consisting of the retained access from Victoria Street (although slightly realigned) and a new access from Delamere Street linking a series of bus bays running at 90 degrees with a new interchange to the rear adjoining the multi storey car park. The interchange would be a single storey largely glass structure. The other element of this full application is the multi-storey car park, a 18.7m high building (to the highest point) with 6 parking levels including the roof, providing 411 parking spaces including accessible, parent and child and electric vehicle charging spaces.

The second part of the application is in outline for the principle of a range of town centre uses listed in the title above. The application is accompanied by a parameters plan showing an “L” shaped building – in a similar location to the previous layout, setting out existing heights above AOD (Above Ordnance

Datum). Approval is not however sought for any details at this stage, with all matters reserved (save access) but an indication of the form the development could take is shown in the submitted drawings and images.

Following some concerns about some elements of the design of the proposals, and it's "green / sustainable credentials" (planting and use of renewable energy) in particular, a number of changes to the application have been made. Key details of the scheme are summarised below:

- Electric Vehicle Charging Points – Provision of 5% is made in line with the recommendations of Environmental Protection
- Cycle parking – Provision is being made for 42 spaces – in excess of normal standards. The spaces are located at the north-west corner of the site for arrivals to the town centre from Victoria Street and in the south-west corner of the car park on Delamere Street to capture arrivals to the town from the south.
- Nesting swifts - Whilst the applicant is keen to ensure that the car park and bus station do not attract pigeons and other birds into the buildings, they will be able to make provision for some boxes for swifts within the northern elevation of the stair core towers.
- Design of Car Park / Sense of arrival – Changes now propose include:
  1. Removing the half-deck from the top floor of the car park. This will result in the number of car parking spaces falling from 411 to 401, with a consequential reduction in the overall height of the structure and scale and mass of the building. Along with other measures described below, and the 11 metre set back already proposed from Delamere Street, the reduction in height will reduce and soften the impact of the building.
  2. Amend the elevations of the stair towers in the north-east and south-west corners of the building and propose the construction of these elements in facing brick as opposed to cladding in order to create a feature and to respect the use of brick on nearby cottages and buildings in the vicinity.
  3. Relocate the position of the heritage wall (containing relevant imagery of Crewe) from the northern elevation to the western elevation above the bus station. The feature will be seen by people coming into the bus station along with vehicles pedestrians and cyclists approaching the town centre from the west.
- Green wall/Landscaping - The elevations have been amended to incorporate two panels of green wall on the southern elevation of the car park facing Delamere Street. The system has been chosen to provide densely planted strips which will have an immediate impact as opposed to a wire system and climbing plants which would take a number of years to establish. The green wall areas have been positioned at either end of the southern elevation to ensure cross ventilation can still occur in the car park without the need to introduce any mechanical ventilation equipment.

A landscaping scheme for the 11 metre strip of land in front of the car park up to the back of the footway on Delamere Street has been submitted. This has been designed to provide an area of landscaping with seating and SUDS planting. A detailed planting scheme has now been submitted and a planning condition is anticipated for the future management and maintenance plan.

- Solar panels - The bus station has been designed to be a low energy building incorporating a number of sustainability measures and the amended plans now include an area of 188 sq.m. of photovoltaic panels on the top deck of the car park to meet the policy requirement for 10% renewables.
- Bus station accommodation - As part of the Design Review other enhancements have been made to the scheme which provide further benefits for future users. The Bus Station Accommodation has been amended to allow for the introduction of a Shopmobility Unit at the northern end of the concourse which is easily accessible from both the car park and the bus station.
- A further accessible toilet has also been provided in addition to the Changing Places facility already proposed.

### **APPLICANTS SUBMISSION**

“The Council are currently seeking to implement a Town Centre Regeneration Programme to address a steady decline in investment and footfall in the town centre. The programme seeks to enhance the ‘offer’ of the town centre as a place to visit and recapture consumer expenditure lost from the Crewe and the South Cheshire area to competitor locations.

The current proposals seek to reflect the changing role of the high street which has taken place in recent years as a result of altering consumer trends, technology and what communities want. High streets have had to adapt and to focus on creating an attractive place to dwell, shop and socialise. The current proposals embrace these trends acknowledging the importance of providing high-quality buildings and creating a sense of place. The strategy is based on focusing on more leisure uses, improved facilities and providing an appealing environment to live and work.

As part of the Town Centre Regeneration Programme, in 2015 the Council acquired the Royal Arcade site including the bus interchange and committed to seeking a commercial development partner to deliver a leisure-led, mixed-use redevelopment of the site. Peveril Securities and Cordwell Property Group were selected as the Council’s preferred development partner to deliver the retail and leisure scheme as well as a new bus interchange and a multistorey car park. Peveril Securities is the wholly owned investment and development division of Bowmer and Kirkland, one of the largest and most successfully privately owned construction and development businesses in the UK.

Since this time, the applicant and its consultant team have been working on the preparation of the scheme for the site, resulting in the current hybrid application. The proposed scheme represents a significant investment in Crewe by Cheshire East Council and Peveril Securities Ltd to provide modern transport facilities and a leisure-led, mixed-use development to complement the wider town centre and encourage further investment in the area.

Whilst the Royal Arcade redevelopment represents the most significant Council regeneration initiative, it is just one component in the town centre’s regeneration strategies which are ongoing.”

The Statement of Community Involvement, submitted with the application, sets out how the applicant, in conjunction with Economic Development, have sought to engage with the local community and other key stakeholders.

### **RELEVANT PLANNING HISTORY**

There is an extensive planning history relating to the previous retail uses on the site, however now of more relevance are the following:

20/5465N Prior notification of demolition of the retail and commercial businesses (including the Wetherspoons pub at 48 Victoria Street) which are located within Royal Arcade town centre redevelopment area fronting Victoria Street, Queensway, Delamere Street - Royal Arcade, Crewe, Land bounded by Victoria Street, Queensway and Delamere Street, Crewe, CW1 2JE Granted

21/0611N Prior approval of the demolition of bus garage abutting Delamere Street. Garage at Crewe Bus Station, DELAMERE STREET, CREWE, CW1 2JA Granted

21/0245N Demolition of the former public house - 48, VICTORIA STREET, CREWE, CW1 2JE Granted

21/0251S EIA screening opinion for proposed mixed use development - Royal arcade, DELAMERE STREET, CREWE, CW1 2JA EIA not required.

## **POLICIES**

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

MP 1 - Presumption in Favour of Sustainable Development  
PG 1 – Development Strategy  
PG 2 – Settlement Hierarchy  
SD1 - Sustainable Development in Cheshire East  
SD2 - Sustainable Development Principles  
IN1 – Infrastructure  
EG 5 Promoting a Town First Approach to Retail and Commerce  
SC1 – Leisure and recreation  
SE 1 - Design  
SE 2 - Efficient Use of Land  
SE3 – Biodiversity and Geodiversity  
SE 4 - The Landscape  
SE 7 – The Historic Environment  
SE 8 – Renewable and Low Carbon Energy  
SE 9 – Energy Efficient Development  
SE 13 - Flood Risk and Water Management  
CO 1 - Sustainable Travel and Transportation  
CO 4 – Travel Plans and Transport Assessments

Strategic Location LPS1 – Central Crewe

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

NE17: Pollution Control  
NE20: Flood Prevention  
NE21: New Development and Landfill Sites  
BE1: Amenity

BE4: Drainage, Utilities and resources  
TRANS2: Crewe Bus Station  
TRANS3: Pedestrians  
TRANS6: Provision for cyclists  
Policy S1: New Retail Development in Town Centres  
Policy S2: Crewe Town Centre Primary Frontages  
Policy S3: Crewe Town Centre Secondary Frontages

### **Neighbourhood Plan:**

Crewe has not made any progress towards making a Neighbourhood Plan.

### **Other Material Considerations**

The National Planning Policy Framework  
National Planning Practice Guidance

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

**United Utilities:** No objections, but recommended conditions in relation to a drainage strategy and foul drainage.

**Cadent Gas:** They identify that there is apparatus in the vicinity of the site and remind the applicant of their need to contact them before any works are carried out to ensure the apparatus is not affected.

**CEC Head of Strategic Infrastructure:** Comments will be reported in an update report to Members, but it is understood there has been an on-going dialogue between Cheshire East Highways and the developer.

**CEC Environmental Health:** No objections are raised subject to conditions relating to noise, lighting, air quality and contaminated land. Additionally informatives are requested in relation to construction works – including hours of operation, pile foundations, dust management and floor floating.

**CEC Flood Risk Manager:** Additional information has been requested with regards to discharge rates, and Members will be updated on this matter in any update report.

**Archaeology:** No objections subject to a condition requiring the applicant to submit a programme of archaeological works.

### **VIEWS OF THE TOWN/PARISH COUNCILS**

**Crewe Town Council:** Commenting on the revised proposals they write:

“The committee is supportive of the principle of investment in the bus station and regeneration of the site and recognises the amendments made to the design proposals. The committee does not object to the application but seeks that all efforts are made and demonstrated to ensure that council-led investment in the town centre provides clear direction for future development with ambitious, considered, sustainable and sensitive design and implementation. The expectation should be that

provision of sustainable aspects on developments should seek to achieve maximum possible benefit, rather than minimum acceptable level and therefore future proposals should reflect this principle.

Additionally, details of the inclusion of a suitable clock that provides a representative replacement for the clock lost from the site should be progressed.”

### **OTHER REPRESENTATIONS**

A number of Crewe residents wrote in connection with the originally submitted proposals and their comments are summarised below;

- The proposed designs are mediocre. Both the bus station and car park are unattractive, featureless and mundane.
- The wrong approach is being made to the site that is outdated and will not be occupied. A more community focused development is what is needed.
- The proposals don't address the climate emergency. The scheme is bland and lacks green space.
- The bus station is too far out of the town centre.

With regards to the revised proposals, the following comments have been made:

- Whilst there is a need for regeneration of the town centre, the need for another gym and cinema was questioned. An ice rink was considered more appropriate.
- The need for these uses is again questioned, as much retail is now carried out on-line – a more community focused project would be more appropriate. Are there any tenants for the uses?
- The project fails to address current transport aspirations, and by building a multi storey car park will discourage sustainable transport means.
- Again it was considered the bus station was in the wrong place, and of a poor design.

### **APPLICANTS SUBMISSION**

“The Council are currently seeking to implement a Town Centre Regeneration Programme to address a steady decline in investment and footfall in the town centre. The programme seeks to enhance the ‘offer’ of the town centre as a place to visit and recapture consumer expenditure lost from the Crewe and the South Cheshire area to competitor locations.

The current proposals seek to reflect the changing role of the high street which has taken place in recent years as a result of altering consumer trends, technology and what communities want. High streets have had to adapt and to focus on creating an attractive place to dwell, shop and socialise. The current proposals embrace these trends acknowledging the importance of providing high-quality buildings and creating a sense of place. The strategy is based on focusing on more leisure uses, improved facilities and providing an appealing environment to live and work.

As part of the Town Centre Regeneration Programme, in 2015 the Council acquired the Royal Arcade site including the bus interchange and committed to seeking a commercial development partner to deliver a leisure-led, mixed-use redevelopment of the site. Peveril Securities and Cordwell Property Group were selected as the Council's preferred development partner to deliver the retail and leisure scheme as well as a new bus interchange and a multistorey car park. Peveril Securities is the wholly owned investment and development division of Bowmer and Kirkland, one of the largest and most successfully privately owned construction and development businesses in the UK.

Since this time, the applicant and its consultant team have been working on the preparation of the scheme for the site, resulting in the current hybrid application. The proposed scheme represents a significant investment in Crewe by Cheshire East Council and Peveril Securities Ltd to provide modern transport facilities and a leisure-led, mixed-use development to complement the wider town centre and encourage further investment in the area.

Whilst the Royal Arcade redevelopment represents the most significant Council regeneration initiative, it is just one component in the town centre's regeneration strategies which are ongoing."

The Statement of Community Involvement, submitted with the application, sets out how the applicant, in conjunction with Economic Development, have sought to engage with the local community and other key stakeholders.

## **OFFICER APPRAISAL**

### **Principal of Development**

The site is covered by Strategic Location LPS1 – Central Crewe, which sets out in a number of criteria how "The regeneration and development of Central Crewe over the Local Plan Strategy period will be achieved". Relevant criteria are:

2. The provision of comparison retail and leisure, including at least 1 anchor store and a large scale leisure use within the town centre boundary (as defined in the Crewe and Nantwich Local Plan and its eventual replacement in the Site Allocations and Development Policies Development Plan Document);
6. Support for 24 hour town centre uses, including restaurants and cafés/bars;
7. Support of multi-use facilities that drive footfall generation and introduce a diversity of uses within the town centre;
8. The incorporation of new, and improvements to existing, green infrastructure within new developments to include increased tree planting; the creation of tree lined boulevards; the creation of green spaces; the provision of children's play areas and the provision of pedestrian and cycle links between new and existing developments;
9. Appropriately sited, rationalised and improved car parking to support town centre uses and the local economy;
10. A bus interchange with covered areas and public conveniences;
20. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

The principle of the development is considered to in accordance with all these criteria.

### **Highway Implications**



As noted above comments will be reported in an update report to Members but it is not anticipated there will be any highway objections to the proposals.

## **Landscape**

The revised plans with a greater emphasis on the “greening” of the site, with increased planting and incorporating a partial green wall on the building frontage, are considered to be a significant improvement on the original proposals, with a much improved public realm. Following receipt of detailed landscaping plans the Council’s Landscape Architect is supportive of the proposals.

## **Trees**

The application site area is located in the centre of Crewe and no trees within or adjacent to the site are afforded protection through a Tree Preservation Order or Conservation Area status.

This hybrid application has been supported by an arboricultural survey by Delta-Simons. The survey has identified a total of 21 individual trees and 8 groups within and adjacent to the development area of the full planning application but has not considered other tree cover within the site edged red of the outline application.

### Full Planning Application

The submitted survey has recorded 15 individual and 2 groups of Moderate quality B Category trees, 4 individual and 5 groups of low quality C Category trees and 2 individual and 1 group of poor quality U Category trees unsuitable for retention by virtue of its condition.

The supporting survey does not clearly list all trees and groups to be lost for development, but the arboricultural assessment (5.1) states that T5, T6 & T7 will be retained. The report also makes referenced to trees T24-29 being crown lifted to provide clearance of Charles Street. For the avoidance of doubt a plan which clearly identifies those trees to be removed, and those to be retained should be submitted. At present this is unclear as the Proposed Site Plan and Site Landscape Plan do not suggest that trees T20-24 and T25-28 will be retained. This has been requested, and Members will be updated accordingly.

The proposal as indicated suggests that the majority of the green infrastructure within the site will be lost (17 individual trees and 8 groups). While it is accepted that in the main the trees to be removed are not particularly high-quality trees of any arboricultural significance and that better quality replacements would provide greater benefits in the longer term. Whilst only 17 replacement trees were indicated on the original landscape plan, this has now been amended, to incorporate more replacement planting to mitigate the tree losses proposed in line with Local Plan Policy SE 5.

### Outline Application Comments

Established tree cover is known to be present within the Outline application boundary and which has not been considered with the submitted Arboricultural Survey with this hybrid application. The retention and protection of established tree cover should be a priority wherever possible.

Any future reserved matters application must be supported by a detailed Arboricultural Impact Assessment in accordance with Sections 5.4 (BS5837:2012), Tree protection Plan (Section 5.5 BS57837:2012) and where appropriate an Arboricultural Method Statement (Section 6.1

BS5837:2012) to ensure the successful integration of trees and implementation of Tree Protection measures. Where tree losses are proposed appropriate mitigation should be provided to accord with Policy SE5.

These matters can be conditioned on any approval.

## **Ecology**

With the exception of nesting birds the Council's Ecologist does not anticipate there being any significant ecological issues associated with the proposed development. If planning consent is granted conditions relating to nesting birds and ecological enhancement are recommended.

## **Urban Design**

This is an important part of the town centre redevelopment and the Council's Urban Design team have carried out an assessment of the scheme which is detailed below:

### 1. Context

The proposal sits well within the existing retained townscape and the suggested retail portion of the wider development (yet to be determined).

The reduction in height of the car park has strengthened the way the proposed massing sits within the existing built fabric of the townscape and adjacent buildings. The subtle stepping of the cladding material both to the Delamere Street and service road elevations simulates the natural topography of the site. The inclusion of brick to the service/lift/stair towers helps to tie the design to the traditional character and historic elements of the town which gives a visual connection and softening to the most prominent elevations. The inclusion of openings of the towers help to express activity and incorporates passive surveillance to the landscaped elements of the site along Delamere Street and the service road to the rear.

The combination of the Heritage wall, living wall elements and cladding systems, alongside the composition of linear and vertical components, together make a gateway building that states the arrival to Crewe as a destination point.

Whilst not quite an award winning or innovative architectural masterpiece, the proposal is a strong well thought out piece of design that has a robust architectural language and positive townscape presence.

### 2. Identity

The incorporation of environmental features such as solar panels, Sustainable Drainage (SuDs) and living green walls not only contribute to the greening of the Town, but also provide habitat and water attenuation functions, as well as being aesthetically pleasing. Together they achieve a sustainable approach that the Council aspire to, setting the bar high for others to follow. The proposed development provides a strong foundation on which to build on in subsequent regeneration and development projects throughout the town, potentially a transformational opportunity for Crewe.

### 3. Built Form

The massing of the proposal fits well within the townscape, both from long and near viewpoints. The components of the deck and lift towers are placed to respect the existing adjacent built form, stepping, and creating focal points within the block. The proposal follows the topography of the site, even spiralling the flow of vehicles to take advantage of the site levels.

The cladding should also emphasise the level drop by stepping the panels towards the rear of the car park, where the scale of the building may impact the sense of enclosure between the retail blocks. It is important to get this relationship and street proportion right. The 3D massing study illustrate that the scale and relationship between the existing buildings and subsequent development appear appropriate.

The bus interchange is of light construction and so has minimal impact on its surroundings. The majority of the construction consists of structural glazing which will reflect the surrounding buildings and make the proposal blend in.

#### 4. Movement

The connectivity to and through the site to Victoria and Delamere Street has improved to provide safe access and routes from the proposed bus station and car park to the wider town centre. There are two areas of cycle parking provision within the proposed development that adequately cater for the inclusion of sustainable modes of travel.

#### 5. Nature

The removal of the established green infrastructure is unfortunate but there are opportunities within the site to enhance and strengthen the natural elements. The greening of the site both to Delamere Street and also the service road has been achieved.

SuD's features have been incorporated into the conceptual landscape design with the design intent illustrated further below, however, a more detailed information plan will be required to ensure the future success of these areas.

#### 6. Public Spaces

The public spaces are well defined with the use of hard and soft landscaping. The car park footprint has been set back to provide an area of public realm. It provides a valuable space for the public to use along with aiding with air quality control and climate change mitigation.

Although the design intention is there, the detail of the landscaping, including a management plan is still yet to be resolved but in design terms the proposed public realm enhancement is much improved, providing potential elements for community engagement and stewardship, SuD's solutions, greening and softening of the built form and streetscape, and activating the ground floor frontage with adequate surveillance and activity.

#### 7. Uses

The uses included within the bus station and the wider proposal allow for flexibility for future change and incorporate accessible elements throughout the design.

#### 8. Homes & Buildings

The design has thought through the security aspects with the facility to enable the locking down of the bus station and car park whilst retaining a safe environment and movement throughout the site. There is a good mix of external spaces that will have a high level of activity throughout the day and night time. Services, utilities and storage for items such as waste have been included successfully.

#### 9. Resources

The use of environmental standards to reduce the energy consumption and the use of energy creating technology has been achieved and will be incorporated to reduce the carbon footprint of the development.

#### 10. Lifespan

The proposal does not disclose the element of lifetime management and maintenance within its design, maintaining the high-quality public realm or technological/material longevity.

#### CONCLUSION

The Council's Urban Design Officer believes the refinement of the design and incorporation of features and sustainable components has led to a high-quality development that provides a gateway building for Crewe that will set the bar in terms of sustainable architectural and landscape design.

There is just one outstanding element of detail that has not been provided that will ensure that a high-quality public realm is achieved and that is the securing of the surface material. This could be secured by condition, but it would be desirable to secure the design intent and ensure that the high-quality proposals are enhanced further both on the materiality front but also on the sustainability front prior to approval.

#### **Heritage impacts**

As set out above in the description there are listed terraced cottages on Victoria Street and to the south of Chester Street (Tollitt Street, Betley Street & Dorfold Street). Comments from the Council's Conservation Officer will need to be reported in any update report.

#### **Environmental Impacts**

##### Noise/Residential amenity

The impact of the noise from installed plant, commercial units, car parking and the bus station activity has been assessed in accordance with:

- BS8233:2014 Guidance on Sound Insulation and Noise Reduction for Buildings
- BS4142:2014 Methods for rating and assessing industrial and commercial sound

An agreed methodology for the assessment of the noise source. The submitted report recommends noise mitigation measure in section 5 designed to achieve BS8233: 2014 and WHO guidelines; to ensure that occupants of nearby properties are not adversely affected by noise from the development. Mitigation measures include ensuring future mechanical services plant should be located and designed to satisfy the British Standard, and controlling emissions from commercial units by appropriate noise insulation of facades and openings. Noise from the bus station and car park will be within appropriate noise criteria.

The reports methodology, conclusion and recommendations are accepted.

##### Lighting

As the development is in close proximity to existing commercial and residential properties, and also contains a car parking facility, a lighting condition is recommended.

## Air Quality

Air quality impacts have been considered within the air quality assessment submitted in support of the application prepared by Redmore Environmental, dated the 12th April 2021.

The report considers whether the development will result in increased exposure to airborne pollutants, particularly as a result of additional traffic and changes to traffic flows. The assessment uses ADMS Roads to model NO<sub>2</sub> and PM<sub>10</sub> impacts from additional traffic associated with this development and the cumulative impact of committed development within the area.

A number of modelled scenarios have been considered within the assessment. These were:

- Scenario 1 – Verification Year (2019);
- Scenario 2 – 2025 ‘without proposed development’;
- Scenario 3 – 2025 ‘with proposed development’

The assessment concludes that the impact of the future development on the chosen receptors will be negligible with regards to all the modelled pollutants. However, the proposed development is considered significant in that it is highly likely to change traffic patterns and congestion in the area.

Poor air quality is detrimental to the health and wellbeing of the public and also has a negative impact on the quality of life for sensitive individuals. It is therefore considered appropriate that mitigation should be sought in the form of direct measures to reduce the adverse air quality impact.

A development of this scale and duration would be expected to have an adequate demolition, construction and dust control plan implemented to protect sensitive receptors from impacts during this stage of the proposal and this is mentioned within the assessment as a form of mitigation.

## Anti-Idling Signage

In order to prevent accumulations of poor air quality in the area around the bus station, the developer shall install anti-idling signage to ensure engines are switched off whilst waiting in that area.

Should, the application be recommended for approval, it is considered that conditions relating to Travel planning, Electrical Vehicle Infrastructure, Anti-Idling Signage and Low Emission Boilers are required.

## Contaminated Land

The Contaminated Land team has no objection to the above application subject to the following comments with regard to contaminated land:

- The application area has a history of works, bus station and other commercial use and therefore the land may be contaminated.
- Some information has been submitted in support of the application (Preliminary Data Summary Sheets, Project Ref: 20-833, Arc Environmental). This comprises a brief summary of the investigation findings, a borehole location plan and borehole logs. We would expect a full Phase II ground investigation and risk assessment to be provided in support of the application, preceded by a Phase I Preliminary Risk Assessment for context.

As such, and in accordance with the NPPF, the contaminated land team recommends that conditions, reasons and notes be attached should planning permission be granted.

### **Flood Risk/Drainage**

Initial comments were received, requesting additional calculations on discharge rates. Members will need to be updated on this matter, but no significant issues are anticipated.

### **Archaeology**

This site was subject to pre application advice at which stage it was identified that this proposed development will impact the below ground remains relating to the workers housing seen on the first edition OS Map (1875) of the area.

The application is supported with an extensive desk based assessment, which identifies key archaeological considerations. The document states in 5.2.4 that the remains of the industrial workers housing, which is likely to be disturbed during construction, is a key research priority for the region and therefore any information gained through archaeological mitigation may be of regional significance.

The document includes suggestions for mitigation in section 5.4.3 and 6.1.3, suggesting that archaeological works could focus on the recording of these research priority industrial workers housing.

Taking this document into consideration and reviewing the information held on the Cheshire Historic Environment Records, it is clear that a programme of archaeological mitigation is required for this proposed development, in order to identify the remains of the industrial workers housing, record the remains of these houses and preserve them, where possible, In situ.

It is likely that the proposed development will significantly impact the remains of these industrial workers housing and therefore the mitigation must ensure that any archaeological features and remains relating to these houses are fully recorded to allow preservation by record. The mitigation must also ensure preservation in situ, where the houses are not likely to be fully destroyed but disturbed and truncated by the development.

The Desk Based Assessment recommends a programme of archaeological evaluation, which while not unreasonable, given the potentially significant deposits, may be altered to a more efficient and cost effective programme of archaeological mitigation. This more efficient programme may take the form of a specific strip and map exercise within the proposed car park area (the extant tarmacked area). This would be a similar policy to that used at Crewe Lifestyle centre, which was effective and productive.

This programme of archaeological mitigation should be secured by condition.

### **CONCLUSIONS**

This hybrid application proposes the re-development of this important town centre site in Crewe. The full element proposes a new multistorey car park and bus station, whereas the outline element proposes a range of town uses, to replace the previous retail uses now removed from the site.

The application has been revised to make improvements to the design and incorporate more sustainable features including the incorporation of a green wall, more planting and renewable energy provision.

There are no objections to the proposals in principle as the development satisfies the policy requirements of LPS1.

Issues of urban design, landscape and trees have now been addressed, and issues of Ecology can be addressed by condition.

There are no objections on other environmental matters which can be addressed through conditions.

Whilst formal highway and drainage comments are awaited given the extensive dialogue on such matters it is understood any outstanding issues have now been resolved. This will be confirmed to Members.

## **RECOMMENDATION**

**Approve subject to the following conditions;**

### **OUTLINE**

- 1. Outline Timescales**
- 2. Outline Matters Reserved**
- 3. Development to proceed in accordance with the approved plans/report recommendations.**
- 4. Materials – building and surface**
- 5. Landscaping**
- 6. Implementation of the scheme of landscaping**
- 7. Prior to the commencement of development a Tree Protection Scheme is to be submitted and approved**
- 8. Prior to the commencement of development an Arboricultural Method Statement for tree retention is to be submitted and approved**
- 9. Prior to the commencement of development a scheme for arboricultural supervision is required to be submitted and approved**
- 10. Prior to the commencement of development a Construction Environment Management Plan is to be submitted and approved**
- 11. Noise protection measures to be implemented**
- 12. Lighting to be approved**
- 13. Travel Plan to be approved**
- 14. Electric vehicle parking facilities**
- 15. Ultra low emission boilers**
- 16. Anti-Idling Signage**
- 17. Phase 1 Contaminated land remediation strategy to be submitted.**
- 18. Verification report for contaminated land.**
- 19. Soil testing**
- 20. Measures to deal with unexpected contamination**
- 21. Bird nesting season**
- 22. Ecological enhancement measures**
- 23. Surface water drainage scheme**

- 24. Foul & surface water to be drained on separate systems
- 25. Archaeology
- 26. 10% Renewable Energy

**FULL**

1. Three year start
2. Development to proceed in accordance with the approved plans/report recommendations.
3. Materials – building and surface
4. Landscaping
5. Implementation of the scheme of landscaping
6. As part of any reserved matters application an Arboricultural Impact Assessment & Arboricultural Method Statement should be submitted.
7. Prior to the commencement of development a scheme for arboricultural supervision is required to be submitted and approved
8. Prior to the commencement of development a Construction Environment Management Plan is to be submitted and approved
9. Noise protection measures to be implemented
10. Lighting to be approved
11. Travel Plan to be approved
12. Electric vehicle parking facilities
13. Ultra low emission boilers
14. Anti-Idling Signage
15. Phase 1 Contaminated land remediation strategy to be submitted.
16. Verification report for contaminated land.
17. Soil testing
18. Measures to deal with unexpected contamination
19. Bird nesting season
20. Ecological enhancement measures
21. Surface water drainage scheme
22. Foul & surface water to be drained on separate systems
23. Archaeology
24. 10% Renewable Energy

**Informatives;**

- **Environmental Health Informatives:**
  - Construction Works: Days / Hours Of Operation**
  - Pile Foundations**
  - Site Specific Dust Management Plan (DMP)**
  - Floor Floating (Polishing Of Large Surface, Wet Concrete Floors)**
  - Part 2A of the Environmental Protection Act 1990**

In the event of any changes being needed to the wording of the Board'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 has delegated authority to do so in consultation with the Chair of the Strategic Planning Board, provided that the changes do not exceed the substantive nature of the Board's decision.





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