

<b>Planning Reference No:</b>	P08/1258
<b>Application Address:</b>	Land off Crewe Road, Basford West, Crewe
<b>Proposal:</b>	Reserved matters for ground works for spine road, drainage, balancing ponds, plot formation, structural landscaping, public art, (with ecological assessment, lighting strategy, construction management plan, flood risk assessment).
<b>Applicant:</b>	Goodman Logistics Development (UK) Ltd
<b>Application Type:</b>	Reserved Matters
<b>Grid Reference:</b>	
<b>Ward:</b>	Rope
<b>Earliest Determination Date:</b>	8 <sup>th</sup> January 2009
<b>Expiry Dated:</b>	12 <sup>th</sup> February 2009
<b>Date of Officer's Site Visit:</b>	29 <sup>th</sup> January 2009
<b>Date Report Prepared:</b>	4 <sup>th</sup> January 2010
<b>Constraints:</b>	Tree Preservation Order on part of the site

#### **SUMMARY RECOMMENDATION:**

**Approve subject to (1) completion and signing of section 106 Agreement to secure the use of the Habitat Management Plan for planting adjacent to the spine road and the submission of an appendix to the Habitat Management Plan including the maintenance of public art, street furniture, litter, control of dog waste and maintenance of ponds as detailed in the report, (2) conditions.**

#### **MAIN ISSUES:**

**Principle of development**  
**Impact of the highway works on highway safety**  
**Impact of ground works on drainage**  
**The need for footpath/cycleway provision**  
**Impact of the proposed landscaping on the appearance of the area.**  
**Impact of the development on residential amenity.**

## **1. REASON FOR REFERRAL**

This application is to be determined by the Strategic Board because the proposal is for more major development exceeding 2 hectares.

## **2. DESCRIPTION OF SITE AND CONTEXT**

The Basford West Development site is that area of land bounded by houses on Crewe Road, Shavington to the west, Gresty Road to the north, the West Coast Main Line to the

east and the A500 to the south. The area comprises 53 ha of former agricultural land. Outline planning permission was granted for employment development in May 2008 and site works have now commenced. The land at the rear of the houses on Crewe Road forms part of the ecological mitigation areas rather than the development site itself.

### **3. DETAILS OF PROPOSAL**

This is the first reserved matters application to be submitted although other permissions have been granted for ecological mitigation works and the construction of an electrical substation. The current application relates to 25.3 hectares of land and is for ground works to prepare the site in advance of building construction. Permission is not sought in this application for any buildings. The application seeks permission for the formation of a drainage network including four balancing ponds on the east side of the spine road, the formation of levels across the site for the construction of the spine road and the first warehouse building (known as plot A). The water course which flows from north to south through the site and adjoining land will be realigned to pass around individual development plots. Another water course through the southern part of the site will be abandoned and water channelled into the water course which was created along the edge of A500 when the road was constructed. Details of the landscape mounds on the western side of the site are also submitted although the formation of these mounds was approved as part of the outline permission.

A letter from the agents confirms that whilst the routes for pedestrian/cycle links from the north eastern end of the site around the rear of the Cheshire Cheese public house and from the south eastern corner of the site to Crewe Road Shavington are shown within the application area defined by the red line, these routes are required under the Section 106 agreement signed in relation to the outline permission for the site and are not reserved matters submitted following the outline permission. The submission also includes a number of documents providing details required to meet either conditions of the outline permission or required under the s106 agreement. These are detailed later in the report.

### **4. RELEVANT HISTORY**

P03/1071 Outline permission for Warehousing and Distribution (B8), Manufacturing (B2), and Light Industrial/ office (B1) Development, Construction of access roads, footpaths, and rail infrastructure importation of soil materials, heavy good vehicle and car parking and landscaping and habitat mitigation including Environmental Statement. Approved (subject to S106) 13<sup>th</sup> May 2008.

P06/1234 Ten Great Crested Newt Mitigation Ponds and associated ecological works. Approved 17<sup>th</sup> January 2007.

P08/0801 Creation of Bat Barn and associated ecological works. Approved 7<sup>th</sup> August 2008.

P08/1054 Substation and associated works. Approved 3<sup>rd</sup> November 2008.

P08/1091 Screening opinion for enabling works (This application) Environmental Impact Assessment not required. 23<sup>rd</sup> October 2008

09/1480N Reserved Matters for B8/B2 unit with ancillary offices, security gatehouse and associated car parking and landscaping. Also reported on this agenda.

## **5. POLICIES**

The development plan for this area includes the North West of England Plan Regional Spatial Strategy 2021 (RSS) and the Borough of Crewe and Nantwich Replacement Local Plan 2011 (LP).

The relevant development plan policies are:

### **Regional Spatial Strategy**

DP1 Spatial Principles

DP2 Promote Sustainable Communities

DP5 Managing Travel Demand

DP7 Promote Environmental Quality

DP9 Reducing Emissions and Adapt to Climate Change

RDF1 Spatial Priorities

W2 Locations for Regionally Significant Economic Development

RT2 Managing Travel Demand

RT3 Public Transport Framework

RT4 Managing the Highway Network

RT9 Walking and Cycling

EM1 Integrated Enhancement and Protection of the Region's Environmental Assets

EM3 Green Infrastructure

EM5 Integrated Water Management

EM11 Waste Management Principles

EM18 Decentralised Energy Supply

MCR4 South Cheshire

### **Cheshire Replacement Waste Local Plan**

Policy 11A Development and Waste Recycling.

### **Policies in the Local Plan**

NE.5 Nature Conservation and Habitats

NE.9 Protected Species

NE.10 New Woodland and Landscaping.

BE.1 Amenity

BE.2 Design Standards

BE.3 Access and Parking

BE.4 Drainage, Utilities and Resources

BE.5 Infrastructure

BE.16 Development and Archaeology

E.3 Regional and Strategic Employment Allocations at Basford

TRAN.3 Pedestrians

TRAN.5 Provision for Cyclists

TRAN.6 Cycle Routes

TRAN.9 Car Parking Standards

TRAN.11 Non- Trunk Roads.

### **Other Material Considerations**

Basford West Development Brief approved by Crewe and Nantwich Borough Council April 2004

PPS1: Delivering Sustainable Development  
PPS 9: Biodiversity and Geological Conservation.  
PPG13: Transport  
PPS25: Development and Flood Risk  
PPS4: Planning for Sustainable Economic Development

## 6. CONSULTATIONS

**North West Regional Development Agency:** The development represents a key opportunity for diversifying Crewe's economic base and tackling areas of high deprivation. The site will provide a flagship development at the southern gateway to the north west, capitalise on rail access, utilise the A500, create a rail linked regional distribution site and take advantage of Crewe's traditional rail and engineering background. The agency supports this application on the basis that it will secure the delivery of the regional development site.

**Strategic Highways Manager:** No highway objection subject to the imposition of conditions in relation to the formation of the spine road and western link and a condition for a temporary signage scheme as required by the Framework Construction Management Plan. The Travel Plan (revision G) meets the requirements of the Section 106 agreement.

The impacts of the whole of the Basford West development on the wider highway network were considered and addressed when the outline application (P03/1071) for the site was determined.

Since the outline approval the applicant has proposed some changes to the layout of the plots and the phasing of the development, these have led to changes in the proposed internal road layout. Generally the alignment of the spine road between its connection to the existing roundabout on the A500 and its connections with Crewe Road to the north and west remain the same. There have, however, been some changes to the internal road layout that serves the eastern side of the Basford West site and at the southern end of the spine road. This has resulted in the removal of the proposed roundabout approximately 170m to the north of the A500 roundabout, the reduction in width of the road from dual to single carriageway between these two roundabouts and the removal of the access road that formed the eastern arm of the roundabout that has now been removed. There have also been some amendments to the accesses serving the individual plots.

The operation of the new configuration of the spine road and its junctions, as proposed by this application, has been assessed in the submitted Transport Statement (updated May 2009) and by additional sensitivity testing. These assessments take account of the restricted floor areas and maximum peak time trip generations as set out in the S106 agreement for the outline approval. The assessments have demonstrated that the proposed layout will operate satisfactorily.

As required by condition 12 of the outline approval, the applicant has submitted detail drawings for the spine road and the connections to Crewe Road with regards to general arrangement, drainage, lighting strategy and levels and contours. These are considered to be acceptable as the basis of the design of the spine road and its connections to Crewe Road but it should be noted that the applicant will have to

submit further detailed drawings and specifications as part of the S278 agreement that the applicant will be required to enter into by the Council as Highway Authority.

The latest submitted Framework Construction Management Plan (FCMP), issue 4 combines phases 1 and 2 of the development. This new combined phase includes the whole of the spine road and the connections to Crewe Road. The new combined phase, however, also includes the development of all the plots except for plots B, D and E and does not make clear the timing of the delivery of the whole of the spine road and its connections to Crewe Road with respect to the development of the plots that are contained within this new combined phase. The Highway Authority's view is that the spine road and its connections to Crewe Road should be provided in the early stages of the development of the site and this is reflected in condition 12 of the outline approval. It is considered that the phasing as now proposed does not necessarily ensure the early completion of the spine road and its connections but that this can be overcome by the imposition of a condition. The FCMP also sets out the principles of how the applicant will seek to control traffic routing and parking associated with the development with the basic principle being that construction traffic, when ever possible, will access the site from the A500. These proposals are considered to be acceptable.

**Highways Agency:** No objections to the application.

**Public Rights of Way Unit:** The development will affect Public Right of Way Shavington cum Gresty Number 2 which becomes Basford Number 11. Suitable crossing points will be required where the development affects the right of way with at least 2m width for the footpath through planting and landscaping. No alterations or change to the surface of the right of way should take place without the appropriate footpath consents.

**Mid- Cheshire Footpath Society:** The proposal is fine. A footpath link along the north east side of the development would be preferable to re-routing this footpath along the spine road which would be much further.

**Environment Agency:** No objections to the proposal following the receipt of additional information. The Flood Risk Assessment addresses surface water drainage issues.

**Natural England:** Extensive Survey work has taken place and a mitigation package has been established for the development site, therefore there are no protected species issues arising out of this application.

**Cheshire Wildlife Trust:** Note that the route of the path at the rear of the Cheshire Cheese has been altered in the amended plans along the northern edge of the permanent mitigation areas which is an improvement on the original proposal but it still interferes with the receptor site. The reason for the need for the route is unclear.

**United Utilities:** No objections to the proposal. The site must be drained on a separate system with only foul drainage connected to the foul sewer. The proposal to discharge the foul drainage to the public sewer near the Cheshire Cheese is satisfactory. Surface water will discharge into the Gresty Brook. All surface water drains must have adequate oil interceptors. Where discharges from yard storage areas might be contaminated by spillage this should connect to the foul sewer. There

are no proposals at present to adopt the SUDS structures. A water main crosses the site and access will be required for maintenance. If the main is to be disconnected or diverted this should be at the developer's expense.

**Environmental Health:** No objections. Accept the amended Lighting Strategy and Framework Construction Management Plan but require a lighting contour plan to be submitted with each individual reserved matters application for the units.

**Basford East and Basford West Action Group (BEBWAG):** Object.

- The Development Brief has a B1 plot on the east side of the spine road at its junction with A500. This proposal will result in a large warehouse on that land and the development should only proceed in accordance with the Brief. The boundaries of the Brief should not be violated;
- BEBWAG understands that the development on the south side of the site will not exceed 12m in height therefore B1 development should be located on the south side to comply with this requirement;
- The development plot will accommodate a B8 unit which is likely to be not less than 18m in height and will not be screened by the proposed screening bunds; Planting will take years to become effective. Deciduous trees do not provide effective screening in winter;
- Public art will not help screen the development
- Rock cages and evergreen planting should be included on the south side to provide a more effective screen. This would also help control noise from the site;
- The drainage plans do not include consideration of water flow from the railway. Gresty Brook floods and the development could make the situation worse;
- The construction of the spine road will cause months of traffic chaos on Crewe Road – Gresty Road where there are already problems with traffic tail backs from South Street to Hunter Avenue. This situation will lead to rat-running through villages;
- Still maintain the stance that warehouses are not the type of development required in Crewe;
- The improvements to the A500 leading to and at Junction 16 of M6 are unlikely to be approved by the Highways Agency;
- There are other empty properties in Crewe which employers could occupy.

BEBWAG comments in relation to the amended plans:-

"Insofar as the plans themselves are concerned, BEBWAG cannot argue that they are wrong or that they do not comply with all laid-down planning regulation. However it never was BEBWAG's concern whether the plans were legally accurate or not it was concern for the fact that this proposal after lying fallow for 15 years or so was still promoted as the way forward by both the former County and Borough Councils for the improvement of the economy and provision of new jobs. Consequently BEBWAG's challenge to this application relate to need and the economy, technology and jobs, the development brief, transport, the developer and the alleged customer other issues and section 97".

-The application infringes the spirit and detail of the Basford West Development Brief in that the zone plans shows that all B2 and B8 development must be away from A500 roundabout with only B1 offices allowed at the sensitive gateway;

-The proposal should include provision for appropriate rail sidings with good rail access for the transshipment of freight between road and rail. This application makes no provision for any rail linkages.

- The proposal should include woodland screening and wildlife habitats along the southern and western boundaries, off-site tree planting and an attractive gateway to the site providing B1 office units both side of the spine road.
- A 3m bund will not provide effective screening
- The large scale warehouse at the southern end should not be here but at the northern and eastern ends of the site.
- The core focus of B8 units should be adjacent to the west coast main line.
- The contents and aspirations of the Development Brief should be adhered to, to the letter unless the Briefs are rescinded by Cheshire East Council.
- The Section 106 agreement requires that the developer complete improvements at Junction 16 of M6 and that there should be no occupation of any buildings until those improvements are completed. The warehouse may then stand empty until these works are completed.
- There is an empty warehouse (built by Prologis) in Crewe.
- Even now without development the Gresty Brook is liable to flood
- Section 97 of the Town and Country Planning Act allows the Authority to revoke a planning permission and this should be used here as there is no need for jobs. The whole area should be re-evaluated for a better uses and in the interests of sustainability.

**Network Rail:** No objections in principle. Network Rail has provided a lengthy list of informatives which have been passed to the applicant's agent.

## **7. VIEWS OF THE PARISH COUNCILS:**

**Shavington P. C.** Comments in relation to the original submission: Object – The development does not match the layout of the Development Brief;

- A B1 development site in the Brief is now occupied by a B8 unit;
- The very tall buildings will not be screened effectively by 3m mounding, reinforced metal cages should be used to give screening mounds more height;
- There is no planting on the south side of A500;
- Deciduous trees will not be effective screens all year round;
- Concerns that the run off will not be managed effectively Gresty Brook already floods and channelling more run off onto the site will compound the problem;
- The rural road infrastructure will not handle the heavy traffic. The proposed new road on the site would not be feeder roads to Crewe, they only serve the industrial development;
- The diversion of the public footpath at the rear of the Cheshire Cheese is inappropriate and will have a negative effect on wildlife and create nuisance for nearby residents. There are other routes which could be more effective.

In relation to the amended plans: note the revisions and comments received from Cheshire East officers.

**Weston and Basford P.C.** Comment on the original submission: No objections in principle but ask that conditions be imposed for the following matters:-

- Reduce the levels at plots A to a suggested 2 meters to reduce the visual impact of the building;
- Include a high level of evergreens in the proposed species for landscaping to improve the effectiveness of screening;

- Basic earthworks and planting be commenced during the next planting season to ensure early establishment of planting;
- Draw up Traffic Management scheme to protect Main Road, Weston and minor roads in Basford and Englesea Brook as well.

No objections in principle to the amended plans but ask that:-

- Plot A be lowered by 2m to reduce the visually harmful effects of the proposed building
- As well as the effects of noise and light pollution;
- Request a significant amount of evergreens in the planting to provide an effective screen throughout the year. Evergreens would also help to reduce blocked drains arising through leaf litter assisting surface water drainage.
- Basic earthworks and planting should be commenced in the next planting season.
- Request a Traffic Management Plan for Main Road, Weston and minor roads within the locality from construction vehicles.
- A traffic statement should be produced for each detailed development.

**Hough and Chorlton P. C.** Comment on the original submission:-

- Plot A should be reduced in level by about 2m to improve the visual impact and light and noise;
- Include evergreens in the planting;
- Construction traffic should not be allowed through Hough and Chorlton.

In relation to the amended plans:-

- Disappointed at the amount of evergreen in the planting
- Very concerned about the drainage ponds and potential flooding of Gresty Brook;
- Hope that full traffic assessments will be carried out at each phase.

## **8. OTHER REPRESENTATIONS:**

Letters of objection in relation to the original submission have been received from twelve addresses in Shavington, Gresty and Wistaston.

The grounds of objection can be summarised as follows:-

- The proposed route of the footpath behind the Cheshire Cheese public house cuts through two ancient hedgerows, over a badger sett and fox holes which would disturb the wildlife, including Great Crested Newts, badgers and bird life in the area;
- The path would offer little value being no shorter than walking along Crewe Road and the new spine road it would not therefore form a suitable diversion;
- There are electricity pylons in the middle of the proposed route for the footpath;
- The rear gardens of 324-340 Crewe Road would lose privacy as a result of the new footpath and it would increase the opportunity for burglary and vandalism;
- The land for the footpath should be left for wildlife habitat as originally designated in the planning application;
- An alternative route could be formed along the side of the haulage yard to avoid residential properties on Crewe Road and use an existing field entrance or diagonally cross the field. Both would avoid an electricity transformer;
- The proposed footway would form a racetrack for cyclists and motorbike riders;
- The path would be used by dog walkers which will disturb the wildlife;
- Loss of views and devaluation of property adjacent to the footpath /cycleway route;
- The proposed footpath/ cycleway will generate litter;



- Increased noise from use of the footpath/ cycleway affecting residents at nearby dwellings;
- Potential to fall into the ponds;
- If the pedestrian cycle link along Hunters Avenue was deleted from the earlier scheme then the reasons why that route was not acceptable apply equally here;
- The properties adjacent to the proposed route are all bungalows with ground floor bedrooms resulting in loss of privacy;
- The proposed cycle route would not link up with existing cycle routes and conditions are not good for cycling in the area;
- A building at 358 Crewe Road, which is used for dog breeding at the highest standard, is not shown on the submitted plans. Request more free space on the southern side of this dog building. Concerns about the amount of dust and dirt which will be generated by the development.

Representations on the amended plans from 41 addresses (excluding three with no address) in Shavington, Hough, Weston:-

The grounds of objection can be summarised as follows:-

- There are existing empty warehouses in the area; Prologis have built a large warehouse on Weston Rd which is not occupied and there is therefore no need for this building;
- Employment units which will create jobs for graduates or provide skilled jobs to replace those lost at Bentley and Network Rail should be provided;
- The new warehouses will create noise, air and light pollution
- The buildings are too large and will be a huge blot on the landscape;
- Companies are now downsizing and not investing in new premises therefore there is no need for the buildings; they will stand empty till the end of the recession;
- The development will not bring skilled jobs which are needed but unskilled positions;
- Gresty Road is clogged with traffic most of the time and lorries would take short cuts through villages and lanes
- Traffic will cause rat running and lead to more pot holes and flooding of roads especially the rural roads
- Traffic congestion during construction;
- The requirements of the Atkins study which states that "The scale and mix of development is unsustainable from a transportation perspective" have been ignored and the development will result in more traffic in Crewe;
- The Atkins Report then went on to recommend various contributions, £6 million towards completion of Crewe Green Link Road, use of Travel Plans; new footpaths and cycle links, measures to control vehicle numbers under the Travel Plan, and a contribution towards dualling the A500 (Barthomley Link) all of which were part of the Section 106 agreement. Atkins noted that it would take about 10 years to complete improvements to the A500 and Junction 16. Therefore the warehouses will stand empty until such works are completed;
- At rush hour traffic is at a standstill on A500;
- 24 hour working will adversely impact on residential amenities;
- Loss of green fields and open countryside
- Shavington will in effect become built up and linked to Crewe as a result of the development;
- Object to the revised route for the footpath at the back of the Cheshire Cheese;

- The revised route of the pedestrian cycle link is still close to the mitigation ponds which could be subject to vandalism, contamination and damage; an alternative route should be provided
- If however the footpath at the back of the Cheshire Cheese has to be provided then there should be a substantial fence around the ponds (Ponds B1 and B2) at the back of the houses to prevent public access to the ponds, new habitats and planting; a similar fence should also be provided around ponds at site A1 and A2.
- The proposal does not reflect the development brief for the site, the positions of buildings, priority for rail linked units, heights and order of construction do not reflect the Brief;
- The building for the show dogs at 358 Gresty Rd is not shown on the base plan but has been present for 36 years; more air space should be allowed on the southern side of the building
- Hope that adequate provision is made for drainage, so that the development will not result in flooding;
- The area is already prone to flooding and the proposal for rain water run off control are not proven; the Gresty Brook is prone to flooding and the development will result in flooding to gardens in Crewe Road;
- What consideration is given to Agenda 21 and Sustainable development proposals?;
- The platform for the large warehouse will result in a highly visible building;
- The warehouse will be close to residents whereas the Brief stated that higher buildings should be further away from residents;
- The development could be stopped under Section 97 of the Town and Country Planning Act 1990 and the Council should invoke this power;
- All lighting must be positioned so as not to affect residents in Crewe Road;
- Public access to land must be limited to prevent break-ins to the houses in Crewe Road;
- Need for green infrastructure and community facilities.
- Problems of lighting and noise.

## **9. APPLICANT'S SUPPORTING INFORMATION:**

### **Planning Support Statement** (Prepared by Spawforths and dated November 2008.)

The application is for engineering works and therefore a Design and Access Statement is not required. A supporting statement is submitted which is summarised as follows:

- The development includes the construction of the spine road through the site with a 10.5m carriageway from the roundabout at the southern end of the site to the roundabout within the site and a 7.3m carriageway from that point north to its junction with Crewe Road;
- The road linking the existing Crewe Road west of the site to the roundabout within the site will also have a 7.3m carriageway and the intervening section of the existing road will be truncated and converted to a footpath whilst retaining existing services along it;
- Cycleway and footways will be provided on both sides of the spine road behind the a grass verge and a pedestrian cycle link will be provided from the Cheshire Cheese to spine road;
- The surface water regime includes a series of attenuation ponds and swales on land to the east of the spine road which will regulate the flow to the Gresty Brook to ensure that it does not exceed the predevelopment Greenfield rate of run off;
- All plots will drain into the attenuation ponds;

- Foul drainage will piped by a rising main to the foul sewer close to the Cheshire Cheese public house;
- Landscaping provides strong boundary planting and landscaped bunds to create features between existing dwellings on Crewe Road and the development site, a landscaped boulevard along the line of the spine road, the attenuation ponds provide a further area of landscaping to the east of the spine road and view points through this area will be created with public art used to further enhance the landscaping;
- Gateway features using either public art or buildings will be provided along the spine road to create a sense of place;
- The attenuation ponds will also further enhance the ecological planting which has taken place and the further ecological planting proposed as part of this submission.

### **Flood Risk Assessment** (Prepared by BWB Consulting dated October 2008)

- The built development will be located within Flood Risk Zone 1 therefore neither the sequential nor the Exception test need to be applied to the development;
- There are two water courses through the site, the Gresty Brook to the north and an unnamed water course to the south;
- Modelling shows that the built development lies outside the 100 year plus climate change floodplain of both watercourses;
- Finished floor levels will be raised by 600mm above the fluvial flood levels modelled 100 year plus climate change flood level
- The access/ egress via A500 will provide safe dry access/egress for the 100 year plus climate change event. The second access/egress via the Crewe Road is liable to flood but to passable depths during the theoretical 100 year event;
- Risks from pluvial flooding will be mitigated by raising the level of buildings 150mm above the surrounding ground levels and by ensuring that buildings are not sited in hollows;
- Discharge to the Gresty Brook will be limited to existing Greenfield run off rates;
- Ponds and swales will provide attenuation for run off;
- Run off from hardstandings will pass through oil interceptors prior to entering swales and attenuation ponds.

### **Lighting Strategy** (Prepared by Capita Symonds amended March 2009)

- The document proposes measures to minimise the impact of light pollution especially on residential properties, viewpoints in the surrounding area, night time and also for bats;
- Lighting to the highway will meet the former Cheshire County Council requirements;
- Lighting will have "full horizontal cut off" and comply with the requirements for Environmental Zone E1 in the 2005 Guidance notes for the Reduction of Obtrusive Light by the Institute of Lighting Engineers;
- Lighting will also follow the principles of Bats and Lighting in UK published by the Institute of Lighting Engineers and Bat Conservation Trust;
- Mounting heights will be as low as reasonably practical and for buildings below the eaves level;
- Lamps to be high pressure sodium lights.

### **Landscape Design Statement** Prepared by Barry Chin Associates Ltd dated 9<sup>th</sup> December 2009)

The main points can be summarised as follows:-

- Trees and hedgerows on the western side of the site are retained to screen the development and for wildlife linkages;

- Some trees are subject to a Tree Preservation Order
- In places where trees are to be removed semi-mature trees will be provided as positive landscape elements for long term amenity benefit;
- Strong boundary planting in the form of woodland and thicket planting and landscaped bunding will create a buffer between the development site and the existing residential area to the west and south of the site;
- Species selection will be based on the Basford West Development Brief with some amendments to incorporate species known to be present in the area;
- Boulevard planting to the spine road will consist of advanced nursery stock and ornamental shrub planting against a backdrop of hedges
- Fencing will be 2.4m high paladin high security fencing to service yards and 1.2m high to the spine road frontages where boundaries are softened by hedges.
- To the east of the boulevard planting will be water features which form part of the SUDs drainage scheme. Public access will be provided to a degree in these areas. View points will be created into the planting and ponds developed with an ecological value as well as for flood control.
- This will provide a landscaped setting for the development.
- Street furniture will be provided and public art.
- Subsequent plot development will include planting to site entrances. Car parks will be planted with ornamental species and hedges with trees from advanced nursery stock for immediate impact.
- Plot boundaries will integrate with infrastructure landscaping and wildlife corridors and will include native planting.
- Plot frontages will be predominately ornamental in character with tree lined avenues underplanted by ground cover and medium height shrubs to create a manicured boulevard character.
- Wider areas on site frontages may include native structure planting to add scale and wildlife benefits.
- Species will be similar to those proposed for unit A.
- Planting outside of the area of unit A but within the application area will take place in the first planting season following the completion of construction of the spine road and infrastructure works. Other infrastructure planting for subsequent phases will take place in the first available season following the completion of the infrastructure works. Individual plot planting will take place in the first available seasons following the completion of the plot development.

## **Public Art Strategy** (Spawforths Received 26<sup>th</sup> October 2009)

The main points can be summarised:-

- Landmark buildings will be located at the gateways to the development in three locations, to the west of the spine road as it enters the development site from the north; to the west of the spine road as it enters the site from the south (A500) and to the east of the spine road at the roundabout which is located part way along the spine road;
- In addition public art will also be provided as pieces of sculpture or similar features on the east side of the spine road where it enters the site from A500, on the east of the spine road close to the site of the office block attached to the warehouse at unit A and on the roundabout within the spine road;
- The features at the northern and southern ends of the spine road will create a sense of place and identity on entering the formal boulevard;
- Landmark buildings will be used to represent quality and character of development and will form focal points to important views within the site;

- Further street furniture and smaller works of public art will be used to enhance the landscaped attenuation ponds which will provide a sitting area for employees;
- The varying forms of public art will be set in the wider landscaped setting of the site.

### **Ecological Summary Document** (Middlemarch Environmental Ltd dated October 2008)

This document summarises the position regarding the ecological mitigation. A fully detailed mitigation plan for the land on the north and west side of the development area was submitted and approved under condition 18 of the outline permission at the time when the applicant was making applications for licences from Natural England to relocate protected species.

In summary:-

Great Crested Newt – Surveys identified a “small” population in the area and 10 mitigation ponds were established on land to the west of the development area. Newts have now been translocated. Habitat creation has taken place around the ponds.

Bats – One bat roost was found in a hedgerow tree and another roost in the barns of the former farm buildings. An alternative bat roost was provided in a brick building close to mitigation ponds and bats have been relocated.

Breeding birds – Surveys in 2002 showed the site provides habitats for 21 breeding bird species which include four Red Listed species of high conservation concern: Song Thrush, Reed Bunting, Yellow Hammer, and Lapwing, together two amber listed species of medium conservation value, Mistle Thrush and Dunnock. Other breeding birds seen on the site include Tree Sparrow and House Sparrow from the Red List and Kestrel and Swallow from the Amber List. Vegetation clearance took place in October 2008 outside the nesting season and bird boxes will be provided as mitigation for vegetation lost.

Works are also included in relation to badger habitats.

The maintenance of the mitigation works including ponds, bat barn and the related habits created as well as habitats for breeding birds, are also detailed in the full Ecological Mitigating Strategy. The Strategy also includes surveying for water voles and related habitat maintenance although surveys to date have not found water voles.

### **Habitat Management Plan** (Middlemarch Environmental Ltd updated December 2009)

This document details the maintenance of the various planted habitats including retained trees, newly planted standing trees, newly planted woodland, edge mix and shrub areas, and hedgerows for a 15 year period within the western ecological mitigation areas and the land included in the southern boundary scheme. Annual monitoring review meetings will be held between the developer, their ecologist (Middlemarch) and Whiting Landscapes (who implement the practical ecological and landscape works). An annual habitat and protected species monitoring reports and minutes from the annual management meeting will be presented to the Council.

### **Framework Construction Management Plan** (Prepared by VolkerFitzpatrick Ltd dated December 2009)

The Framework Construction Management Plan (FCMP) includes detailed requirements in relation to Noise and Vibration, Dust, Litter, Waste Disposal, Storage of Fuels, Oils and Chemicals, Washing Down, Water Discharges. In explaining control measures the FCMP

refers to requirements under the following acts:- Clean Air Act 1993, Noise and Statutory Nuisance Act 1993, Control of Pollution Act 1974, Control of Pollution (Amendment) Act 2005, Environmental Protection Act 1990, Building Act 1984, Clean Neighbourhoods and Environmental Act 2005, Prevention of Damage by Pests Act 1949, and various appropriate regulations.

Introductory paragraphs also confirm the following:-

- A separate CMP will be submitted prior to the construction of the highway works and for each phase of the development;
- Properties at 358 and 360 Crewe Road adjoin the site and landscape bund provision will therefore be prioritised in this area first;
- Hours of operation for construction will be Mondays to Fridays 08:00- 17:30 with maintenance refuelling etc permitted from 07:30 provided this is not audible from the site boundary;
- Weekend and bank holiday working will not form part of the standard working week but where necessary will be permissible with prior approval from the Local Planning Authority in conjunction with the Head of Environmental Health;
- Traffic routes will be established with signage to restrict construction traffic from using Nantwich Road, Crewe because of the Air Quality Management Zone;
- Some construction traffic will need to use local roads immediately north of the site during construction of the spine road in order to provide services but this will be kept to a minimum. All tie-in road works will be in accordance with the Department of Transport Code of Practice;
- Site offices and site access will initially be off the existing A500 at the southern end of the spine road
- Once the spine road is completed it will be used exclusively for the development of the plots;
- Signage from M6 will direct traffic along A500 to the junction of the spine road and B5071;
- Signage will be used to prevent construction traffic using roads in Weston, Barthomley, Englesea Brook, Basford and Shavington;
- In the event of an accident on A500 then traffic will be directed by the police.
- Contractors vehicles will be parked on the parking areas within the construction site or land allocated for such purposes not on A500 or local roads.
- Construction will take place essentially in hours of daylight and working hours will therefore be reduced in winter. Task specific lighting may be used for individual operation where natural lighting is insufficient mainly inside new buildings. Any such lighting will be installed to avoid overspill to light areas outside the site;
- Artificial lighting at compounds and office areas will be timer controlled for the arrival and departure of operatives during winter. These will be sodium halide units or similar, fixed to office buildings and pointing downwards to avoid light spillage and distraction to drivers and residents.
- A bi-annual newsletter will be produced by the Project Manager with information for local residents and Parish Councils to provide updates on programming and progress of the project.

## **Transport Statement** (Prepared by Walker Engineering updated May 2009)

Since information for the outline permission was provided the internal road layout within the site has changed. The revised TS is provided to demonstrate that the changes to the road layout which include the removal of the southern roundabout within the site and loss of a section of dual carriageway will not adversely affect the flow of traffic through the site and at the junction of the spine road and A500.

At the time of the submission of the outline application transport information was based on predicted traffic flows. The current submission takes account of actual traffic flows on A500 and predicted traffic growth including the development of Basford East. It demonstrates that the junction at the central roundabout on the spine road, ghost island priority junctions, simple priority junctions and the junction of the spine road with A500 at its southern end will all function within capacity at 2020 without the need for improvements both with and without the proposed development in place. The report concludes that the modified spine road can accommodate the traffic from the development.

### **Interim Umbrella Travel Plan**

The Section 106 agreement sets a maximum limit of 861 trips per day (defined as the maximum trip threshold) to be generated by incoming traffic in the morning and outgoing trips in the evening peak periods which are defined as 0800-0900 hours and 1700-1800 hours.

The S106 agreement imposes Agreed Trip Rates which are used in the Interim Umbrella Travel Plan to identify the trip rates for B1, B2 and B8 uses per 100 sq m gross floor area.

The outline permission imposed maximum floor areas for B1 (4,645 sq m), B2 (18,580 sq m) and B8 (120,770 sq m) in order to limit the amount of traffic generated by the development site.

The Agreed Trip Rates are below the figures identified in the Atkins report as expected trip rates and therefore the Travel Plan includes measures for monitoring and managing the trip rates to achieve the levels required by the S106 agreement.

The Interim Umbrella Travel Plan will be replaced by the Umbrella Travel Plan which is to be submitted within 6 months of the occupation of any part of the development and will when approved replace the Interim Umbrella Travel Plan.

The Interim Umbrella Travel Plan includes requirements for the owner to establish a Travel Plan Steering Group, and a Travel Plan Management Organisation together with a Travel Plan Co-ordinator who shall be responsible for the day to day operation and monitoring of the Travel Plan.

The Interim Umbrella Travel Plan identifies a number of "Reasonable Measures" which shall be used to reduce vehicle trips. These include promotion and the use of literature to encourage walking, cycling, car sharing and the use of public transport.

In the event that monitoring shows that the number of trips generated exceeds the Maximum Trip Threshold, or any lower threshold established through an Interim Travel Plan, then "Reasonable Sanctions" will be used to require compliance with the limitation in force. In the event that this is not effective then any further applications for development will be refused.

Freight movements are included in the Travel Plan and the option to develop a Freight Management Strategy for the site is also included.

## **Tree Survey**

-The submission includes a full tree survey and details of protective fencing to be provided around retained trees. A number of trees have already been removed but the submission ensures the retention of trees and the hedgerow on the western boundary of the development site and within the mitigation area between the houses on Crewe Road and the development site.

-A Tree Protection Order has been placed on certain trees within the mitigation zone and one tree protected under the order dropped a limb during the summer of 2009. An inspection by one of the Council's landscape officers confirmed that the damage from this meant that the tree should be felled but the main trunk retained for wildlife benefits.

## **10. OFFICER APPRAISAL**

### **Documents submitted**

As stated above the application includes a number of documents some of which are required under the Section 106 Agreement and some are required under the outline permission. The requirements are as follows:-

#### S106

Mitigation Scheme and Habitat Management Plan for the permanent mitigation areas as defined by S106 agreement  
Interim Umbrella Travel Plan

#### By condition of the outline permission P03/1071

Condition 13 - Landscaping for spine road to include details of planting, street furniture and public art to be submitted before construction of the spine road commences.

Condition 15 - Principles of structure planting for whole site together with a timetable for the implementation to be submitted with the first reserved matters application for the development.

Condition 18 - Ecological mitigation details for each phase to be submitted with the first reserved matters application for each phase.

Condition 19 - Structure Planting details for each phase to be submitted with the first reserved matters application for that phase.

Condition 20 - Noise assessment and noise mitigation to be submitted with each reserved matters application for B1, B2 and B8 units.

Condition 24 Archaeological Survey and a report of findings. This has been submitted and approved in writing under the condition prior to consideration of this reserved matters submission.

Condition 27 – Scheme for surface water regulation to be submitted prior to the commencement of development.

Condition 33 – Framework Construction Management Plan prior to the commencement of development and submission of Construction Management Plan with first reserved matters application for each phase to cover that phase.

Condition 34 - Flood Risk Assessment for whole site to be submitted with first reserved matters application for an employment unit.

Condition 36 – Lighting strategy with first reserved matters application of each phase.

Condition 37 – Details of new water course to be submitted with first reserved matters application for phase 3.



These submissions are in addition to conditions requiring highway improvements in relation to Junction 16 of M6 and A500, driver overnight facilities, parking, cycle parking, waste separation and storage etc.

The details required under the Section 106 Agreement and the conditions specified above are matters which would normally be approved by officers in consultation with the appropriate technical expertise. However the documents are submitted with the reserved matters application and therefore are referred to in the text below where appropriate.

## **Principle of Development**

Outline planning permission was granted in May 2008 following the signing of a legal agreement which secured a number of highway mitigation measures, ecological and landscape mitigation measures and the connection of the site to the adjoining railway for rail served unit(s). PPS4: Planning for Sustainable Economic Growth has been issued recently (January 2010) and seeks to provide jobs and promote sustainable economic development. The outline permission and S106 agreement together provide for the development of this regional development site in a sustainable manner and in line with the principles of the new PPS4.

The objections to the principle of the development raised by BEBWAG and residents do not therefore fall to be considered in this reserved matters application because the principle of the development has already been established by the grant of outline planning permission. The concerns that the Highways Agency/ Highway Authority will not approve a scheme for the construction of an eastbound lane on A500 approaching the motorway and related improvements at the junction is not a valid reason to refuse the application. These works are required both by condition of the outline permission and as a requirement of the Section 106 agreement. The works to widen the carriageway and provide an additional lane on A500 approaching the M6 have been agreed in principle. Negotiations are continuing between the developer and the Highways Agency to complete the submissions and agree a scheme for the necessary improvements for Junction 16 of the M6. These will need to be agreed before development allowed by the outline permission commences and be completed before the first warehouse unit is occupied.

As stated in representations the Atkins Report entitled "Basford Regional Investment Site - Transport Planning Delivery Strategy for Comprehensive Development" did conclude that *"The scale and mix of development put forward in the (Basford East and Basford West) Development Briefs is unsustainable from a transportation perspective"*. However the study went on to propose a comprehensive mechanism for delivery of both the Basford West and Basford East sites. That work resulted in a further study entitled "Transport Implications Associated with Basford West". Those studies were used to inform the package of improvements and commuted payments required by the Section 106 Agreement for the Basford West development site. The submission of the reserved matters application is made on the basis that these requirements will still be met.

The Basford West Development Brief includes an illustrative layout which shows B1 units both sides of the spine road at its junction with A500. The original plans submitted with the outline application included a B1 unit close to the spine road on its eastern side at the junction with A500 and a warehouse unit on the western side. However as a result of an ecological need to connect the habitats created on the south of the site with those on the west of the site, the Section 106 agreement required the extension of the southern

boundary scheme planting on the east of the spine road. The current application does not propose a B8 warehouse on the east side of the spine road immediately adjacent to it, where the B1 use is shown in the Brief. This area is actually included in the area for the formation of the balancing ponds and public art. The B1 office accommodation is now to be provided on the western side of the junction of A500 with the spine road.

The Development Brief required a relatively small amount of B1 development at Basford West because this site is allocated in the Regional Spatial Strategy and Crewe and Nantwich Replacement Local Plan primarily for regional warehousing and distribution uses. Basford East is the site which includes more B1 development. The Basford West outline permission allows for 4,645 square metres of B1 development which is to be sited on the west side of the spine road. The fact that the reserved matters application does not meet the requirements of the Zoning Plan in the Development Brief is not sufficient grounds to justify refusal of the reserved matters application. The outline application did not include proposals for balancing ponds adjacent to the spine road, at the time that application was submitted in 2003, because the need for sustainable drainage schemes did not carry the importance it now does. PPS 25 published in 2006 changed the approach to sustainable drainage. The gateway features at the entrance to the site will now include office development on the west side of the spine road and a landscaped setting with balancing ponds and public art on the east side of the site.

Condition 5 of the outline permission requires that the development be completed in accordance with the phasing of the outline permission unless otherwise approved in writing by the Local Planning Authority. The outline application included phases 1 and 2 as separate phases of development. This reserved matters application brings forward phases 1 and 2 together and the proposed development platform for plot A, which is included in this application, straggles the two phases. However the applicants have produced the necessary ecological mitigation strategy and full landscaping proposal are included with the application. There are therefore no objections to the delivery of phases 1 and 2 together and the development of one enlarged plot for a warehouse in principle. The developer will also comply with the requirements regarding off-site highway matters and related highway commuted payments in the Section 106 agreement. The details of that warehouse unit are the subject of a separate reserved matters application and are not for consideration in this report.

Condition 21 of the outline planning permission requires that all development on the southern side of the site adjacent to the A500 should not exceed 18m in height and the applicant has confirmed that the proposed development at Plot A will comply with this condition. This application includes the formation of the platform for Plot A but not the details of the building on that plot (see 09/1480N on this agenda). The ground level will be raised at the northern end of the plot by 2m but will correspond with existing ground levels at the southern end to provide a level platform for the development. Whilst requests are made in consultation responses for this platform to be lowered the level of the building cannot be lowered further because of the need to minimise the risk of flooding.

The comments by BEBWAG submitted after the consultation exercise on the amended plans relate to the principle of development. These matters do not fall to be considered in the determination of this reserved matters application and therefore have not been included in detail in the summary of consultation replies and are not addressed in this report. Those issues were considered in the report on the outline planning application

considered by the Borough of Crewe and Nantwich Development Control Committee in 2007.

BEBWAG refer to the rail link not being part of this application. The outline application proposed that the rail link be provided as Phase 3 development. This application relates to phases 1 and 2 only. The provision of a rail link is secured in the Section 106 agreement.

BEBWAG ask for the permission to be revoked under Section 97 of the Town and Country Planning Act 1990. This power allows a Local Planning Authority to revoke a permission if it is expedient to do so. It goes on to state that the Authority should have regard to the development plan and any other materials considerations. The Development Plan comprises The North West of England Regional Spatial Strategy to 2021 and the Borough of Crewe and Nantwich Replacement Local Plan 2011. The North West of England Regional Spatial Strategy dated September 2008 recognises Crewe as a growth town under policy RDF1 and Basford is specifically seen as a major economic development site under policy MCR4. The site is also included in the Regional Economic Strategy. The Inspector at the Local Plan Inquiry for the current adopted Local Plan (The Borough of Crewe and Nantwich Replacement Local Plan 2011) in his report dated November 2003 addressed the need to reconsider Basford East and Basford West as allocated employment sites. He concluded that the allocations represented long established commitments at all levels of the planning system and with the completion of A500 and roundabouts to access the development areas objections seeking to reverse the allocations of employment land could not be supported.

Since that time outline planning permission was been granted for Basford West in May 2008. Ecological works including the construction of Great Crested Newt mitigation ponds, the formation of habitat areas with planting around the ponds and the construction of a bat barn have taken place. Great Crested Newts and Bats have been moved and a substation has been constructed. An archaeological investigation has taken place and the site for phases 1 and 2 of the development have been cleared. There have therefore been a considerable number of works which have taken place to progress the delivery of this site and it would not therefore be expedient to now revoke the outline permission.

Whilst residents do not wish to see the site developed for warehouses and consider that the need for warehouses is not what it was when the site was first allocated the provision of the development complies with the adopted Development Plan and the uses proposed are consistent with the adopted Development Brief.

### **Drainage Works**

The application includes the creation of a series of balancing ponds and swales (water channels) to the east side of the spine road. These will collect and control the surface water run off from the future development. Hydraulic modelling of the two local water courses show that the built development lies outside the 100 year plus climate change floodplain for both water courses. Finished floor level of buildings will be raised a minimum of 750mm to protect against risk from both pluvial and fluvial flooding in the event of heavy storms. The Environment Agency having considered the detailed flood risk assessment raises no objections to the application. Ponds will be constructed to a depth of just over 2m. The outflow will eventually run into Gresty Brook and the flow of water will not exceed the green field run off rate which has persisted over recent years.

Foul water will be collected and drained to a point in the vicinity of the roundabout part way along the spine road and pumped from here to the foul sewer at the rear of the Cheshire Cheese public house where there is capacity in the system to take the flow in the sewer as long as the surface water from the Cheshire Cheese is taken to the surface water run off system for the new development.

The cut and fill model proposed ensures that excavations on site for the formation of ponds and to achieve the necessary highway and building levels across the site of the reserved matters application will not require additional material to be brought onto the site. It will be necessary to grade the level of the spine road to increase height over the existing ground levels at the roundabout part way along the spine road by nearly 3m. From the roundabout the levels will grade down to the existing ground levels in all directions.

Top soil on site will be reused to form the screening and landscaping bunds and no additional material will be needed for their formation.

### **Footpath/ Cycleway Provision**

The Section 106 Agreement signed in relation to the outline planning permission, requires the provision of a pedestrian cycle route on land at the rear of the Cheshire Cheese public house. This is not the diversion of the statutory right of way which passes through the site. It is required as part of the highway mitigation package to make the site more accessible to residents of Crewe. The introduction of a new pedestrian/cycle link will enable people to walk or cycle from residential areas around Davenport Avenue, Clough Walk and the Crewe South Ward in general and help to reduce the dependence on the car as a means of access to the site. There are also other similar measures to improve pedestrian and cycle access to the site including the introduction of a route the south of the dwelling at 248 Crewe Road Shavington. As stated at the commencement of this report, these two linkages are requirements of the Section 106 agreement and not strictly part of this reserved matters submission.

Residents object to the line of the proposed pedestrian/ cycle route which extends from the spine road to the rear of the Cheshire Cheese. The objection initially related to the route which passed at the rear of houses on Crewe Road, Shavington. The amended route takes a line around the east and north side of the Great Crested Newt Mitigation pond. The amended route comes within about 27m of the rear garden to 330 Crewe Road, Shavington. The agents have accepted that a fence can be provided around the pond and across the end of land between the pond and the rear of properties in Crewe Road in order to prevent people wandering off the route and having relatively easy access to private rear gardens. With the proposed separation area which will be retained as part of the mitigation land it is not considered that the line of the pedestrian cycle route is so close as to be detrimental to residential amenities at dwellings in Crewe Road. Under such circumstances there are no objections to this proposed route.

Other parties raise concerns about the impact of this route on the ecological mitigation measures provided. However as with any application of this scale there is a need to balance the requirement to provide ecological mitigation with the requirement to provide pedestrian and cycle links to areas where people are living. Bearing in mind the presence of a substantial number of dwellings in the Crewe South Ward there is certainly a need for a pedestrian cycle link on the land generally located at the rear of the Cheshire Cheese, which is why it is requirement of the Section 106 Agreement. The Agreement

requires that the owner pay a commuted sum for the cost of this work to the former Cheshire County Council for completion of the works.

Case law shows that the diversion of the public right of way which passes through the eastern part of the Basford West site from 358 Crewe Road to the A500 cannot be considered until such times as all the reserved matters permissions are in place.

Under the circumstances there are no objections to the proposed routes for the pedestrian/ cycle routes.

## **Highways**

As stated by the Strategic Highways Manager the highway issues were fully considered in the determination of this application and package of measures required by the Section 106 agreement were designed to mitigate the effects of development on local roads, junction 16 of M6 and A500 approaching junction 16. That package of measures includes commuted payments towards the Crewe Green Link Road South, public transport, Traffic Management and Regulation Orders (to control traffic in villages and residential areas of Crewe) and a contribution towards footpath and cycle way improvements to the site. The outline permission included full details of the construction of the spine road and its western link to Crewe Road. Condition 12 of the outline permission approved the submitted drawings but required full details of widths, levels, drainage and lighting to be submitted for approval. This application proposes variations to the road details approved under that outline permission principally the removal of the roundabout towards the southern end of the spine road and the removal of the dual carriageway between that roundabout and the roundabout on A500. In addition the outline application included a loop road within the development site. The loop has by the removal of the southern linkage been reduced to a single road access to serve the southern and eastern parts of the site not served by the spine road.

A Transport Statement has been submitted to support the application and additional sensitivity testing completed. The Highway Authority are now satisfied that the removal of the southern roundabout on the spine road and section of dual carriageway with adjustments to the entrance points to access development plots will not adversely affect the free flow of traffic on the highway.

The Framework Construction Management Plan includes provision for wheel washing facilities although since earthmoving will be retained within the site it is not considered that wheel washing facilities are likely to be required. This is because the earth moving vehicles will not use public roads. In addition deliveries to the site will be over a roadway constructed with clean granular fill which will clean the wheels and monitored by the Project/ Site Manager. However the Framework Construction Management Plan also provides for a hired road sweeper to clean local roads until such time as the temporary traffic management scheme is removed.

The highway works include the closure of the existing line of Crewe Road to vehicular traffic although a service access will be retained for the utility companies to access the existing services in the road. A condition should be attached to the permission to achieve this immediately following the opening of the new spine road and its western arm.

## Landscaping

The Tree survey identifies the trees to be retained and the accompanying plans detail measures for their protection. These have been put in place. The submitted landscaping scheme details the planting both sides of the spine road, the formation of ponds on the east side of the spine road, planting along the southern boundary of the site adjacent to the A500 and additional planting in the western mitigation areas. This is secured through the Section 106 agreement and conditions of the planning permission. In relation to landscape planting on the western side of the site this has been secured through the outline planning permission, separate planning permission for the provision of Great Crested Newt mitigation ponds and related planting. A Habitat Management Plan for all these areas is submitted with the proposals.

Whilst the proposed southern mound adjacent to the A500 is only 3m high to increase the size of the mound substantially by the use of gabions or other techniques would reduce the chances of planting becoming established on it and the mound itself would look very artificial. The mound complies with the principles of the Development Brief. It is not intended that it will screen out the development at the time of the initial construction but that over a period of time the mound with the planting will become established and assimilated into the landscape. All the mounds around the site are to be formed using topsoil on the site to reduce the need to import material and reduce transport movements. Tree species include native trees as required by the Development Brief. Parish Councils request additional evergreen trees to increase screening in winter. However the proposed planting includes an edge mix of hazel, dogwood, willow and guelder rose with a central area of woodland planting including silver birch, ash, hawthorn, cherry and oak as well as privet, willow and hazel. Within the woodland mix individual conifers with oak and field maple will be planted. The landscaping is designed to produce a natural mixture which will promote wildlife and increase biodiversity as well as screening the development from the south. The inclusion of additional evergreen is not therefore recommended by landscape architects.

The planting on the spine road includes a boulevard of trees. To the west of the spine road this is set within a hornbeam hedge with additional shrub planting to the road frontage. At the northern end of the spine road on its eastern side the boulevard is similarly set within a hedgerow with shrub planting to the front. Further south where the planting widens out to accommodate the water storage ponds the hedgerow is not present but additional shrub planting gives way to mixed shrub planting with some trees. Amenity grassland between the ponds and the shrub mix includes a footpath for access and use of the area. The ponds are located within the grassland and whilst the primary requirement is for water storage to control the flow of surface water from the site, they also provide amenity areas. The water margins are planted. Amended plans have taken on board the need to ensure that the edges of the ponds are not too steep to present a hazard to people using the area. Between the ponds and the development site which is for Unit A, the edge mix planting includes more individual trees and a slightly different shrub / edge mix.

The northern most storage pond is rectangular in shape and the applicant has been asked to give the area a more natural appearance. However because this is the northern most pond for storage of run off before the water enters the Gresty Brook and will include run off from all three phases of the development site this needs to have a large capacity. The requirements of the Flood Risk Assessment do not allow the pond to be reduced in capacity and the position of the spine road, railway and proximity of the Gresty Brook to

the north do not allow for increased size of this pond. To the south is the proposed access point to a development plot adjoining the railway land. The applicant has therefore increased the landscaping at this part of the site to improve screening around the pond.

The planting in the western and northern ecological mitigation areas is supplemented by landscaping mounds planted with an edge mix, woodland mix and individual trees. This provides additional landscaping as required by policy NE.10 of the Borough of Crewe and Nantwich Replacement Local Plan. That policy requires woodland planting over land to the west and north of the development site. The Inspector in his report following the Local Plan Inquiry considered that this area could accommodate Great Crested Newt ponds and wildlife mitigation measure as well as creating a woodland buffer between the dwellings in Crewe Road and the development site. Some woodland and shrub planting has already been provided over limited areas when the ponds were provided. The Applicants Ecologist and Natural England did not wish to see extensive areas of woodland planting which would overshadow the ponds in this area and create conditions in the ponds which were considered detrimental to the use of the ponds by Great Crested Newts. The proposed arrangement for the planting is therefore a compromise position which allows for some woodland planting to screen the development site whilst providing conditions favourable for ponds which will be used by Great Crested Newts.

A Habitat Management Plan is submitted as a requirement of the Section 106 agreement. This provides schedules of the maintenance regime for the various planted areas included in the outline application. The planting along the spine road was not part of that requirement and the applicant has agreed to sign a deed of variation of the S106 agreement to ensure that the Habitat Management Plan is applied to those areas of planting adjacent to the spine road and around the water storage ponds. This makes provision for the maintenance of the planting for a period of 15 years with a requirement to agree further maintenance measures at the end of that time. However the Management Plan submitted does not include details for the maintenance of public art, street furniture and other items provided in this area. An appendix or addendum to the Habitat Management Plan is required specifically to secure a management and maintenance regime for the public art, street furniture including seating, fencing, access gates, barriers or other means of control, litter picking, control of dog waste, litter bins, dog waste bins, hard surfaces including paths and any related waymarking and maintenance of ponds and culverts, particularly in terms of cleanliness and safety (where these are provided). Since the details of the public art and street furniture have not been agreed yet this document may need to be provided in stages. The first stage would be required prior to the completion of the landscaping scheme and would include hard surfaces, maintenance of ponds, culverts and fences since these details are included in the landscaping scheme. Details of other items not shown on the landscaping scheme shall be submitted to the Local Planning Authority and approved in writing prior to the provision of that item (eg public art, street furniture, litter bins, dog waste bins etc). In terms of items such as waymarking, gates, barriers and means of control these may be required in due course as the site develops and patterns of use are established or may be required once the footpath diversion is determined. The applicant has agreed to sign a deed of variation to implement the Habitat Management Plan for the planting on both sides of the spine road (including the planting around the water storage ponds) and to provide an appendix to the Habitat Management Plan to secure a management and maintenance regime for the additional items specified above.

The Development Brief allows for buildings up to 18m in height for B8 warehouse unit on the south side of the site and the illustrative layout in the Development Brief shows a warehouse located immediately east of the office block referred to above and north of the A500. The outline permission established a phasing of the development with phase 1 including the construction of the spine road and the warehouse unit adjacent to the A500. The reserved matters application is now proposing to bring forward phases 1 and 2 together. To provide a warehouse unit of this size at the northern and eastern end of the site would be to provide the phase 3 development early on the scheme. Although the warehouse unit is large it does not conflict with any of the conditions of the outline permission.

Condition 13 requires that a fully detailed landscaping scheme including street furniture and public art be submitted. A public art strategy has been submitted which explains that landmark buildings will be sited at three focal points on the spine road and large scale public art will be provided at another three strategic points along the spine road. Examples of appropriate street furniture are included in the Landscape Design Statement. It is proposed that the public art strategy be developed further by public consultation particularly through the local primary schools to coordinate ideas and themes which can then be designed into the public art. The Council's Public Arts officer is able to coordinate such activities. However the ultimate delivery of the public art is the responsibility of the developer. It is recommended that a condition be attached to the reserved matters approval for a timetable for the development of the public arts strategy including the provision of street furniture with dates for the provision of the public art and street furniture be submitted for approval in writing. The delivery of the larger scale works of art will require the submission of reserved matters applications. The landmark buildings being employment buildings will be delivered as part of the combined phase 1 & 2 development.

### **Living conditions**

The dwellings closest to the development site are those at 358 and 360 Crewe Road. Screening mounds are proposed around these two bungalows and planting has been modified to ensure that the planting provides some screening without unreasonably overshadowing the rear garden areas. The resident at 358 notes that the outbuildings used in relation to the keeping of dogs are not shown on the submitted plans. However these outbuildings are outside the application site and it is not considered that the revised landscaping proposals will result in unreasonable overshadowing of his property. It is however considered important to include some planting around these two bungalows to ensure some separation between the dwellings and the adjacent development plot. The planting proposed in this area includes an edge mix of hazel, dog wood, willow and guelder rose with a small number of silver birch, field maple and alder planted as feathered trees. Whilst there will be some disturbance to residential amenities at these two dwellings whilst the screening mounds are formed and tree/ shrub planting takes place this is unavoidable. The Framework Construction Management Plan proposes that individual Construction Management Plans be submitted prior to the commencement of highway works and for each phase of development. The need to pay special attention to works close to these dwellings to minimise impact can be addressed through this report.

The dwellings at Greenbank Farm are separated from the development site by the presence of the ecological mitigation area and some additional planting. Similarly the dwellings on Crewe Road are also separated from the development site by the ecological



mitigation areas and new planting. It is not therefore considered that the ground works proposed will adversely impact on residential amenities in these areas.

The Framework Construction Management Plan submitted provides the details under which the site will be developed and includes provision for hours of working to be 08:00-17:30 Mondays to Fridays with maintenance and refuelling being permitted from 07:30 hours subject to the requirement that it is not audible at the site boundary. It also includes provision for weekend working and bank holiday working to be agreed separately by the Local Planning Authority in conjunction with the Head of Environmental Health. The details of the Framework Construction Management Plan are summarised earlier in this report and provide for traffic routing and signage to prevent construction traffic using local roads through villages. Whilst the spine road is under construction most of the construction traffic will gain access from A500 however that construction traffic specifically providing the service connections to Crewe will need to gain access from the north via Crewe and Nantwich Road area. As stated above the Framework Construction Management Plan proposes that Construction Management Plan be submitted prior to the commencement of highway works and prior to the commencement of development for each phase and this can be subject to conditions.

The Lighting Strategy provides the principles for lighting the site and includes measures to minimise light pollution from the site. Individual lighting plans will need to be submitted for each unit to be developed. However with the principle of minimising light spillage and the distances between the existing dwellings and the development plots there should be no adverse impacts on residential development as a result of lighting.

### **Protected Species**

The mitigation works proposed and implemented mean that there are no further such issues arising out of this application. Whilst the proposal includes the line of the pedestrian/ cycle route through the area of ecological and landscape mitigation land at the rear of the Cheshire Cheese this is necessary for reasons of sustainability. The principle of providing a cycle and pedestrian route to the Crewe South Ward area is a requirement of the Section 106 agreement. It is part of a package which includes financial contributions for public transport links as well as improvements for cycle and pedestrian links. The provision of improved cycle and pedestrian routes to areas where people live is as important as providing suitable ecological mitigation measures. There are a total of ten new mitigation ponds spread over 5 areas on land to the west of the development site. Whilst in this one location the pedestrian/ cycle link is close to the ponds the other four areas remain unaffected. English Nature is aware of the proposals and raises no objections. The badger sett referred to in representations has been closed and relocated elsewhere. It is not considered that the proposed cycle/ pedestrian route will have significantly adverse effects on wildlife mitigation.

A Habitat Management Plan is submitted as a requirement of the Section 106 agreement. This provides schedules of the maintenance regime for the various planted areas included in the outline application. It also includes provision for annual feedback to the Council in relation to habitat management and protected species surveys.

### **Other Matters**

The Cheshire Replacement Waste Local Plan requires that development make provision for the source separation and storage of waste in new development. Provision is made

within the Framework Construction Management Plan for the control of litter during construction.

## **11. CONCLUSION**

The proposed contouring of the site for the formation of the spine road, to create a drainage system through the site and to provide a platform for the development of the first warehouse unit will comply with the principles of the Basford West Development Brief and the requirements of policies E.3 (Regional and Strategic Employment Allocations at Basford) and NE.10 (New Woodland Planting and Landscaping) of the Borough of Crewe and Nantwich Replacement Local Plan 2011.

The re-grading of the land will not adversely impact on any dwellings near to the site. The proposals include appropriate landscaping and mounding to establish a landscaped setting for future development at the site based on the principles of a spine road located within a boulevard and a landscaped water storage area to the east of the spine road. The proposals also include the provision of public art strategy which will be addressed further as development proceeds to create a sense of identity. Additional planting in the western mitigation area will provide a suitable woodland screen between the development site and the dwellings in Crewe Road. Planting and the provision of ponds on the southern side of the site in the area known as the southern boundary scheme will provide a landscaped setting to soften the impact of the development from the south and provide connectivity for wildlife habitats.

The proposed modifications to the spine road will not adversely impact on highway safety and will ensure that appropriate capacity is provided on this road which will become a major approach to the centre of Crewe.

## **12. RECOMMENDATIONS**

**Following the completion and signing of a deed of variation to implement the Habitat Management Plan for the planting on both sides of the spine road including the planting around the water storage ponds and to provide an appendix to secure a management and maintenance regime for the public art, street furniture including seating, fencing, access gates, barriers or other means of control, litter picking, control of dog waste, litter bins, dog waste bins, hard surfaces including paths and any related waymarking and maintenance of ponds and culverts, APPROVE subject to the following conditions:**

- 1. Plans**
- 2. Implementation of landscaping**
- 3. Fencing to side of pedestrian cycle link in the vicinity of mitigation ponds.**
- 4. Fencing to Great Crested Newt Mitigation ponds in southern boundary scheme.**
- 5. Implementation of scheme for control and storage of surface water prior to the occupation of any building on the site, excluding substation and bat barn.**
- 6. Oil interceptors to hardstandings.**
- 7. Site to be drained on separate system with only foul drainage connected to foul sewer at the Cheshire Cheese.**

- 8. Any discharges from yard areas which are contaminated by spillage should be connected to the foul sewer.**
- 9. Permission for contouring of the land in accordance with the submitted details.**
- 10. Samples of surface materials for use on paths in water storage areas and along southern boundary scheme.**
- 11. Lighting strategy to be used to inform lighting proposals at each individual plot. Details of lighting at each plot including a lighting contour plan to be submitted with all application for new buildings.**
- 12. Implementation of tree protection measures.**
- 13. Implementation of Landscape Design Statement to inform landscaping of future plots.**
- 14. Timetable and strategy for the delivery of the public art strategy including street furniture within the landscaped water holding areas east of the spine road to be submitted approved and implemented.**
- 15. Samples of fencing material.**
- 16. Framework construction management plan to be used as principles for construction management plans for whole site.**
- 17. Construction Management Plan for highway works including formation of mounds to be submitted approved and implemented.**
- 18. Construction Management Plan for phase 1 development to be submitted approved and implemented.**
- 19. Construction of spine road and its western connection shall be completed and available for use prior to the occupation of any development on the plots.**
- 20. Scheme for temporary highway signage as required by Section 2.3 Framework Construction Plan to be submitted approved and implemented prior to the commencement of development.**
- 21. Closing of existing line of Crewe Road to all traffic except statutory undertakers/ service providers.**
- 22. Implementation of Ecological Summary Document to whole Basford West development site.**