

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.

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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.



