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.

CONSULTATIONS

Highways comments

Transport Assessment/Statement

- Sustainable access

As a town centre location, the site benefits from good access for pedestrians with wide footways/shared spaces, dropped kerb crossing facilities and pedestrian way finder signage. In addition, zebra crossings will be provided to enable easy foot access between the bus interchange and the multi-storey car park to the proposed retail/leisure development.

Cycle parking for the proposed development is in line with the standards detailed in the Local Plan Appendix C. The type of cycle storage facility will need to comply with the latest recommendations contained in LTN 01/20.

Bus access, by the nature of the development is very good with direct access to areas of Crewe and further afield available from the existing/ proposed bus station.

Parking will be provided for electric vehicles within the new multi-storey car park. It is proposed by the applicant that five active electric vehicle charging points will be provided, with passive provision provided for a further 15 charging points. Colleagues in Environment Protection will make specific comment regarding this level of provision.

A Travel Plan has been submitted with key targets and actions to promote sustainable travel and encourage use of sustainable modes of travel; it will be implemented by the developer through the appointment of a travel plan coordinator. It is accepted that the plan is mainly aimed at staff working within

the development and the submitted plan is acceptable subject to the monitoring process outlined within the plan being implemented.

- Safe and suitable access

The new vehicle access onto Delamere Street benefits from adequate visibility, junction spacing and geometry to ensure safe and suitable access. A swept path analysis has been undertaken to ensure vehicles likely to access the development can be accommodated.

The servicing of the development will take place from a dedicated service road with three loading/servicing bays inset to the footway at various points along the road. The service road will be a one-way road and access will be taken from Victoria Street with vehicles exiting onto Delamere Street. The road will run from the north west of the development to the south of the development and will be located between the redeveloped bus interchange and new multi storey car park and the proposed retail/leisure development.

- Network Capacity

On assessing the traffic impact of retail/commercial development, it is generally accepted that weekday morning and evening peak hours and Saturday lunchtimes are the critical periods in terms of traffic impact on the local highway network.

The applicant undertook peak hours traffic surveys at key junctions in June 2018 to determine the existing traffic flows in the local area.

Trip rates

To establish the likely traffic generation from the development the industry standard TRICS database has been interrogated to obtain trip rates for the existing land uses. While the site has now been cleared, the base traffic scenario considers the permitted use of the site to establish what the “existing” traffic generation could be.

The trip rates obtained for the existing land uses were applied to the existing floor areas, calculating the resulting number of trips that could be generated by the existing land use.

The TRICs database has also been used to obtain trip rates for the proposed land uses. These trip rates have been applied to the proposed floor areas, while the existing ‘permitted’ trips have been deducted. This shows the number of trips that could be generated by the proposed development.

Using this method of analysis, it shows the proposed development would not result in any additional vehicular trips in the morning peak period, however, in the evening peak period the development would result in an additional 13 vehicle trips on the highway network; on Saturdays, the development would result in an additional 21 vehicle trips during the peak hour. Based on these

figures, it is considered that the increase in vehicles as a result of the proposed development is relatively small and could be accommodated on the local highway network with individual junction capacity assessments not required.

Distribution

In order to analyse the distribution of the existing and proposed traffic onto the local highway network, census data has been interrogated to identify the population within 20km of the development site. The population centroids have been grouped based on the route that would be fastest/most convenient to access the existing car parks surrounding the site.

This data shows the greatest impact would be at the at the junction of the A532 with Vernon Way, where there would be an increase of eight vehicle movements in the weekday PM peak. On this basis it is considered that there would not be a material increase in vehicular trips on the surrounding highway network during the weekday PM

Following the initial modelling work an adjustment to the distribution model has been made to include the Flag Lane link road which is expected to reduce demand on the Hightown route from the north. This has shown the traffic in now more evenly distributed when accessing the site from the North/West.

Sensitivity test

To reflect the vacant site situation a sensitivity test has been undertaken to assess the resultant increase in net trips if 30% of the previously existing retail floor area is removed to reflect the vacant units/site clearance which has taken place. The resulting net trips for the weekday show a minimal increase in the proposed trip rates for this period however the Saturday rates are increased by + 82 vehicles in the peak hour. This increase is considered material but given the estimated distribution of traffic around the network and its impact on key junctions, it is considered to be acceptable.

Car Park Accumulation

Typically, town centre car parks have the greatest demand on a Saturday. The potential car park accumulation for the existing and proposed land uses has been calculated based on the trip rate profiles which were obtained to quantify the site generation.

This analysis has identified the existing land uses could result in a total car park accumulation of 306 parked cars. The proposed development would result in a car parking demand of 361 parked cars, an increase of 55 parked cars. Accordingly, it can be derived that the proposed development demand for spaces can be accommodated within the proposed car park of 411 spaces.

Conclusion

It is considered that the submitted Transport Assessment has demonstrated that the site is highly accessible by all modes of transport, including active travel modes which promote alternatives to the car. The proposed redevelopment of the bus station will improve public transport facilities increasing the attractiveness of the public transport offer while the proposed car park will have sufficient capacity to accommodate the predicted development parking demand.

The traffic impact of the proposed development is deemed to be acceptable given the existing 'fallback' position with the highway access proposals being suitable to accommodate the predicted transport movements.

The proposal is considered to be acceptable from a highway and transport perspective subject to 2 conditions and 3 Informatives.

REPRESENTATIONS

Crewe Town Board

The Board previously wrote outlining several areas where it was wanting to see improvements and is pleased to see, within the amended scheme, that many of these have now been incorporated based on feedback provided by many stakeholders and the Board now considers the issues it had previously raised have been substantively met.

Concerns were raised over a lack of sustainability features and within the new proposals we are pleased to see these have been addressed through the addition of solar panels, SuDs and living green walls. Questions were also raised around the rationale behind the initial capacity for 5 EV charge points, which has also now been addressed with an increased number of 20 EV charge points provided in the initial development of the scheme.

The Board had also questioned the quality of the design and can see that alterations have been made with regards to the scaling of the building, along with other design element adjustments and enhancements, which now creates a high quality development that will anchor future regeneration efforts within the town.

It is pleasing to see the feedback that has been provided has been taken on board and that substantiative changes have been made to the proposed development, resulting in a far higher quality proposal which we are now happy to support.

KEY ISSUES

Flood Risk

Discussions have taken place between the applicant and the Council's Flood Risk Team and it is understood that agreement has been reached on flow rates for drainage, and that the calculations have been provided to demonstrate this. Formal confirmation of this agreement and any suggested conditions required are awaited from the Council's Flood Risk Team.

Trees
The applicant has submitted a revised Arboricultural report with the plans sought by the Council's Tree Officer. Members will be advised of the Tree Officers observations at Committee.

Building Heights
The applicant's architect has provided the following figures:

- The highest point of the development is the SW stair tower which is 17.980m above ground level at its entrance.
- The highest point of the cladding to the MSCP is 16.330m
- It is estimated Wellington House to be 18.350m high and Delamere House to be 25.330m high to their parapets from a datum at the exit to the SW stair tower

CONCLUSION:

Highways have recommended additional conditions with regards to approving the access drawing and requiring details of the cycling provision. There is however no change to the recommendation, but the Flood Risk Team could require a further condition. Members will be advised accordingly.