

Application No: 21/4434N

Location: Land to the West of , DAVID WHITBY WAY, WESTON

Proposal: Reserved matters application proposing details of layout, appearance, scale and landscaping for the residential element (C3 use) of the outline development 15/1537N - Outline planning application (with all matters reserved) for a mixed-use development comprising residential use (Use Class C3) (up to 325 residential dwellings); employment use (Use Class B1), local centre comprising health centre and community facility (Use Class D1), food/non food retail (Use Class A1), public house/restaurant (Use Class A4/A3) and associated works including construction of a new access road with access from the Crewe Green Link Road South, creation of footpaths and provision of public open space and landscaping.

Applicant: Adam Dohren, Taylor Wimpey UK Limited

Expiry Date: 17-Nov-2021

SUMMARY

The application site lies within the Basford East Strategic Site which is allocated under CELPS policy LPS 2. It is considered that the proposals meet the requirements of policy LPS 2 as they relate to this site.

The principle of erecting up to 325 dwellings on this site with access from David Whitby Way has already been permitted under application 15//1537N. This application considers the Approval of Reserved Matters, which comprises layout, scale and appearance, landscaping and access.

Amendments to the design and layout of the proposals have been secured during the course of the application. Further clarification is awaited on some detailed design and layout issues, particularly in respect of the relationship of the scheme with the non-designated heritage assets at Crotia Mill.

Both this development and the proposed Crotia Mill scheme (subject to current hybrid application 19/3649N) need greater integration in character terms. This is however reliant on addressing the 2 schemes cohesively in this part of the site. In addition, the east west pedestrian link needs to be successfully integrated and recognises the value in opening up the Crotia Mill site. It is recommended that a condition be imposed enabling the layout and design of the south-eastern part of the Taylor Wimpey scheme to be revisited in conjunction with the assessment of future proposals at Crotia Mill.

Strong green infrastructure around the perimeter of the site is retained and enhanced, and significant areas of green amenity space provided within the development including the Linear

Park alongside Basford Brook. The provision of play and amenity open space accord with the requirements of the S106 agreement and the parameters plan of the outline approval,

The impact on the wider highway network arising from the development of this site was addressed during the consideration of the outline application. The internal road network meets relevant highways design standards and adequate car parking is provided in accordance with parking standards identified in the CELPS.

Issues relating to amenity, flooding, drainage and public rights of way have been addressed and are subject to conditions where necessary.

Additional information is awaited to address ecological issues particularly in respect to safeguard habitat and protected species in Basford Brook. An update of this position will be provided.

Air quality and contaminated land matters were addressed at the outline stage, and the current reserved matters application raised no further points of concern on these matters.

The application is therefore recommended for APPROVAL, subject to evidence that the development is eligible to join Natural England's District level Licencing Scheme.

Recommendation: Delegate to the Head of Planning in consultation with the Chair of Strategic Planning Broad (or Vice Chair in their absence) to APPROVE subject to receipt of evidence that the development is eligible to join Natural England's District level Licencing Scheme and Conditions

DESCRIPTION OF SITE AND CONTEXT

The site is largely redundant arable land, covering around 8 hectares forming part of the wider Basford East Strategic Allocation under CELPS Policy LPS 2. Outline approval 15/1537N was granted in 2016 within the strategic allocation on the western and northern side of David Whitby Way for a mixed use residential and commercial development, a local centre including up to 325 dwellings with access from the Crewe Green Link road (David Whitby Way).

Reserved Matters approval (19/2454N) has been granted for primary infrastructure works to serve the site and facilitate the development of future phases of development. This includes the provision of a spine road running westward from the roundabout on David Whitby Way including a crossing over Basford Brook. The approved infrastructure work is at an advanced stage of construction.

An area approved to accommodate commercial uses and a local centre lies between the eastern site boundary of the proposed residential scheme and David Whitby Way.

On the eastern side of David Whitby Way, and within the wider Basford East allocation, outline approval 14/4024N was granted for the development including 490 new homes and primary school. Reserved matters approval (19/5934N) was subsequently granted in November 2020 for a development of 449 homes (Onward Homes). The school site is secured through the

S106 agreement and the Council's Education team have advised that proposals for a 2 Form Entry Primary School is at an early stage of preparation.

To the west of the application site lies Phase 3 of the Basford East allocation which will accommodate employment uses. This lies between the western boundary of the residential scheme and the West Coast main railway line.

The south-eastern part of the application site wraps around Crotia Mill Farm which is also within allocation LPS 2. Crotia Mill Farm includes a group of traditional, former farm buildings dating from the late 18th/19th Century, but which also notably incorporate a much earlier Water Mill. All are considered to be non-designated heritage assets. The Crotia Mill site is currently subject to a hybrid planning application (19/3649N) which has not been determined. Full approval is sought for the conversion and extension of retained farm buildings for mixed commercial/leisure uses (Classes A2/ A3/ B1/ D1 and D2) and in outline for the erection of new residential development on the northern and eastern side of the mill yard.

The southern boundary of the site extends up to the A500 Hough-Shavington by-pass with open countryside beyond. Stoke on Trent/Nottingham railway passes alongside the northern site boundary beyond which lies Weston Road that is lined by commercial units and warehousing.

The site includes the Basford Brook Local Wildlife Site which is also identified under Policy LC6 of the Weston and Basford Neighbourhood Plan as a Wildlife Corridor. Basford Brook/Mere Gutter flows through the application site and there are a number of ponds present within the site which support different habitats and flora and fauna.

DETAILS OF PROPOSAL

This application seeks approval for all Reserved Matters relating to the appearance, landscaping, layout, access and scale of 325 dwellings, and associated open space and infrastructure pursuant to outline planning approval 15/1537N. The outline application was supported by an Environmental Impact Assessment (EIA).

Access to the site is from the western arm of the existing roundabout on David Whitby Way and being delivered through Reserved Matters Approval 19/2454N. This connects to an access "spur" road running north/south to serve the housing development and also the commercial area / local centre adjoining the eastern boundary of the application site. A southern loop road serving the remainder of this part of the scheme will lead off the "spur" road, passing Crotia Mill and crossing Basford Brook and then run northwards back to a junction with the spine road.

The proposed 325 dwellings will be made up from 227 market dwellings and 98 affordable units. These will comprise of a mix of detached, semi-detached, and terraced units ranging from 1-4 bed units. This large scheme comprises three separate phases and will implemented over several years.

The development will provide public open space including amenity space, an equipped play area (LEAP) adjacent to Crotia Mill, trim trail and orchard planting. Naturalistic play features are also provided within the northern part of the development. A central linear greenspace follows the route of Basford Brook and a network of adjacent SUDS ponds, basins and swales. To

accord with the outline approval (condition 38) of undeveloped buffer areas are also provided alongside Basford brook to safeguard and enhance wildlife habitat.

In accordance with the outline approval (condition 40), ecological habitat is also being created within land on the eastern side of David Whitby Way. A 'Habitat Creation and Management Plan' was secured through the first reserved matters application comprising the primary infrastructure works (19/2454N). The approved 'Habitat Management Plan' proposes enhanced habitat for Great Crested Newts, bats, invertebrates, nesting birds and reptiles.

Revised plans have been received during the application process in response to issues raised by the Council, predominantly in relation to design & open space, planting/landscaping, street hierarchy and pedestrian/cycle routes.

RELEVANT HISTORY

20/0615N - Deed of variation in connection with outline planning permission 15/1537N Approved to Modify S106 27-Mar-2020

19/2545N - Approval of all reserved matters following outline approval 15/1537N for the infrastructure works at Basford East. Approved 05-Nov-2019

19/3649N - Hybrid planning application for mixed use and residential development comprising; a) in full: the conversion, alteration and extension of the former mill and two farm buildings to business / professional services (Classes A2 and B1) and/or food and drink (Class A3) and/or non-residential community uses (Class D1) and/or leisure uses (Class D2), under Class V of Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) with initial vehicular and pedestrian access from Mill Lane and permanent vehicular and pedestrian access from the future highway network serving the Basford East Strategic Site, and associated car parking and landscaping, and; b) in outline: residential development with vehicular access from the future highway network serving the Basford East Strategic Site and associated car parking and landscaping, and with all other matters reserved. (Crotia Mill) - NOT DETERMINED

19/2545N - Approval of all reserved matters following outline approval 15/1537N for the infrastructure works at Basford East. Approved 05-Nov-2019

19/0704N - Non-material amendment to approved application 15/1537N - Outline planning application (with all matters reserved) for a mixed-use development comprising residential use (Use Class C3) (up to 325 residential dwellings); employment use (Use Class B1), local centre comprising health centre and community facility (Use Class D1), food/non-food retail (Use Class A1), public house/restaurant (Use Class A4/A3) and associated works including construction of a new access road with access from the Crewe Green Link Road South, creation of footpaths and provision of public open space and landscaping. Approved 10-March-2019

16/2465N - Variation of Conditions 4, 5 and 6 on application 14/1366N - to fell additional trees as part of the Crewe Green Link Road Scheme. Approved 03-Nov-2016

15/3550N - Non material amendment to 14/1366N - Dual carriageway road, known as the Crewe Green link Road (south) linking A500 with the A5020 and associated works. Approved 25-Aug-2015

15/1537N - Outline planning application (with all matters reserved) for a mixed-use development comprising residential use (Use Class C3) (up to 325 residential dwellings); employment use (Use Class B1), local centre comprising health centre and community facility (Use Class D1), food/non-food retail (Use Class A1), public house/restaurant (Use Class A4/A3) and associated works including construction of a new access road with access from the Crewe Green Link Road South. Approved 23-Dec-2016

14/1366N - Variation of condition 2 (plans) attached to planning application 12/4115N. Dual carriageway road, known as the Crewe Green Link Road (South) linking the A500 with the A5020 and associated works. Approved 06-Jun-2014

12/4115N - Dual carriageway road, known as the Crewe Green Link Road (South) linking the A500 with the A5020 and associated works. Approved 18-Jan-2013

POLICIES

Cheshire East Local Plan Strategy (CELPS)

LPS 2 - Basford East

PG 1 - Overall Development Strategy

PG 2 - Settlement Hierarchy

PG 7 - Spatial Distribution of Development

SD 1 - Sustainable Development in Cheshire East

SD 2 - Sustainable Development Principles

SE 1 - Design

SE 2 - Efficient Use of Land

SE 3 - Biodiversity and Geodiversity

SE 4 - The Landscape

SE 5 - Trees, Hedgerows and Woodland

SE 6 - Green Infrastructure

SE 8 - Renewable and Low Carbon Energy

SE 9 - Energy Efficient Development

SE 12 - Pollution, Land contamination and Land instability

SE 13 - Flood Risk and Water Management

CO 1 - Sustainable Travel and Transport

CO 2 - Enabling Business Growth Through Transport Infrastructure

CO 4 - Travel Plans and Transport Assessments

EG 1 - Economic Prosperity

EG 3 - Existing and Allocated Employment Sites

IN 1- Infrastructure

IN 2 - Developer Contributions

SC 1 - Leisure and Recreation

SC 2 - Outdoor Sports Facilities

SC 4 - Residential Mix

SC 5 - Affordable Homes

The Cheshire East Local Plan Strategy was formally adopted on 27th July 2017. There are however policies within the legacy Local Plan that still apply and have not yet been replaced. These policies are set out below.

Crewe and Nantwich Replacement Local Plan

BE.1 – Amenity
BE.3 – Access and Parking
BE.4 – Drainage, Utilities and Resources
BE.6 – Development on Potentially Contaminated Land
BE.16 – Development and Archaeology
NE.5 – Nature Conservation and Habitats
NE.7 – Sites of National Importance for Nature Conservation
NE.8 – Sites of Local Importance for Nature Conservation
NE.9 – Protected Species
NE.11 – River and Canal Corridors
NE.17 – Pollution Control
NE.20 – Flood Prevention
NE.21 – New Development and Landfill Sites
TRAN.3 – Pedestrians
TRAN.5 – Provision for Cyclists
RT.9 – Footpaths and Bridleways

Weston and Basford Neighbourhood Plan

- Made on the 16 November 2017.

However, the Neighbourhood Plan states that. “For the avoidance of doubt the policies in the Plan do not cover the land at the major allocations at Basford West, Basford East and South Cheshire Growth Village”.

Other Material Considerations

National Planning Policy Framework (NPPF)
National Planning Policy Guidance (NPPG)
Cheshire East Design Guide - SPD

CONSULTATIONS

Environmental Protection: No objection subject to conditions requiring the provision of noise mitigation and remediation of unexpected contamination with standard informatives relating to hours of construction, Piling and Dust Management. Issues relating to and external lighting and air quality are being addressed under conditions of outline approval 15/1537N.

Strategic Housing Officer: No objection

United Utilities: No objection

Natural England: No objection

Historic England: No comments.

Sport England: Comments as follows "Sport England was consulted on the outline application to which we objected. I note from the decision notice and S106 agreement that our concerns have not been addressed and there is no provision for formal sport as part of the proposal. Whilst the provision of walking and cycling routes is supported Sport England has no further comment".

Network Rail: Objects;

The development will have an unacceptable impact on risk on Basford Wood Level Crossing. The Council is requested to include a Grampian Condition upon the grant of planning permission to ensure that:

- The PROW over Basford Wood Level Crossing is permanently stopped up via s257 of the T&CPA, and,
- The closure of the level crossing, and any necessary diversionary route must be completed prior to the new dwellings being occupied.

In addition:

- The general layout of the road appears to align with Network Rail's plans for an access road to the Arriva Train Care Depot. However, NR have not had the opportunity to review this design in relation into scheme drawings for the road and to assess or input into the practicalities of the 'tie in' area between the two roads or the wider scheme.
- The submitted layout and overlay plans do not accurately reflect alignment of the adjoining HS2 safeguarding area and Phase 2a Act extents for the access road which is a Scheduled work in the Act.

HS2 Ltd: Formal HS2 safeguarding directions are not effective in respect of applications for approval of Reserved Matters as they are not applications for planning permission. Although the planning layout would tie in with the 'future Network Rail access road' it does not accurately reflect alignment of the adjoining HS2 safeguarding area.

CEC Strategic Highways Manager: No objection, as the proposed infrastructure is of suitable design and standard to serve the development.

National Highways: No objection

Flood Risk Manager: No objection

Public Rights of Way Unit: Object. Parts of Basford FP2 and Weston FP17 appear to run along the estate roads. Detailed information is required as to how the footpaths will be accommodated and/or suitable proposals for diversions of the footpaths.

Cheshire Archaeology: No objection. There are extant archaeological conditions attached to outline planning proposal 15/1537N

Environment Agency:

- No objection in terms in respect to Flood Risk on basis that development to be carried out in accordance with the submitted Flood Risk Assessment (Report No: 2014-083-Rev A, Dated: 09/03/2015, by the Flood Risk Consultancy Limited).

- Recommends that a Condition should be imposed in respect of the remediation of unexpected contamination which may be discovered.
- Further details required of large undeveloped buffer zone around Basford Brook and for the protection and/or mitigation of damage to populations of white-clawed crayfish and associated habitat during construction works and once the development is complete
- Bridges shall be clear spanning structures with the abutments set back from the watercourse on both banks of Basford Brook to provide a natural riparian river bank beneath the bridge. (detailed design of Bridges/crossings required under Condition 37 of the outline approval)

Weston and Basford Parish Council:

- Concerned that this proposed scheme suffers from the absence of a comprehensive detailed master plan for Basford East
- The development sits most uncomfortably with Crotia Mill. Whilst this is outside the application site, it abuts it. We need to know the details of the proposed Crotia Mill development before the any decision can be made on the layout which surrounds it. There is a collar of social housing on two sides of Crotia Mill which is of very high density and will be likely to result in a ghetto. This could well be detrimental to the character which the owner of Crotia Mill wishes to create. Social housing should be pepper potted around the site.
- The details on one of the layout plans show vehicular access onto Mill Lane. There must be no vehicular access back into Weston. (NB Vehicular access not proposed from the scheme to Mill Lane)
 - The buffer zone on either side of the access road from the central roundabout off David Whitby Way is considered to be totally inadequate in width. This links the layout to a large industrial allocation close to the West Coast Main Line to the west and will take industrial traffic near to dwellings. Also, the buffer zone along the western boundary of the site bordering a definitive right of way looks to be extremely narrow. No details of this industrial area have yet been submitted.
 - The detailing of the layout in relation to the proposed commercial development which will abut David Whitby Way needs more scrutiny. One would assume that the dwellings in this location will face onto the proposed commercial centre given that this area is referred to as the local centre. Without any details of the proposed commercial development to which it relates (outside Wimpey's ownership), the layout in this location doesn't give any feeling of sense of place. In layout terms it's just a row of dwellings.
 - The point needs to be made yet again that there needs to be a proper pedestrian crossing facility to link this development with the primary school and other facilities on the eastern side of David Whitby Way (outside the site boundary). This should be a footbridge and not a pelican crossing or similar, given the likely conflict of pedestrian movements across this extremely busy road which is part of the principal road network. There also needs to be a proper pedestrian crossing across the access Road from the central roundabout within the site boundary to facilitate safe pedestrian movement through the proposed footpath / play area system.
 - In visual terms the layout could be considerably improved if Cheshire Railings were incorporated at strategic points. This would reflect some local character within the development.
 - In design terms the two and a half storey houses seem to be randomly scattered across the layout. They need to be sensitively positioned to create focal points, visual stops etc.

OTHER REPRESENTATIONS;

A representation has been received from the occupier Fir Tree Cottage, Weston Road raising the following concerns:

- Although supportive of the proposal grave concerns of the impact this will have on traffic using Weston Road, B5472.
- Subject to constant HGV's using Weston Road as a quicker route to the A500, both day and throughout the night, including weekends, with a detrimental effect on the quality life
- The 50mph speed limit on David Whitby Way deters many drivers, instead choosing a "B road" with a national speed limit. Very little traffic uses David Whitby Way, choosing Weston Road instead. This road came at a cost of £26.5 million pounds and is often empty, certainly HGVs do not use this road.
- With ongoing roadworks and the potential to decrease the speed limit on David Whitby Way, this will further exacerbate the issue.
- A 30mph speed limit should be introduced from the roundabout at David Whitby Way to Crewe Hall, Weston Road to reduce the speed of the traffic, and enable vehicles to safely pull out of driveway and for residents to cross the road. This will also reduce noise from lorries speeding past property at up to 60mph overnight.

Letters of objection have been received on behalf of the Witter Trust, the owner of Crotia Mill Farm and express concerns over the relationship of the scheme to the development of their own site. In summary they comment:

1. It is imperative that our client's and the Taylor Wimpey proposals are considered together in the interests of good planning and place-making. This is the approach which the Places Matters NW Design Panel Review also advocates.
2. Separate determination of the proposals is in conflict with the development plan as the policy for Site LPS2(4) of the Part 1 Local Plan clearly stipulates that Crotia Mill Farm must be retained and incorporated into the new Basford East community.
3. There is a very real risk of pre-determination and very likely consequences of 'getting it wrong' such that our client will abandon the restoration of Crotia Mill Farm if the Taylor Wimpey application is approved in isolation without fully-tested and robust safeguards being put in place.

OFFICER APPRAISAL

Key Issues

- Principle of development
- Housing
- Design
- Crotia Mill
- Highways
- Ecology
- Trees
- Landscape
- Open Space
- Amenity
- PROW

- Flood Risk/Drainage

Principle of Development

The application site lies within the Basford East Strategic Site which is allocated under policy LPS 2 of the CELPS for the delivery of employment use together with the up to 850 new homes. It is considered that the proposals meet the requirements of policy LPS 2 as they relate to this site.

This application relates to the acceptability of the proposed development in context of the reserved matters as the principle of erecting 325 dwellings including site access from David Whitby Way and the associated provision of crossings over Basford Brook has already been granted under outline planning approval 15/1537N. Therefore, considerations of the Layout, Scale Appearance, Landscaping and Access are the principal considerations of the proposed development and the details of all relevant technical matters are discussed within the report.

The development is bound by the terms of the Section 106 agreement which has been subsequently varied under 20/0615N, to secure the following:

- Affordable housing provision (30%)
- Education contribution and securing of primary school site
- Highway contributions (including a contribution towards a bus service)
- Contribution towards scheme of traffic management/calming measures in the Village of Weston.
- Open Space provision and management
- Ecology (barn owl habitat)

Primary Infrastructure works including road access serving the site from David Whitby Way were secured under Reserved Matters Approval (19/2454N) and comprise the first phase of development within the application site. These works are close to completion.

Housing

In accordance with the S106 Agreement (as varied), the scheme will provide 30% affordable housing (98 units) in clusters spread throughout the site. In accordance with the requirements of Policy SC5 of the CELPS for the provision of both social rented and/or intermediate housing, as appropriate.

To address concerns raised by the Strategic Housing Officer the proposals have been amended to show an acceptable degree of 'pepper potting' of affordable units within the development together with the inclusion of several of 4-bedroom affordable dwellings.

Given the provision now proposed, the Housing Officer has advised that an appropriate mix of property sizes and tenure split is proposed with affordable units being satisfactorily distributed throughout the site. In terms of tenure 65% of units are for rent, and 35% units will be available for Shared Ownership (Intermediate units). The provision includes;

18 - One bed units

- 42 - Two bed units
- 34 - Three bed units
- 4 - Four bed units

Policy SC4 of the Cheshire East Local Plan requires developments to provide a reasonable mix of housing types, tenures, and sizes. The 325 dwellings will be made up from 227 market dwellings and 98 affordable units. These will comprise of a mix of detached, semi-detached and apartment units ranging from 1–4-bedroom units. This scheme is proposed to be implemented on a phased basis (comprising three separate phases) over several years. It is considered that the proposed mix is acceptable by size, tenure and type. Therefore, the proposal accords with policy SC4 of the CELPS.

The proposed housing mix is designed to provide a variety of accommodation for different household types and sizes spread throughout the development.

Layout / Design

Policies SD2 and SE1 of the CELPS expect housing developments to achieve Building for Life 12 (BfL12) standard, and that development proposals consider the wider character of a place in addition to that of the site and its immediate context, to ensure that it reinforces the area in which it is located. These principles are also reflected in the CEC Design Guide. BfL12 uses a traffic light system, with the aim of eliminating reds, whilst maximising the number of greens. The Council's Design Officer has undertaken a BfL12 assessment of the application, which is reflected in the commentary below.

1. Connections

The layout provides for opportunities for the provision of strategic pedestrian links to the eastern part of the wider Basford East allocation and connecting to the South Cheshire Growth Village, albeit this relies upon third party land and agreement with adjoining landowners. In particular the success of the east-west connection within this part of the site will require collaboration of the applicant with the developer of the Crotia Mill site to deliver a co-ordinated design.

If all elements come forward then a green could be awarded but considered appropriate to award amber at this stage given the phasing/timing of nearby facilities, and the need to secure pedestrian connection to areas off site through successfully including the east-west pedestrian route as part of the layout, particularly the area that relates to the Crotia Mill site.

2. Facilities and services

The site is presently some distance from existing facilities but forms part of a wider allocation that will include local commercial and employment development and a local centre. The site will also connect to SCGV which will also have local facilities. A primary school site is to be provided as part of the Basford East scheme, but CEC Education is responsible for the delivery of the school itself.

A variety of open space is proposed, including several areas of formalised play including a LEAP adjacent to the Crotia Mill site, smaller local areas of play and a trim trail. The layout provides for opportunities for the provision of strategic pedestrian links to the western part of

the wider CELPS site and the South Cheshire Growth Village, which are secured within the layout. If all elements come forward then a green could be awarded but considered appropriate to award amber at this stage given the phasing/timing of nearby facilities and the school.

3. Public transport

The site itself can be served by a limited bus service. The S106 Agreement requires a financial contribution to support new bus services to serve the development;

Bus stops on David Whitby Way are to be provided to be served by Bus route 85 which is hourly in both directions linking Nantwich and Newcastle-under-Lyme. All parts of the site are readily accessible on foot to the bus route on David Whitby Way.

4. Meeting local housing requirements

A range of house types are proposed from 1 bed apartments to 4 bed larger family houses. Housing mix and tenure plans have been provided evidencing the distribution and mixing of house and tenure types and the extent of their pepper potting. Affordable homes are in the main widely spread out across the application site.

5. Character

The layout provides a framework that creates a positive structure of streets and spaces with a distinct hierarchy of street types and achieves an outward looking development overlooking the main public spaces and landscaped edges. The scheme is designed to incorporate four character areas defined as the Rural Edge, Green Core, Local Centre and Crotia Mill. The Design Officer considers this overall approach to be acceptable given that the Crotia Mill character area has been enlarged to include the plots north and south of the southern loop road and interrelationship with Crotia Mill. However, the scheme presents some issues about how this development and the Crotia Mill sites interface, given the character and density in the south-eastern part of the site, and reservations remain that these two sites are not being designed collaboratively.

Improvements have been made to the layout and refinements to the design of house types during the course of the application which has provided a greater sense of identity and better overall quality for the scheme. Focal buildings have been enhanced with additional detailing to emphasise their positioning in the layout.

Specific character types have been identified which for the most part are quite subtle in variation but with a more tailored approach to the dressing of the buildings in the immediate proximity of the Crotia Mill site, in conjunction with changes to layout. This part of the site is however especially sensitive however and was the subject of specific comment in the Design Review process, summarised in the Findings as *“Maximise the value of Crotia Mill and hold back your final designs, if necessary until this can be fully integrated”*. Whilst revisions have been made to house types and some minor changes in proximity to the Crotia Mill site, concerns raised by The Design Officer remain about the positive integration and fully exploiting the potential of the south eastern part of the site remain.

Overall, the scheme has included tree lined streets. Although one area where more trees could be accommodated would be along the southern primary loop is in the eastern verge, where significant lengths of the verge show no trees in the landscape information. The Design Officer further considers that wherever possible additional trees should be provided in secondary streets and spaces, and within front gardens to help break up communal parking areas. Additional areas of rain gardens have provided along the southern avenue street and key spaces in the northern part of the site but ideally, they could be used more extensively used on edges adjacent to open space and for Mews parking areas. Amended landscape plans are to be submitted and an update will be provided.

The Design Officer has advised that street design and surfacing materials are not fully in accord with the CEC design guide and recommends that this issue addressed through a suitable planning condition.

Cheshire East is presently developing its own guidance in relation to SuDS design. This advocates a much more natural approach to larger components such as detention ponds/basins, to ensure they retain water year-round; have more naturalised forms; provide landscape and ecological value and are designed to avoid the need to exclude people, allowing greater interaction and educational/social value. The Design Officer advises that further detailed information on the design of proposed SuDS features is needed for reassurance that these will have a naturalised character adding to the quality of the landscape setting. A condition is recommended requiring the submission of working design/details for SuDS basins and rain gardens.

The Design Officer has concluded that if there were not uncertainties around the successful design and integration of Crotia Mill which fully exploited the potential of this part of the site, the scheme would meet the requirements of this criterion (character) for an award of green.

6. Working with site/context

The primary outstanding contextual issue is the relationship and integration with the Crotia Mill site, notwithstanding the improvements secured in opening up the relationship of the mill site to the brook, the associated preservation of the peat landscape and provision of the themed open space/play immediately to the west of the Mill.

The quality and relationship of development to the south and east of the Mill site and the lack of co-ordination between the design of the two sites means there is concern that the opportunity presented by the mill site and its surroundings will not be fully realised.

As referenced above in relation to Suds, given the relation to the brook and its valley, Suds could contribute significantly to the sense of place but only if designed well and as an integrated element of the landscape. Further detailed information on the design of proposed Suds features is needed to ensure that these features will have a naturalised character adding to the quality of the landscape setting. The Design Officer has recommended a condition be imposed requiring the submission of working design/details for Suds basins and rain gardens as these features will be important to the final character and appearance of the scheme.

In addition, the Design Officer has commented that an area to the west of the Crotia Mill site, could be designed based on 'sponge' principles to help in its characterisation and to take account of the peatland in that area.

The Design Officer has concluded that if there were not the uncertainties around the successful design and integration of Crotia Mill and the requirement of further details of the character and design of suds, it is considered that the remainder of the scheme would probably meet the requirements for an award of green

7. Creating well defined streets and spaces

There is a defined hierarchy within the street design and generally a perimeter block structure has been formed with buildings presenting active frontages onto streets and spaces. Buildings positively address corners through the inclusion of appropriate corner turning designs with active elevations.

8. Easy to find your way around

The scheme is awarded green as it has a logical structure and is inherently legible. In particular there is a definite street hierarchy defined by the main loop route though the southern heart of the site. Focal spaces and buildings within character areas are incorporated at key points within the layout.

The legibility of the scheme is already reasonably sound, particularly through the provision of the Linear Park running north /south alongside Basford Brook and network of pedestrian routes through the site. However, the creation of a focus in the southern part of the site with Crotia Mill as the centrepiece, would also further enhance the scheme's legibility as well as help create a distinct part of the scheme tied into key routes through the development and beyond.

9. Streets for All

This is considered to warrant an award of green, although the Design Officer considers further refinements could still be secured, by including more tree planting in secondary streets and ensure that more areas are characterised by rain garden treatments.

Street materials should also be compliant with the Design guide. This will be secured by a planning condition in order to resolve several deviations from the materials set out in the Design Guide SPD. It is also recommended that conditions are imposed requiring details of the design of pedestrian focused crossing points across the main east/west access and the southern primary loop.

10. Car parking

The Design Officer considers that this should be awarded green. Amended plans have been submitted which have reduced the concentration of areas of frontage parking. This has been undertaken in several areas, including the surfacing frontage parking in blockwork as part of creating Mews spaces.

There are some grouped frontage parking areas (e.g. plots 67-71) that are surfaced in bitmac but these are quite sporadic and not widespread or are sufficiently broken up by landscaping to not overly dominate. Mews streets have been created in several areas and courts, both surfaced in block.

11. Public and private spaces

A positive green spine is created within the scheme focused upon the Brook, characterised by the waterscape and in the southern area by the relationship and setting of Crotia Mill. It is positive that playspace in this area will be themed and that this will be complimented by other local play within the scheme. Amended landscape plans are awaited to ensure that the character of the suds along the green spine required is of satisfactory quality.

Whilst ideally the Design Officer considers that the introduction of a feature akin to a mill pond to reinforce the setting of Crotia Mill site within POS to the west of the Mill, the siting of this this feature cannot however for technical drainage issues form part of the Suds proposals for the scheme.

As recommended by the Design Officer the SuDS concept has included an increased use of rain gardens, reinforcing the relationship to water and helping to create more people focused streets and spaces.

Properties generally have reasonable sized gardens. Although, ideally private/communal space needs to be clearly identified for apartments and also the provision of balconies has not been incorporated into the house type designs which would have been beneficial for overlooking areas of POS and providing modest areas of private space.

The Design Officer considers that an arts/interpretation trail could also be provided to help characterise spaces and routes through the site and enhance legibility, potentially building on the proposals for the Mill based character of the main open space/play. It is recommended that this is secured through a planning condition

Landscape and Habitat Management Plans have been submitted. However, a condition is recommended to secure a minimum 25-year management period for open space, ecological areas, and SuDS and a 10-year period for frontage landscaping, including trees in front gardens.

Whilst more tree planting is shown to reinforce the existing green infrastructure framework, amended landscape plans are awaited to ideally include more native woodland trees to be secured and as future natural landmarks in key locations within the site.

Given that amended landscape details are awaited this awarded Amber.

12. External Storage

The submitted Refuse Strategy Plan shows recycling bin storage will be provided in the rear gardens for houses with paths giving direct access to the streets for collection. The apartments will have communal bin storage areas in locations with easy access for refuse collection

operatives. However, whilst indicated, there is there is little detail of cycle storage for apartments, and it is recommended that this is secured through a planning condition.

Summary of assessment

There are no reds. Ambers in respect of Criteria 2 & 3 are beyond the control of the applicant and independent on the wider community and social infrastructure coming forward.

The ambers where there is still an element of concern are where further changes are advocated. These mainly relate to the relationship of the south-eastern part of the development adjoining Crotia Mill, relating to 1 Connections (especially where it relates to the wider east/west link), 5 Character, 6 Working with the site/context and 11 Public and private spaces. But arguably these BfL12 criteria could be considered borderline green on the basis of the successful integration of the development with the adjoining Crotia Mill scheme.

The Design Officer considers that the outstanding issues relate to the detailed design and integration of both sites, and this can be addressed through a planning condition being imposed enabling the south eastern part of the TW Scheme to be revisited in conjunction with revised proposals for Crotia Mill.

Crotia Mill

The relationship of the development with Crotia Mill which is non-designated Heritage asset is of critical importance in terms of the development of Basford East. Policy LPS 2 (point 4) states that the development of Basford East will achieve through, *"the retention and incorporation of the existing farm buildings on the site, potentially as part of the local centre"*.

A hybrid application (19/3649N) is currently under consideration for the conversion, alteration and extension of the existing building as Crotia Mill to accommodate a range of mixed commercial and leisure uses in full. Residential development on the eastern and northern side of Mill yards buildings is proposed in outline and adjoins the proposed Taylor Wimpey (TW) scheme. Access is proposed to the Crotia Mill development via the southern loop road from the TW scheme.

Prior to the submission of the TW Reserved Matters application the proposals were subject to an independent review by Places Matter. The review commented that:

"There was a lot of discussion regarding Crotia Mill and the Panel noted the difficulties of this being in another ownership. You are all making steps to unlock the advantage of this asset, but it still needs a more integrated and joined up design approach. You were asked to hold back the design of this part of the site, if necessary, until the plans for the Mill are further advanced

Your submissions have noted the value of Crotia Mill and you were asked to go back to the previous photographs included in the tender and use these to further inform your work on context. In particular start to reference the key design features of the existing farm buildings and their related spaces / groupings as a potential driver for what will become a wider Crotia Mill character area in the south east part of your proposed new housing scheme."

Despite the revisions made to address issues raised by the Design Review and subsequent changes during the course of the application, further refinement and improvements to the development in the south-eastern part of the scheme which adjoin the Crotia Mill site are necessary. and through working collaboratively with the applicant at Crotia Mill, or as also recommended by design review by holding this part of the site back to allow that to happen.

In addition, the east/west pedestrian route connecting development through Basford East to the South Cheshire Growth Village is a key feature of both Local Plan allocations. As set out by the Councils Design Officer above at present it is considered that the proposals need refining to ensure that the east-west route is positively designed into the scheme to enable Crotia Mill and the central POS to integrate within the wider allocated development.

The Crotia Mill applicant has lodged objections to the TW scheme on the basis that both schemes should be considered together and that the revised access to serve the Crotia Mill from the TW scheme to secure an appropriate route for the east/west link are not consistent with the current proposals of 19/3649N undermining their delivery and viability. However, at this stage fundamental aspects of the Crotia Mill proposals and their impacts on the historic significance, character and setting of Crotia Mill are still subject to assessment. Further details are also required to ensure a satisfactory interface of its residential proposals with the adjoining TW scheme as well as the need to satisfactorily safeguard the setting and character of the existing Mill yard buildings. A more direct route for the east/west Basford East pedestrian route through the mill yard via a shared access point also needs to be secured.

In summary, both the TW and Crotia Mill schemes need greater integration in character terms and as recommended by the Places Matter design review, this should act as a distinct character area of the whole site and the "heart" for the wider development. This is reliant on addressing the 2 schemes cohesively in this part of the site.

In these circumstances, it is recommended that a condition be imposed enabling the layout and design of this small albeit sensitive part of the Taylor Wimpey scheme to be revisited in conjunction with the assessment of future proposals at Crotia Mill. The condition will require such revised details to be submitted within a period of not less than 12 months following the approval of 21/4434N. This is considered an appropriate period within which to allow such proposals to be prepared collaboratively further to full engagement between the parties, but also ensure that development within this part of site would not be subject to unreasonable delay in the event that detailed and appropriate proposals of the Crotia Mill scheme are not forthcoming.

Highways & Accessibility

This Reserved Matters application is for 325 dwellings only and not for the other uses approved as part of the outline application. Only the internal road layout submitted is for consideration and issue relating to access and traffic impact on the main road network was addressed at outline stage.

Highway Design

The proposed development comprises three separate areas of housing with the main access points taken from the approved road infrastructure that connects with David Whitby Way.

The internal roads are a mix of standard design carriageway with a footway on both sides, shared surface roads and private drives. The main adoptable highways would be the main access roads and shared surface roads. As requested by the Highways Officer additional information demonstrates that the minimum width of the adoptable shared surface roads is 4.8m. Swept paths have been submitted that indicate sufficient turning space is available in a cul-de-sac situation.

The internal design of the roads is considered acceptable and the layout benefits from having improved connectivity with the number cul-de-sacs reduced. There are a number of internal non-vehicular paths proposed linking to the boundary of the site that are shown to be not adopted. These paths are shown as links to promote active travel and are confirmed to be at least 3m wide to accommodate both pedestrians and cyclists.

The design of the road infrastructure, pedestrian footways and cycle tracks as submitted are acceptable for adoption by the Council.

Parking

The level of parking provision overall is 2 spaces per unit as a minimum, with a mixture of garages, driveways and frontage parking providing the provision. There are some areas where unallocated visitor spaces have been provided.

All properties will have cycle storage provided either internally within garages or in external storage units.

Highway Summary

Access to the site from the principal highway network has already been approved along with any associated traffic impact of the site on the highway network. The internal layout is for consideration in this application, and the Highway Officer concludes that the design of the internal roads and pedestrian cycle/infrastructure provides good connectivity within the site and therefore raises no objections to the proposals

Basford East Pedestrian/Cycle Route

A specific policy requirement of LPS 2 (Basford East, Crewe) is for development of pedestrian links (allowing for cycle access) to the South Cheshire Growth Village (LPS 8) to the east and the wider development with the Basford East Strategic Allocation to specifically provide a safe and secure environment for children to travel to school.

The development of 449 dwellings on the eastern side of David Whitby Way approved under 19/5934N incorporated a high-quality pedestrian/cycle route between the proposed South Cheshire Growth Village and David Whitby Way. A Toucan crossing on David Whitby Way secured under outline approval 15/1537N will enable this link to connect with the TW residential scheme, future commercial development and importantly through to Crotia Mill. The Highway Officer has advised that the provision of the Toucan crossing can be satisfactorily provided on David Whitby Way, notwithstanding the concerns raised by the Parish Council. The crossing

is required to be provided under the outline approval (15/1537N) prior to the occupation of units of the TW residential scheme.

The future layout of the commercial development alongside David Whitby Way will therefore be required to include the route between the crossing and the TW residential a scheme. The east/west pedestrian route continues through the TW scheme to achieve a reasonably direct and sustainable route though to Crotia Mill site which has the potential to be an attractive centrepiece to this part of the Basford east allocation and a destination from nearby housing areas.

It is considered that the provision of a satisfactory east-west pedestrian route as part of the layout, and particularly the area that relates to the Crotia Mill site, is vitally important to the wider Basford East development (and indeed the South Cheshire Growth Village).

Ecology

There are various ecology matters to consider and these are broken down into the following subsections and assessed accordingly. However, as set out below additional information and clarification in respect of ecological issues has been requested by the Councils Ecologist, and also the Environment Agency (EA). Further information to address these matters is expected to be submitted shortly and an update of the position will be provided at the SPB meeting.

The impact upon ecology and protected species was considered as part of the outline application (15/1537N) and as a result conditions were attached to this approval. including the need to safeguard the ecological value of Basford Brook and its bankside habitat.

Condition 38: A Reserved Matters Application shall include a detailed scheme for the provision and management of a large undeveloped buffer zone alongside Basford Brook.

The provision of suitable undeveloped buffers is essential to safeguard the regionally important population of white clawed crayfish associated with the brook. Whilst the Council's Ecologist would prefer these buffers to be of increased depth, there is no specified minimum size of buffers detailed on the approved parameters plan accompanying the outline approval nor by condition.

The applicant has provided additional details demonstrating that in the main, 13m wide undeveloped, buffer wide zones are provided on either side of Basford Brook. There are some points where the development would marginally encroach into this 13m zone, but this would be outside the minimum 8m standoff, byelaw distance required by the EA. It is considered that the undeveloped buffer areas as shown would comply with provisions of condition 38.

The Councils Ecologist has noted that Build Route plan (Rev D) also includes a proposed 2.4m Close Board Fence erected across the Brook/LWS in the vicinity of the extant attenuation ponds. It is not clear what the function of this fencing is. It is advised that this fencing must be removed from the vicinity of the brook/LWS.

Condition 39: Reserved Matters Application shall include an updated protected species assessment and mitigation strategy.

A revised protected species survey and mitigation method statement has been submitted in support of this application as required by this condition.

White Clawed Crayfish

The submitted assessment advises that the brook crossings should be designed to maintain connectivity along the brook. Designs for the culvert crossing have been submitted in support of this reserved matters application, but no information has been provided as to how the designs have been arrived at. Furthermore, the outfalls and culverts designs are yet to be approved by the EA. The Council's Ecologist advises that the submitted mitigation method statement must be revised to include details of how the proposed road crossing on the southern loop road has been designed to minimise the impacts on this species.

In order to minimise impacts on White Clawed Crayfish the Council's Ecologist has advised that the brook crossing must consist of:

- A bottomless culvert/bridge of suitable wide span to retain the existing banks of the brook,
- Precast offsite (not constructed on site to avoid concrete pollution of the brook).
- Craned into position.

The drainage outfalls must also be designed to minimise impacts on crayfish. To achieve this the outfalls must be set back from the existing bank of the brook. This would enable small sections of additional soft bank to be created in the vicinity of the outfall to compensate for the loss of existing bank to the outfalls and allows the duration of in-channel works to be minimised.

A mitigation method statement must also be provided detailing how impacts on crayfish will be minimised during the installation of the drainage outfalls and culvert. However, proposals must be submitted for the installation of the outfalls which includes the outfalls channels and headwalls being installed in position prior to construction breaking through the existing bank of the brook. This is to ensure that the duration of works in the existing channel are limited.

Proposals for the damming of the brook and over-pumping water during the construction of the crossing points and outfalls is provided in paragraph 2.37 of the submitted mitigation method statement. This section however includes no measures for safeguarding of this protected species. The draining of sections of the brook to allow the installation of these features would have a significant adverse impact on any crayfish present.

The submitted strategy must therefore be revised to include proposals for the safeguarding of crayfish in this drained down working area. This should include a hand search of all banks and tree roots for crayfish with any crayfish relocated outside of the damned area. Proposals must include the timing of this operation to avoid sensitive seasons. All pumping equipment should be sterilised prior to bring on site. All works are to be specified to be undertaken by a licenced ecologist.

The Council's Ecologist also advises that there is an overlap between mitigation measures, such as essential biosecurity measures, which are proposed to be included in the Construction Environmental Management Plan (CEMP) and those measures which are to be detailed in the condition 39 submission. This potential duplication may cause confusion and reduce the clarity of what is required on site. It is recommended that all the White Clawed Crayfish mitigation is

detailed in the condition 39 submission only, but references be made in the relevant section of the CEMP to highlight the need to implement works in the vicinity of the brook in accordance with the mitigation measures detailed in the condition 39 submission.

In summary the submission is still deficient in respect of White Clawed Crayfish and is required to be revised to include the following:

- Evidence of how the drainage outfalls and brook crossings have been designed to minimise impacts on crayfish (as required by condition 43).
- A mitigation method statement detailing measures to be implemented during the installation of the outfalls and crossings to minimise the risk to crayfish.
- Biosecurity measures.
- Measures for the avoidance of contamination of the brook.

Great Crested News (GCN)

The submitted assessment advises that the developer is considering entry into Natural England's District level Licencing Scheme as a means of address the adverse impacts of the proposed development upon this species. This approach is supported. The Council's Ecologist requires that the application is supported by a copy of the countersigned Impact Assessment and Conservation Payment Certificate as evidence that the development is eligible to join the licencing scheme. However, the applicant has advised that this cannot be provided in advance of the consideration of the application at SPB. It is therefore recommended that the Committee resolves to approve the application subject to the receipt of this documentation and delegates the decision to the Head of the Development Management and the Chair of SPB.

Common Toad and Slow Worm

The revised mitigation strategy includes measures to reduce the risk of these species being harmed during site clearance works.

Access to ponds

This condition requires the submission of proposals to limit public access to the retained ponds. The submitted landscape plans show native hedgerows around the ponds. These hedgerows will however take time to mature before they form an effective barrier. It is recommended that an appropriate fence be installed in addition to the hedgerows. This can be installed behind the proposed hedgerows if that is preferred. The plans should also include a secure gate to allow access to the ponds for maintenance purposes.

Features for nesting birds

Acceptable proposals for the incorporation of features for nesting birds have been submitted (Plan 1373 BB 01 Rev B). The delivery of these measures would form part of compliance with condition 39.

Condition 40: A Reserved Matters Application for any phase, shall include a scheme for habitat creation and woodland planting within the triangular shaped, red line land located to the east of the link road and to the south of the railway line.

Acceptable proposals as required under this condition were submitted under consented application 19/2545N for the infrastructure works at this site. Condition 40 requires this to be provided prior to the occupation of the residential phase of the development.

However, confirmation is required by the Councils Ecologist of who would deliver the agreed habitat creation and management of this area. This information can be included in an updated Habitat Management Plan.

Condition 41: In accordance with the Great Crested Newt Mitigation Strategy and Environmental Statement, the proposed ecological mitigation ponds shall not be utilised as part of the drainage/SUDs scheme for the development.

Based on the submitted drainage scheme this condition appears to be complied with.

Condition 43: A Reserved Matters Application for any phase of the development shall include a strategy to include details of the siting and design of surface water outfalls into and proposed road crossings, to safeguard the ecological value of Basford Brook and its bankside habitat.

There are a number of outfalls proposed into the Basford Brook, which is a Local Wildlife Site supporting one of the few remaining populations of white clawed crayfish in Cheshire, is very sensitive to changes in water quality. It must therefore be ensured that the scheme is designed in accordance with the requirements of this condition.

As discussed above under condition 39, the application must be supported by a commentary detailing how the road crossing and culverts have been designed to comply with this condition. Further to the guidance on this can be achieved as set out above, the applicant has been requested to provide the following information to ensure compliance with Condition 43:

- A Strategy to include details of the location, number and design of surface water outfalls. A drawing (s) should be provided of their design, insofar as this will provide sufficient detail to demonstrate that the outfalls are set back from the bank of the brook as set out above to minimise the impact on White Clawed Crayfish
- A general specification of the bridge/crossing is required as part of the strategy, demonstrating the safeguards which will be taken to protect this population of White Clawed Crayfish and habitat. This can then inform the detailed design of the bridge/crossing required for approval under outline Condition 37.

Condition 44: Reserved Matters Application shall be supported by a Habitat Management Plan for that phase.

The revised habitat management (Plan TEP Version 4 dated 10/02/22) is acceptable.

Hedgerows

Hedgerows are a priority Habitat and hence a material consideration. The submitted Arb impact assessment (TEP Version 1.0 27/5/21) advises that 232m of existing hedgerow would be lost as a result of the proposed development. However, the development proposes 1500m of new

hedgerow planting and this is considered to sufficiently compensate for that which is to be removed.

Veteran Trees

Veteran Trees receive specific policy protection. Two veteran trees have been identified on site. Tree T78 and T81. These trees are not proposed for removal and the Council's Tree Officer has confirmed below they are located within public open space and will be unaffected by the proposals.

Trees

The site is allocated within the CELPS as Basford East, Crewe (Site LPS2) for mixed use development. Having regard to arboriculture the allocation refers to the retention of green infrastructure including the significant depth of native woodland and other semi-natural habitat screening along all boundaries; to offset detrimental visual impact to the countryside, provide a buffer to the development, railway line, the open countryside and the setting of Crewe Hall (A grade 1 listed building) and creation of wildlife habitats

This application is supported by an Arboricultural Impact Assessment (AIA) (Ref 8733.001 Version 1.0 dated May 2021) that includes a Tree Survey, Tree Constraints Plan, Tree Works Plan and Arboricultural Method Statement Heads of Terms. The AIA broadly considers the design principles of BS5837:2012 Trees in Relation to Design, Demolition and Construction – Recommendations, but does not include a Tree Protection Plan.

The Tree Survey identifies 117 individual trees, 38 groups of trees and 9 hedgerows, the majority of which are located around the perimeter of the site. Two Veteran trees an Alder (T78) Alder and a Willow (T81) have been identified within the site.

Trees within and immediately adjacent to the site are currently not protected by a Tree Preservation Order or lie within a designated Conservation Area.

Parcels of woodland to the north western and northern boundary sections of the site are identified as deciduous woodland priority habitat in the DEFRA Priority Woodland Habitat Inventory and Forestry Commission National Forest Inventory.

Layout Design – Direct Loss of Trees

The Assessment has identified eight (8) individual trees that require removal to accommodate the development. These include one High (A) category Sycamore tree (T53) to facilitate construction of a new culvert, three (3) moderate (B) category trees, two (2) low (C) category trees and two (2) trees that are deemed unsuitable for retention due to their condition. A further seven (7) low (C) category groups of trees and one group that is unsuitable for retention due to condition have also been identified for removal.

The loss of one A category tree and moderate category trees and groups to provide site access is regrettable however a detailed landscape plan has been provided which includes provision for the planting of 573 new trees and 1500m of native hedgerow. Having regard to CELPS

policy SE 5 the Tree Officer is satisfied that this provides sufficient mitigation and net gain to offset the negative impact of tree loss.

Layout Design – Impact on Root Protection Areas (RPA)

A proposed new road adjacent to trees T11 to T22 and group G4 along the southern boundary of the site will encroach within the root protection area between 3-23%. BS5837:2012 Design recommendations on permanent hard surfacing within the root protection area of retained trees advises that this should not exceed 20% of existing unsurfaced ground within the RPA. A condition is recommended to secure protection measures through a planning condition.

Some minor encroachment into the RPA of trees T84 and T85 will be required. The encroachment is less than 5% and therefore this would not have any significant long-term impacts subject to an appropriate method statement.

Access facilitation pruning

Two High (A) category Oak trees (T12 and T17) within the linear group to the south of the site will require to be pollarded due to the position of the access road. Given the extent of pruning proposed and likely root loss (referred to above) it is anticipated that both these trees are unlikely to survive. It is evident that as part of the process of mitigation the design layout of the road has not accounted for, nor seeks to avoid the impact on these trees and such impacts should effectively be considered as a tree loss and appropriate mitigation is provided.

Layout Design – Avoiding Future Conflict

The design of the layout appears to provide adequate separation between the built form and trees that avoids excessive shading and reduced daylight and sunlight to plots.

Veteran Trees

The two Veteran trees identified on site will be located within public open space and will be unaffected by the proposals. Management of these trees should be considered as part of the overall management plan for the areas of open space.

It is recommended that conditions are required to ensure the provision of a scheme for the protection of retained trees including an Arboricultural method Statement, and a scheme for the management for any retained tree identified as being or having the potential to be a veteran tree.

Landscape

A key landscape requirement within LPS 2 is the provision of green infrastructure including new planting, the creation of tree lined boulevards, provision of green spaces and retention of existing trees and hedgerows.

Although the development will involve some loss of trees this will be compensated by the proposed planting scheme and furthermore the majority of hedgerows within the site are also retained in accordance with one of the site-specific principles of development listed under LPS

2. The submitted proposals includes the provision for the planting of 573 new trees and 1500m of native hedgerow.

This planting scheme will also help to soften the built form and assimilate the development into the wider landscape context. Existing tree corridors are enhanced with additional native planting. This is especially important in close proximity to local footpath routes and visual screening around site edges.

The proposals include a linear park, which runs north/south through the site, along the course of Basford Brook. The park provides significant recreational and amenity value, and also ensures a buffer zone around Basford Brook in order to protect the habitat and biodiversity potential. This area provides a local destination greenspace at the south of the site which importantly preserves the landscape setting on the western side of Crotia Mill.

Proposed housing would front the park and POS to provide necessary surveillance. The park also incorporates potential for play, the use of naturalistic play elements and woodland themed installations. Areas of Suds are located here, in order to offset potential impact of the development on the flood zone, albeit further details are required to ensure this will be of an appropriate naturalistic character and design will be secured by a condition.

The park opens up to a greenspace at the south of the site which importantly preserves the landscape setting to Crotia Mill and is conveniently accessible via the existing PROW network.

The northern, southern and western fringes of the site also include extensive landscaped buffer areas which will allow for the retention of existing trees and habitat.

Extensive landscaped buffer areas are provided between dwellings located on the northern and southern side of the central spine road serving the scheme which in the future will also provide access to the employment development within adjoining land of the strategic allocation to the east. In addition, roadside tree planting the landscape buffer areas, will provide a green corridor into the development of depths of between around 7m to 11m in depth.

The proposals incorporate a street hierarchy, with main avenues and tree lined streets. amended tree planting details and landscape plans area awaited to further enhance the greening of the scheme.

Areas of landscaping and open space are subject to management arrangements secured under the S106 agreement and need to accord with maintenance details as set out within the submitted management plan. However as set out above a condition is recommended to ensure that a minimum 25-year management period for open space, ecological areas and SuDS and a 10-year period for frontage landscaping, including trees in front gardens.

Public Open Space

The Landscape Strategy Masterplan provides the open space broadly in accordance the Parameters Plan submitted at Outline application stage. This equates to 4,875sqm of shared recreational open space and 6,500sqm of shared children's play space which is a total of around 11,375sqm of open space

A key feature of the POS proposals is the linear park, which runs north/south through the site, along the course of Basford Brook. The park provides significant recreational and amenity value and is conveniently accessible via Public Rights of Way and internal footpath network

The Leisure Officer stated that for a development of this size, a NEAP play facility would ordinarily be required, however in this case the hard-surfaced area included as a fundamental component of a 'traditional' NEAP is not considered to be in keeping with the green infrastructure of the site. A LEAP is proposed for the scheme and sited within POS to the west of Croatia, together with naturalistic play features within the northern area of the development, a trim trail and community orchard within the southern-most POS.

It is therefore considered that an acceptable range of play spaces and variety of recreational opportunities will be provided across the development

However, further details are required for the design and specification of the playspaces and the timescales for their provision. It is advised that the play facility (LEAP) should be to Fields in Trust standards, enjoy a predominately flat area, catering for all age ranges and embrace the Equality Act being highly inclusive and accessible for all. The play facility can be "mill themed" but blending with the play elements through the green spine.

The Leisure Officer advises that footpaths in an around the open spaces should be permeable resin bound gravel giving good accessibility whilst giving a natural feel. Details for the surfacing and lighting of footpaths within the site are required to be approved under condition 24 of the outline approval.

The Leisure Officer also considers that information/interpretation boards should be provided along with potential for an art trail focussing the ecology of this site. Any trees which need to be felled as part of the development which are suitable for sculpting should be recycled on site.

Concerns have been raised as regards the southern site construction compound occupying the site of the LEAP and wider POS. Given that this can lead to long term problems with compaction and damage to soil structure, resulting in long term drainage issues and difficulty establishing trees and other vegetation. In addition to this there are peat deposits to the west of Croatia Mill that maybe affected. However, the applicant has confirmed that the submitted Construction Environmental Management Plan (CEMP) is being reviewed and the Compound will be relocated to avoid these potential issues. Although, the details of the CEMP are required to be approved under Condition 42 of the outline approval and form no part of this application.

Amenity

There are no residential properties close to the site. Consequently, the siting and design of the development will have no adverse on the residential amenities of existing dwellings.

In consideration of amenity for future occupiers of the proposed development, the layout adheres to, or closely adheres with, the recommended separation standards within CEC Design Guide to ensure the future occupiers of the proposed development are not detrimentally impacted in terms of loss of light, or privacy, or an overbearing impact from each other.

Although some of the proposed gardens are a little small in size, notwithstanding this, it is deemed that they are sufficient in order for the future occupiers to enjoy normal activities e.g. sitting out, hanging washing, BBQs etc. Furthermore, large areas of shared public green space are provided within the development.

Environmental issues associated with this development in terms of noise, air quality and contaminated land were considered as part of the outline application and a number of planning conditions are attached to the outline consent to safeguard residential amenity.

The site lies to the north of the A500 and just to the west of David Whitby Way. the West Coast Main Line is located to the west and elevated section passes to the north of site. A Noise Impact Assessment (NIA) is submitted in support of these proposal in accordance with Condition 34 of the outline approval.

The Council's Environmental officer has advised that the noise impact from road and rail traffic and commercial activity on the proposed development 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

An agreed methodology for the assessment of the noise source

This NIA recommends a noise mitigation scheme to ensure that future occupants of the properties are not adversely affected by noise. This includes the use of windows of standard well-fitted thermal double glazing, specialist acoustic vents to be fitted instead of standard window frame slot vents for several plots facing towards David Whitby Way and the provision of acoustic boundary fencing (2m) to several identified plots within the southern part of the site

The Council's Environmental Protection Officer has advised that the mitigation measures recommended by the NIA are acceptable in safeguarding the amenities of future residents of the development.

In addition, the layout has ensured that proposed dwellings are well set back behind buffer planting along the central spine road, which will serve as the main access to the adjoining employment land to the west in the future. Extensive landscape buffer areas will also be provided alongside the western site boundary ensuring that appropriate stand-off distances are secured between new housing and the future employment site.

Public Rights of Way

The proposed development will affect/obstruct Basford FP2 and Weston FP17 and is adjacent to Basford FP1. The proposal shows parts of Basford FP2 and Weston FP17 running alongside the loop road of the southern part of the development. The Public Rights of Way Officer considers that in accordance with DEFRA guidance that, *"any alternative alignment [of a Public Right of Way] should avoid the use of estate roads for the purpose wherever possible and preference should be given to the use of made-up estate paths through landscaped or open space areas away from vehicular traffic"*

The realigned routes of public footpaths within the site (FP2 and FP17) mainly pass through greenspace, other than a relatively short length of FP2 which runs alongside the footway on the southern side of the loop road where it needs to utilise the proposed road crossing over Basford Brook. This footpath becomes FP17 and the eastern side of the brook and provides a new link to Crotia Mill and connections onto Mill Lane.

The proposed realigned routes of FP2 and FP17 would be required to be formally diverted.

Network Rail considers that Basford FP1 will have greater use due to proposed development and will have an unacceptable impact on risk on Basford Wood Level Crossing and as a result object to the application. It is requested that a Grampian condition is imposed requiring the PROW (Basford FP1) over Basford Wood Level Crossing to be permanently stopped up, the closure of the level crossing and any necessary diversionary route being completed prior to the new dwellings being occupied.

However, in this case, it is not considered reasonable to impose such a planning condition to require the developer to facilitate the formal closure of FP1 where it crosses the railway line, particularly given it is well outside of the application site. Furthermore, this issue should have been addressed at the outline application stage. It is noted that notwithstanding the illustrative masterplan accompanying the outline proposals (15/1537N) clearly showing links onto FP1 from the residential scheme, Network Rail did not object to the development or raise these concerns at this time. In these circumstances, it is therefore considered appropriate for Network Rail to address the closure of this section of FP1 under its own statutory powers.

Flood Risk/Drainage

Drainage and flood risk issues were addressed at the outline stage. It was considered that the Flood Risk assessment was acceptable and surface water would be dealt with by appropriate SUDs techniques. The proposed drainage strategy includes such SUDs features including attenuation storage in swales and basin/ponds, with discharge to the Basford Brook.

The Council's Flood Risk Manager has raised no objections in principle to the Reserved Matters Application and proposed Drainage Strategy. Although detailed issues are required to be addressed in respect of the design of elements of the drainage system, these matters are controlled by Conditions 11 and 12 imposed on the outline approval. Drainage details are being considered by the Council under a discharge of conditions application.

United Utilities raised no objections on the outline application and again have raised no issues in relation to the current application. Other than the concerns raised by the EA's Ecologist which are addressed above, the Environmental Agency have raised no objections to the development subject to compliance with the conditions of the outline approval including Condition 10 requiring the development to be undertaken in accordance with the approved Flood Risk Assessment.

Proposed infrastructure works and structures over or within 8m of Basford Brook would be subject to Environmental Permitting (England and Wales) Regulations 2016, and a permit may therefore be required from the Environment Agency.

The application proposals are therefore deemed to adhere with Policy SE13 of the CELPS.

CONCLUSIONS

The application site lies within the Basford East Strategic Site which is allocated under CELPS policy LPS 2. It is considered that the proposals meet the requirements of policy LPS 2 as they relate to this site.

The principle for the erection of 325 dwellings on this site with access from David Whitby Way has already been permitted under application 15/1537N. This application considers the Approval of Reserved Matters, including layout, scale and appearance, landscaping and also details of access.

Amendments to the design and layout of the proposals have been secured during the course of the application. Further clarification is awaited on some detailed design and layout issues, particularly in respect of the relationship of the scheme with the non-designated heritage assets at Crotia Mill.

Both this development and the proposed Crotia Mill scheme (subject to current hybrid application 19/3649N) need greater integration in character terms. This is however reliant on addressing the 2 schemes cohesively in this part of the site. In addition, the east west pedestrian link needs to be successfully integrated and recognises the value in opening up the Crotia Mill site. It is recommended that a condition be imposed enabling the layout and design of the south-eastern part of the Taylor Wimpey scheme to be revisited in conjunction with the assessment of future proposals at Crotia Mill.

Strong green infrastructure around the perimeter of the site is retained and enhanced, and significant areas of green amenity space provided within the development including the Linear Park alongside Basford Brook. The provision of play and amenity open space accord with the requirements of the S106 agreement and the parameters plan of the outline approval,

The impact on the wider highway network arising from the development of this site was addressed with during the consideration of the outline application. The internal road network meets relevant highways design standards and adequate car parking is provided in accordance with parking standards identified in the CELPS.

Issues relating to amenity, flooding and drainage, and public rights of way have been addressed and are subject to conditions where necessary.

Additional information is awaited to address ecological issues particularly in respect to safeguard habitat and protected species in Basford Brook. An update of the position will be provided.

Air quality and contaminated land matters were addressed at the outline stage, and the current reserved matters application raised no further points of concern on these matters.

The application is therefore recommended for APPROVAL, subject to the receipt of further consultation responses and evidence that the development is eligible to join Natural England's District level Licencing Scheme.

RECOMMENDATION

Delegate to the Head of Development Management in consultation with the Chair of Strategic Planning Broad (or in their absence the Vice Chair) to APPROVE subject to receipt of evidence that the development is eligible to join Natural England's District level Licencing Scheme and the following Conditions:

1. In accordance with outline permission
2. In accordance with approved plans
3. Further details to be submitted and approved of the design and layout the south- eastern part of the scheme adjoining Crotia Mill
4. Submission/approval of facing and roofing materials
5. Details of hard surfacing treatments
6. Implementation of landscaping
7. Tree Protection Scheme and Arboricultural Method Statement
8. Management of veteran trees
9. Noise mitigation – Implementation
10. Design detail, specification and implementation of play areas/features
11. Cycle storage details – Apartments
12. Provision of public art/interpretation
13. Inclusion of pedestrian crossing points on the main east-west spine and southern avenue
14. Submission of working design/details for SuDS basins and rain gardens
15. Details of lighting and street furniture to be submitted
16. 25-year landscape management period
17. 10 years maintenance/retention of roadside trees
18. Remediation of Unexpected Contamination
19. Importation of soils

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

