

# Strategic Planning Board

## Updates

---

**Date:** Wednesday, 11th July, 2012  
**Time:** 10.30 am  
**Venue:** The Capesthorne Room - Town Hall, Macclesfield SK10 1EA

---

The information on the following pages was received following publication of the committee agenda.

**Update Reports** (Pages 1 - 10)

---

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

---

This page is intentionally left blank

Application No: 12/1959N

Location: LAND NORTH OF A500 OFF CREWE ROAD BASFORD WEST DEVELOPMENT SITE, CREWE, CHESHIRE

Proposal: Outline Planning Application for the Erection of a Building to use within Use Class B8 (Storage and Distribution) / B2 (General Industrial and B1 (Light Industrial/Office) with Ancillary Offices, Construction of Access Roads, Ecological Mitigation Works and Associated Structural Landscaping and Car Parking

Applicant: GOODMAN

Expiry Date: 16-Aug-2012

### **UPDATE 11<sup>th</sup> July 2012**

### **ADDITIONAL CONSULTATION RESPONSES**

#### **Shavington-cum-Gresty Parish Council**

The Parish Council has considered the above planning application and has responded as follows:

1. Since a significant period of time has elapsed since the proposals for this site were first discussed the Parish Council would ask for confirmation that the height of this proposed building is no greater than originally envisaged.
2. There is no current traffic assessment in place which takes into account the recent application for the loss of the rail link originally envisaged for the site.
3. The Crewe Green Link road is required to be in place prior to any works beginning on the construction of the proposed building. This is considered to be essential.
4. Appropriate road traffic measures are essential to ensure that once such a development and the associated road links are completed, all HGV's are diverted onto the A500 and not allowed to travel through the Village.
5. If Cheshire East Council has not already done so, the Parish Council would strongly urge that the Basford East & Basford West Action Group (BEBWAG) be also consulted on this proposal.

#### **Weston and Basford Parish Council**

1. No objection to the principle of this outline application, which is generally in accord with the master plan for Basford West.

2. Notwithstanding this, the application site, albeit on the north side of the A500 Shavington bypass, impacts upon the established Basford community immediately to the south, in potential visual, noise and nuisance terms.
3. The Parish Council requests that the following provisos are attached to any planning permission:
  - a. A restriction is placed on the height of any buildings to ensure that the development does not visually over dominate the surrounding area, particularly when viewed from Larch Ave, and Weston Lane Basford.
  - b. Sound attenuation measures and restricted hours of operation are included along with measures to reduce light pollution to ensure the protection of the amenities of the residents of Basford.
  - c. Heavy mature landscaping (including evergreen species) along with earth modeling is provided along the southern and eastern boundaries of the site and that this is introduced prior to the commencement of any development. This is to lessen the impact of the proposal both before and after construction.
  - d. Any planning permission should be conditional upon a 'Transport Statement' being provided in respect of the reserved matters to ensure that the capacity of the site and surrounding highway network can satisfactorily cope with the development.

### **OTHER REPRESENTATIONS**

2 objections have been received making the following comments:

- There has been a decrease in wildlife on the site and in the surrounding area over the last 2 years
- Workmen have been on site creating noise at weekends
- There are protected species on site
- Why large warehouses which are eyesores and provide few jobs are are prized more highly than a thriving wildlife?
- Tunnels were provided under the A500 for wildlife to access the site. People are concerned that this has been interfered with.
- When the bypass was built a 50 yard belt of wooded area was to be planted to the north of the bypass, immediately adjacent to the road just before the railway bridge. This has not happened
- Mature trees have been chopped down
- The development will never happen
- There is no ecological mitigation
- The developer has destroyed the land and habitats
- Ancient hedgerows have been grubbed up

- The public footpath has been wrecked.
- No attempt has been made to work with the landscape and retain key elements
- The planning authority should enforce the legal obligations relating to protected species and repair the wilful damage that has taken place even if it means suspending development for 20 years.

The second paragraph on page 26 makes reference to internal landscape comments being outstanding. These have been received and he is happy with the scheme at outline stage and landscape details could be secured as part of the reserved matters.

### **OFFICER COMMENT**

#### **Building Heights**

The conditions as set out in the report will ensure that building heights are no greater than previously approved for this part of the development site.

#### **Rail Link**

The Parish Council have commented that there is no current traffic assessment in place which takes into account the recent application for the loss of the rail link originally envisaged for the site.

The outline planning permission and Section 106 Agreement for the main part of the site included a requirement to provide a rail link into the development. If Members are minded to approve this application, the same requirement will be carried over on to this permission.

Members may be aware, that a separate application for variation of conditions / Section 106 agreement to remove the rail link, and increase the financial contribution to off-site highways works according (application 12/1157N refers) is currently under consideration and will be brought to Strategic Planning Board at a future meeting. However, it is not relevant to the consideration of this application, as at present the rail link requirements remain in place and will also be applied to this application.

#### **Transport Statement / Link Road and Traffic Measures**

As stated in the main report the current proposals seek to increase the total developable area. When combined with the approved site, they will not increase the overall gross floor area of B1, B2 and B8 uses above the thresholds agreed as part of the outline planning permission for the main part of the site. Planning conditions can be attached to ensure that this remains the case. Consequently, this application will not result in any additional traffic generation from the site. As a result, the mitigation measures, will remain sufficient to mitigate the traffic impacts of this application as well.

#### **Consultation with Basford East & Basford West Action Group (BEBWAG)**

BEBWAG are not a statutory consultee in the planning process and therefore Cheshire East Council is under no obligation to consult directly with the group. The application has been advertised through direct neighbour notification, press notices, site notices and on the Council's website and any group is entitled to make representations which would be taken into account in the consideration of the application.

### **Landscaping**

Local residents have expressed concerns that a landscaping belt to the north of the A500 has not been provided. The submitted plans show the construction of a landscaped bund in this location. Therefore, this will be provided as part of the development proposals

### **Sound attenuation**

Weston and Basford Parish Council have requested that sound attenuation measures and restricted hours of operation are included along with measures to reduce light pollution to protect of the amenity of the residents.

Dwellings Weston and Basford are not considered to be physically close enough to be significantly affected by noise from the site, particularly since they lie to the south of A500 which has the potential to be a busy road. Larch Avenue, Weston is some 240m south of A500 at the closest point. Whilst additional traffic from the development may increase noise on A500, this is not a reason to refuse the application since noise from this road will have been considered in the application for the highway.

Furthermore, the site is screened from these properties to the south to a large extent by the existing A500 embankment, which would be supplemented with further bunding and planting. The service yards, which would be the noisiest part of the operation and where external lighting is likely to the building, are shown on the indicative layout to the east side, adjacent to the railway yards, where there is already background noise from railway operations. The buildings themselves would provide further screening.

Since background noise varies considerably across the site as a whole, it is recommended that a condition be included on any consent to ensure that noise is considered further for each unit, when the reserved matters application is submitted and the exact layout is known. Specific hours can be determined in the reserved matters approvals, when the requirements of the end user are known.

### **Ecology**

Residents are concerned about the impact of the proposed development on wildlife on the site. As stated in the main report, the necessary ecological surveys have been submitted with the application and the Council's ecologist is satisfied with their conclusions and that the proposed mitigation measures will be sufficient to off-set any adverse impacts.

Residents have also expressed concerns about works that have taken place on site to date. These are all wildlife mitigation and habitat creation works which have taken place in order to translocate protected species from the main part of the development site into the specially created mitigation areas around the perimeter, particularly to the west of the site, behind the properties fronting on to Crewe Road. These works have taken place in accordance with mitigation schemes submitted pursuant to conditions attached to the existing approval for the main part of the site, and have been approved by the Council's Ecologist.

## **RECOMMENDATION**

**As per main report**

**Strategic Planning Board Update 11<sup>th</sup> July 2012**

Application number: 12/2074N

Location: Land on Nantwich Road, Calveley (12/2074N)

Application: Reserved Matters Application (landscaping only) following Outline Approval of 11/3089N.

**UPDATE:**

Representations

Two additional consultation responses received from the Councils Landscape Officer and Ecologist, raising the following points:

- The newt pond sections are fine. The Beech hedge replaced with a mixed native species is welcomed on both plans. The tree species issues raised previously have not been addressed on plan 4164.01C;
- In accordance with the previously granted outline permission, the application includes proposals for the creation of a wildlife pond and a small area of habitat creation. These proposals are welcomed.
- The applicant is still proposing a Beech, rather than diverse native species hedgerow on the frontage of the site. No details of the proposed hibernacula have been provided – for guidance these should be created in accordance with Natural England's guidelines.

**Canal and River Trust:** No objection

**OFFICER COMMENTS:**

The representations received from the Councils Landscape Officer and Ecologist are noted. The recommendation for approval still stands subject to an additional condition requesting a revised plan substituting the tree/plant species, which will be agreed in writing by the Local Planning Authority.



**STRATEGIC PLANNING BOARD UPDATE 11<sup>th</sup> JULY 2012**

**APPLICATION NO:** 12/1732N

**PROPOSAL:** Development of 165 houses, access, landscaping, public open space and parking (resubmission of 11/3171N)

**ADDRESS:** Land at Gresty Green Road & Crewe Road, Gresty, Crewe

**APPLICANT:** Bloor Homes North West

**Additional Representations**

Two additional letters of objection have been received. These do not raise any additional issues to those which have been listed within the main report.

An objection has been received from Edward Timpson MP raising the following points;

- Planning Application 12/1732N is the third application to be submitted for the erection of dwellings in this area in the last year. I objected, on behalf of my constituents to both the previous applications; 11/2212N which was passed and 11/3171N, which I was pleased to see was turned down by the Strategic Planning Board. I understand that Bloor Homes has essentially re-submitted 11/3171N, but has simply “fleshed out” their proposals.
- I wish to remind you of the hundreds of objections to these previous applications and point out that it would appear that the new application is essentially a rehash of one that has already not met the standards required by Cheshire East Council and our residents.
- I strongly support both the citizens and businesses that live and operate in the Shavington area and I would be grateful if you would ensure my objections to this application are taken into account at the determination stage.

An objection has been received from Morning Foods which includes a Noise Report and a Highways and Transport Report and raises the following points:

- The proposed development would be sited in the middle of an industrial area and would be surrounded by Morning Foods, the railway and Basford West
- There is severe congestion on Crewe Road during peak hours
- The proposed housing will increase traffic congestion
- Morning Foods is currently in discussion with Basford West and any traffic between the two sites would impact upon residents
- The site should be left as mitigation

- There are existing extant permissions on the Gresty Road site and Morning Foods is looking to expand the existing site
- The noise generating activities are orientated along the southern boundary towards the application site
- The noise assessment carried out by the applicant does not take into account work that has been approved under applications P06/0777 and P06/1325. Furthermore, the grain intake was only operating at 64% of normal capacity.
- At the Local Plan Inquiry, the Inspector considered that noise was an important consideration counting against the development of the site.
- In the past few years, Morning Foods has suffered severe difficulties with electricity supply outages. This development would lead to an increased demand for electricity supply
- Morning Foods have commissioned their own noise assessment and this concludes that:
- The residents of the proposed dwellings will complain about low frequency tonal noise from the factory fans. The methods to mitigate the noise would have no effect whatsoever on the tonal sound as the fans are well above the proposed barrier
- If planning permission is granted it is probable that Morning Foods would be put to considerable expense to resolve noise complaints from future residents
- The site falls into Category C of PPG24 which means that planning permission should not be granted. It may be possible to reduce noise from the rail activities, but the control measures would have no effect on the tonal noise from factory fans.
- The latest application does not address the reasons for refusal raised as part of the last application.
- The site is poorly located and will provide an inadequate standard of living due to its placement near large scale industry
- The acoustic report fails to address the specific issues relating to tonal noise generated by crucial processing equipment at the factory. The bund would reduce train noise but would mean that the tonal fan noise would be more noticeable and likely to cause complaints due to lower level noise from train activity.
- The proposed development would be contrary to the NPPF
- There is no planning justification to place new dwellings where the residents will be subject to noise nuisance just because existing residents may suffer a similar nuisance
- Additional housing in this location will add a further burden to the already struggling road network
- The proposed modifications to the Nantwich Road and South Street junction will not alleviate traffic congestion.
- The contribution of £495,000 would not secure the junction improvements alone.
- The site access joins Crewe road at the inner radius of a gentle bend and there is dangerous visibility at the site access point
- The sustainable transport links of the site are brought into question and Crewe Road is dangerous to cyclists and pedestrians as footpaths are narrow, poorly lit and not suitable for pedestrians

### **Additional Information**

The applicant has provided a formal response to the Highways and Transport Report produced by Morning Foods and this concludes that;

- The site is accessible by sustainable modes of travel
- There is an established network of footway facilities located within the vicinity of the site
- There is a bus services operating within close proximity of the site which provides frequent connections to a range of local destinations
- A Travel Plan will be provided for each proposed land use in which will seek to discourage travel by the private car in favour of sustainable modes of travel
- It has been demonstrated that the proposed site access junction off Crewe Road can more than adequately cater for the proposed development traffic

- The proposals will have a minimal impact on the surrounding highway network with a negligible impact with regards to vehicular queues
- It has also been demonstrated that the other potential residential scheme off Gresty Lane will not prejudice any other potential residential schemes in the area

### **Additional Consultation Responses**

**Environmental Health:** The reported submitted by Morning Foods is the same report which was submitted with the last application with the addition of an additional paragraph relating to the NPPF. As a result the original comments made still apply and the subsequent recommendation and suggested conditions remain the same.

**Highways:** The highway impact of the development at South Street/Nantwich Road junction is a major concern and therefore it was important the works were fully funded and the contribution will allow the junction work to be implemented.

The pedestrian walking and cycle distances from the site to local services are within national recommended distance guidelines and whilst some of the existing footway infrastructure has been in place a number of years and do not meet current guidelines they are in place.

It is expected that the main pedestrian route to the town centre will not be via Crewe Road but by the Gresty Green Road route under the bridge that will be improved as part of the Basford West approval also funding was secured from the site adjacent to Gresty Green Road to improve the sustainable links such as this route.

The NPPF states that development should only be refused on transport grounds where the residual cumulative impacts are severe and in this application the severe impacts are at the junction of South Street/Nantwich Road. Although, the sustainability of the site is not good, the site can be accessed by sustainable modes and is not considered as deleterious as to be classed as severe.

### **Officer comments**

Following the receipt of the objection from Morning Foods with the noise report and transport report additional consultation responses have been obtained from Environmental Health Officer and the Highways Officer. Both have considered the additional information and stated that the additional information does not affect their original conclusions.

As a final point, the letter of objection from Morning Foods raises issues in relation to the proximity of the development to industrial uses and that this would not be an acceptable relationship. This is not accepted, as the NPPF identifies that two of the 12 core principles are that planning should '*promote mixed use developments*' and '*proactively drive and support*

*sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs’.*

There is further backing at paragraph 37 which states that *‘Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities’.*

As a result of the above the recommendation for this application is unchanged from that contained within the main report.