

Application No: 12/4115N

Location: FIELDS BETWEEN THE A5020 WESTON ROAD AND THE A500, WITH AN ADDITIONAL AREA TO THE SOUTH OF THE A500 OFF WESTON LANE, CREWE

Proposal: Dual carriageway road, known as the Crewe Green Link Road (South) linking the A500 with the A5020 and associated works.

Applicant: Cheshire East Council

Expiry Date: 19-Feb-2013

### **UPDATE 5<sup>th</sup> December September 2012**

#### **Additional Consultation Responses**

**Health and Safety Executive:** As explained in HSE's letter of 7 October 2011, which provided advice in respect of planning application 11/1982N, the pipeline in this area has been strengthened using thick-walled pipe, which reduced the HSE consultation distance and zones which apply to the pipeline in the vicinity of the proposed development. Nevertheless, when a proposed road development crosses a major accident hazard pipeline, PADHI+, the HSE's land use planning methodology, will automatically advise against the granting of planning permission, despite any additional protection which may have been provided and which may have reduced the extent of the zones.

However, after careful consideration of the risk reduction measures that have been applied to this pipeline in the vicinity of the site of the proposed dual carriageway, HSE does not advise against the granting of planning permission in this specific case.

**Environment Agency:** No objection in principle but request that the following conditions are attached:

- The development permitted shall only be carried out in accordance with the approved FRA
- The development shall not be commenced until a scheme for compensatory flood drainage scheme has been submitted to the LPA for approval.
- A surface water regulation scheme shall be submitted to the LPA for approval in writing
- A detailed design for the provision of flood defence structures shall be submitted to the LPA
- No development shall take place until a scheme for the provision and management of a 8 metres metre wide undeveloped buffer zone around the main rivers and a 5 metres wide undeveloped buffer zone around none main water courses and ponds shall be submitted to and agreed in writing by the local planning authority.

- Prior to the commencement of development, details of all bridges proposed on site shall be submitted to and approved in writing by the local planning authority
- No development shall take place until a plan detailing the protection and mitigation of damage to populations of white-clawed crayfish and sand martins and their associated habitat during construction works and once the development is complete
- Prior to commencement of development details of all outfalls proposed on site shall be submitted to and approved in writing by the local planning authority
- No development shall take place until a scheme for the provision and management of compensatory habitat shall be submitted to and approved in writing by the local planning authority
- If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the LPA.

**Crewe Green Parish Council:** The Parish Council would like to support the principle of extending the proposed road as it will relieve traffic on the surrounding road network. However as a consequence, it is understood that this proposal will increase the traffic on the Crewe Green Roundabout by up to 30%. It is therefore requested that if CEC approve this development, sufficient funds should be obtained from the Applicant by way of a Section 106 Agreement for use directly for the improvement of the Crewe Green Roundabout to take account of the consequential increase in traffic and the inevitable further congestion.

### **Additional Representations**

An additional letter of objection has been received from the occupants of The Coach House raising the following points:

- Object to the borrow pit and the use of the access gate on Weston Lane
- Details of the borrow pit are vague
- The Coach House has a legal right of way to use the access gate. Sharing the access with HGV's will impact upon safety including that of children
- The access gate will be difficult to use when it is wet
- Accessibility is difficult and would cause highway safety problems
- Potential impact upon horse riders and pedestrians who may use the lanes
- Concern about the potential damage to services which are located near to the access
- Potential vibration impact caused by construction vehicles due to the proximity to The Coach House
- Loss of outlook caused by the borrow pit
- Excavations may compromise the borrow pit

A further e-mail has been received from the occupants of Dairy House raising the following points:

- Appreciate that the proposed works are meant only to last for an estimated period of 13 days for the excavation and a similar period for the fill material

but there could be uncertainty depending on the source and availability for the fill material and any restoration. The following detail are not clear: are the working days consecutive, details of the backfill, will there be baffle mounds or lighting

- Planning conditions should apply to all aspects of the development
- The working hours should be restricted to 09:00 – 17:00 and this should include the arrival of staff, vehicles and haulage vehicles
- The noise levels should be controlled
- The proposed access its design and position need to be reconsidered
- The source and fill material should be known
- The vehicle park and plant positions should be identified together with any security fencing and lighting

### **Applicant's Supporting Information**

The applicant has now provided a Technical Note for the construction of the borrow pit.

### **Officer Comments**

#### **Flood Risk and Surface Water Quality**

A consultation response has now been received from the Environment Agency in relation to the issues of flood risk and surface water quality. The EA has raised no objection to the development subject to the imposition of a number of planning conditions. As a result the development is considered to be acceptable in terms of its flood risk and surface water quality issues.

#### **Impact upon the Hazardous Installation**

The HSE have considered the application and have raised no objection to the proposal. As a result the impact upon the pipeline is considered to be acceptable.

### **Highways**

Crewe Green Parish Council has requested that S106 contributions are secured to assist with the upgrade of Crewe Green Roundabout. This is not possible as Cheshire East Council is the applicant and is not able to enter into a S106 Agreement with itself.

### **Borrow Pit**

Further information has been provided in relation to the borrow pit and it has raised the following points:

- The potential requirement of the borrow pit is related to the phasing of the earthworks of the scheme and the sequence in which material becomes available rather than the deficit in the amount of material arising from the works.
- The borrow pit will be back filled at the end of the works

- The highway design will require a bulk volume of approximately 25,800cu.m of acceptable highways structural earthworks material. The highway design alone would result in the excavation of 10,000cu.m from cuttings for the highway resulting in an initial shortfall. In addition the majority of the cutting volume will not become available until the area of land under the Crewe-Derby railway is excavated which will be late in the construction works.
- The flood compensation area is expected to result in 25,500cu.m of material being won. This will compensate for the additional shortfall.
- The proposed borrow pit is located on land owned by the Co-Op and has been chosen for the following reasons:
  - The location is close to the scheme site, minimizing haul distance and the number of receptors.
  - The location is in the ownership of the Co-Op a major stakeholder in the scheme but is not allocated for development and therefore result in made ground which would serialise otherwise useable land.
  - The field in question will already be subject to disruption as it is adjacent to an ecological mitigation area
- The haul route is yet to be finalized but the optimal and preferred route would be via Mill lane over the A500. The route passes over an existing side road over bridge above the A500 which has not been assessed for capacity. However it is assumed that the structure has been designed to accommodate standard highway loading in which case the route would be suitable for use by smaller articulated haulers.
- The assumed volume of the material required would be approximately 17,500cu.m. Assuming the use of four 38-tonne haulers there would be a peak of 12 two-way vehicle trips per hour over the eight-hour working day. The frequency of trips would require a approximately 13 days to complete the excavation of the tip and a similar amount of time to back-fill at the end of the works.
- A number of alternative haul routes are available using local roads and avoiding the Mill Lane over bridge. These routes would be considerably longer and would result in greater impacts arising from construction traffic.

The highways officer has no objection to the borrow pit, the access point and the use of the proposed access route.

In terms of the amenity the proposed borrow pit would only be in use for a limited time period (two 13 day periods). The Environmental Health Officer has no objection to the development subject to the imposition of a condition in relation to a method statement.

## **RECOMMENDATION**

**Approve subject to the following conditions:**

- 1. Standard time 3 years**
- 2. Development to proceed in accordance with the approved plans**
- 3. Details of the diversion of PROW Basford FP1**
- 4. No development shall take place within the area indicated until the applicant, or their agents or successors in title, has secured the implementation of a**

programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority. The work shall be carried out strictly in accordance with the approved scheme.

5. Prior to the commencement of development a detailed tree felling/pruning specification shall be submitted to the LPA for approval in writing
6. Prior to the commencement of development a detailed Arboricultural Method Statement shall be submitted and approved by the LPA
7. Prior to the commencement of development a detailed Tree Protection Scheme shall be submitted and approved by the LPA
8. Prior to the commencement of development a detailed Landscaping Scheme (including native species only) shall be submitted and approved by the LPA
9. Implementation of the approved landscaping scheme
10. Prior to any development commencing a scheme stating the hours of construction shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented in accordance with the approved details.
11. Prior to any such works taking place a scheme detailing method, timing and duration of any pile driving, bridge foundation and borrow pit operations connected with the construction of the development shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented in accordance with the approved details. The details should include provisions for mitigation and liaison with residences that may be affected by noise or vibration.
12. Prior to the development commencing:
  - (a) An investigation and Risk Assessment shall be carried out to assess the potential risks from land contamination as defined in the supplied geo-environmental risk assessment.
  - (b) If such investigation and Risk Assessment identifies that remedial/protective measures are required, then a remedial/protection scheme shall be submitted to, and approved by, the Local Planning Authority (LPA) and shall be implemented.
  - (c) If remedial/protective measures are required, a Site Completion Statement detailing the remedial/protective measures incorporated shall be submitted to, and approved in writing by, the LPA in full prior to use of the development.
13. The duct mitigation measures outlined in the updated Air Quality section of the Environmental Impact Statement (Chapter 8) shall be implemented, monitored and enforced throughout the construction phase of the development.
14. Prior to undertaking any works between 1<sup>st</sup> March and 31<sup>st</sup> August in any year, a detailed survey is required to check for nesting birds
15. Submission of revised protected species mitigation method statements including detailed plans showing Badger fencing, Badger tunnels and barn owl boxes.
16. Submission of environment management plan for the construction phase of the development
17. Submission of ecological monitoring and reporting schedule.
18. Submission of a 10 year Habitat Management Plan

19. Details of all external lighting to be submitted and agreed in writing with the LPA
20. The development permitted shall only be carried out in accordance with the approved FRA
21. The development shall not be commenced until a scheme for compensatory flood drainage scheme has been submitted to the LPA for approval.
22. A surface water regulation scheme shall be submitted to the LPA for approval in writing
23. A detailed design for the provision of flood defence structures shall be submitted to the LPA
24. No development shall take place until a scheme for the provision and management of a 8 metres metre wide undeveloped buffer zone around the main rivers and a 5 metres wide undeveloped buffer zone around none main water courses and ponds shall be submitted to and agreed in writing by the local planning authority.
25. Prior to the commencement of development, details of all bridges proposed on site shall be submitted to and approved in writing by the local planning authority
26. No development shall take place until a plan detailing the protection and mitigation of damage to populations of white-clawed crayfish and sand martins and their associated habitat during construction works and once the development is complete
27. Prior to commencement of development details of all outfalls proposed on site shall be submitted to and approved in writing by the local planning authority
28. No development shall take place until a scheme for the provision and management of compensatory habitat shall be submitted to and approved in writing by the local planning authority
29. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the LPA.

In the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Head of Development Management and Building Control has delegated authority to do so in consultation with the Chairman of the Strategic Planning Board, provided that the changes do not exceed the substantive nature of the Committee's decision.