

Application No: 14/4025N

Location: Phase 1 Basford East Land Between The A500 And, WESTON ROAD, CREWE

Proposal: Outline application for the erection of upto 490 residential dwellings and a primary school - 2000m² (D1) a pumping station, substation, recreational open space, ecological mitigation area, internal access routes, ground modeling and drainage works, parking provision, footpaths, cycle routes, landscaping and associated works including details of access at the Basford East site Crewe

Applicant: Mr Matthew Stafford The Co-operative Group

Expiry Date: 29-Nov-2014

SUMMARY:

The proposed development would be contrary to Policy E3 of the Crewe and Nantwich Adopted Local Plan 2011. However, as Cheshire East cannot demonstrate a 5 year supply of deliverable housing sites and the presumption in favour of sustainable development applies at paragraph 14 of the Framework where it states that LPA's should grant permission unless any adverse impact of doing so would significantly and demonstrably outweigh the benefits from it, when assessed against the Framework as a whole; or specific policies in the Framework indicate development should be restricted.

In addition, the development would deliver a number of the objectives of the emerging Local Plan Policy CS1, by way of 490 houses, a primary school and significant infrastructure improvements/contributions. This scheme is considered to represent the first phase of the Basford East allocation, and the other elements contained within the emerging policy should be delivered in the application for the second phase.

The proposal would satisfy the economic and social sustainability roles by providing for much needed housing adjoining an existing settlement where there is existing infrastructure and amenities. A viability assessment has been carried out to ensure that the proposal can deliver 15% affordable housing, contributions to education and highways contributions/improvements. In addition, the scheme would also provide appropriate levels of public open space both for existing and future residents, as well as a MUGA and NEAP.

The development would have a neutral impact upon education, protected species/ecology, drainage, highways, trees, residential amenity, noise, air quality and contaminated land. Landscaping could be secured at the reserved matters stage.

Subject to conditions, the proposal is considered to be acceptable in terms of its impact upon highway safety, amenity, flood risk, drainage, landscape and ecology.

The scheme represents a sustainable form of development and that the planning balance weighs in favour of supporting the development subject to a legal agreement and conditions.

RECOMMENDATION:

Approve subject to the completion of a Section 106 Agreement

PROPOSAL

This is an outline application for the erection of up to 490 dwellings, a Primary School (2,000m² D1), a pumping station, a substation, recreational open space, ecological mitigation areas, landscape ground modelling and drainage works, footpaths and cycle routes. All matters are reserved for consideration at a later date. The application is supported by a voluntary Environmental Impact Assessment (EIA).

The application proposals have been submitted as the first phase of development on the eastern part of the site known as Basford East. Subsequent planning application(s) for the wider site will be made in due course and are likely to include residential, employment (B1 and B2 uses), retail, medical facilities, a public house / restaurant and community uses along with environmental and landscaping features. This is the first application for a phased implementation of comprehensive scheme to deliver Basford East.

This is an outline application with **all** matters reserved for future consideration. All other matters regarding detailed design, such as appearance, layout, scale and landscaping are reserved for consideration at a later date. However an indicative plans has been submitted with the application which illustrates how a residential led scheme with pub/restaurant and primary school could be brought forward. The plan includes ecological mitigation areas and access links to a bridge over the Crewe Green Link Road.

Access is proposed from a central roundabout off the Crewe Green Link Road South.

SITE DESCRIPTION

The site is located approximately 2 miles to the south east of Crewe Town Centre where a range of high street shops, services and facilities are located. The site falls within the Parishes of Basford and Weston and covers an area of approximately 28.4 hectares and is located to the east section of the Basford East allocation. The site is currently used for agricultural purposes.

The urban edge of the village of Weston is some 300 metres to the south of the site (via Mill Lane) providing local services including a village store, post office and public house.

The site has excellent access to the strategic highway network. The A500 provides links between Nantwich in the west and the M6 Motorway Junction 16 and Stoke to the east. To the north of the site, the A532 Weston Road provides direct access into Crewe Town Centre whilst the A5020 University Way provides access to Sandbach and Junction 17 of the M6 Motorway.

The southern boundary of the site comprises of the A500 Hough-Shavington by-pass with open countryside and smaller settlements beyond. To the north of the Trent/Nottingham railway line lies Weston Road which is lined by retail and commercial units and warehousing to the north west and greenfield land to the north east. To the west of the Crewe/Stafford/Chester railway line is the Basford West site.

To the west of the application site, within the wider Basford East allocation lies the Crewe Green Link Road (granted planning permission January 2013) and Phase 2 of the Basford East site (Site CS1) beyond which lies the Crewe/Stafford/Chester railway, which links to the West Coast main railway line.

To the south of the A500 lies the Weston Conservation Area, which is characterised by low-density residential development, rural and farm buildings in addition to a number of listed buildings. To the east of the site, located between the site boundary and the main road is land owned by the Duchy of Lancaster, which is greenfield land identified within the emerging Local Plan as the South Cheshire Growth Village – SL3 for 800 new homes, a community centre, village square and sports and leisure facilities.

Whilst the Phase 1 Basford East site is currently open agricultural land, it does have the benefit of being allocated within the adopted Local Plan under Policy E.3 as a regional and strategic employment allocation. An outline planning permission for storage and distribution (B8), general industrial (B2) and business (B1) development, was granted on 31 March 1999, however, it is noted that this has not been implemented.

RELEVANT HISTORY

P96/0815 - O/A for employment development classes B1, B2 and B8. Legal Agreement. S.106 – Approved 31-Mar-1999

P98/0371 - Construction of Regional Mail Distribution Centre – Approved 31-Mar-1999

P03/1046 - Erection of Four Storage and Distribution Warehouse (B8) buildings, Construction of Associated Car Parking & Servicing and Landscaping of the Site – Reserved Matters to P96/0815 – Withdrawn 04.04.05

NATIONAL & LOCAL POLICY

National Policy:

The National Planning Policy Framework establishes a presumption in favour of sustainable development.

Of particular relevance are paragraphs 14 and 47.

Development Plan:

The Development Plan for this area is the Borough of Crewe and Nantwich Replacement Local Plan 2011, which allocates the site as an Employment Allocation outside the Settlement Boundary of Crewe and Nantwich.

The relevant Saved Policies are: -

BE.1 – Amenity
BE.2 – Design Standards
BE.3 – Access and Parking
BE.4 – Drainage, Utilities and Resources
BE.5 – Infrastructure
BE.6 – Development on Potentially Contaminated Land
E3 - Employment Allocations at Basford
NE.5 – Nature Conservation and Habitats
NE.9 – Protected Species
NE.17 – Pollution Control
NE.20 – Flood Prevention
RES.7 – Affordable Housing
RES.3 – Housing Densities
RT.3 – Provision of Recreational Open Space and Children’s Playspace in New Housing Developments
TRAN.1 (Public Transport)
TRAN.3 (Pedestrians)
TRAN.5 (Cycling)
TRAN.11 (Non Trunk Roads)

The saved Local Plan policies are consistent with the NPPF and should be given full weight.

Cheshire East Local Plan Strategy – Submission Version (CELP)

The following are considered relevant material considerations as indications of the emerging strategy:

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 9 Energy Efficient Development
SE 12 Pollution, Land Contamination and Land Instability
CO 4 Travel Plans and Transport Assessments
CS 1 Basford East, Crewe
SC 1 Leisure and Recreation
SC 2 Outdoor Sports Facilities
SC 5 Affordable Homes
IN 1 Infrastructure
IN 2 Developer Contributions
PG 1 Overall Development Strategy

PG 2 Settlement Hierarchy
PG5 Open Countryside
EG1 Economic Prosperity

Other Considerations:

Interim Planning Statement: Affordable Housing (Feb 2011)
North West Sustainability Checklist
The EC Habitats Directive 1992
Conservation of Habitats & Species Regulations 2010
Circular 6/2005 - Biodiversity and Geological Conservation - Statutory Obligations and Their Impact within the Planning System

CONSULTATIONS:

Highways:

The Head of Strategic Infrastructure has undertaken significant pre-application discussions with the applicant to arrive at an agreed position for the appropriate assessment of this site and the scope of the strategic highway network which should be assessed.

Policy CS1 of the submission version of the Local Plan recognises that the Basford East allocation will be implemented in a phased manner providing each phase 'complements' and 'contributes to' the delivery of the whole site. From a highways and transport point of view, this application seeks to ensure this by ensuring the high value uses on the site help enable the lower margin employment uses to be delivered through the provision of financial and land contributions to necessary infrastructure. As such the Strategic Highways Manager offers no objection to this application subject to conditions and a legal agreement to secure the appropriate highway improvements and measures to improve sustainability.

Environmental Health:

Recommend conditions/informatives relating to submission of an Environmental Management Plan, construction hours of operation, lighting, noise mitigation, air quality, travel plan, dust control and contaminated land.

Housing:

Notes that the development can only sustain 15% affordable housing, however, accept the viability case put forward and therefore, no objection is put forward. The affordable housing should comprise a balanced mix and that any social rented/affordable rented units should be provided through a registered provider of affordable housing.

Public Rights of Way:

The development has the potential to affect Public Footpaths Basford Nos. 1 and 2 and Weston No. 17 as recorded on the Definitive Map of Public Rights of Way held at this office. The PROW Unit expects that the Planning department will ensure that any planning conditions concerning the right of way are fully complied with.

Environment Agency (EA):

No objection is made with regards to flood risk. The discharge of surface water from the proposed development is to mimic that which discharges from the existing site. The discharge of surface water should, wherever practicable, be by Sustainable Drainage Systems (SUDS).

SUDS, in the form of grassy swales, detention ponds, soakaways, permeable paving etc., can help to remove the harmful contaminants found in surface water and can help to reduce the discharge rate. Conditions are recommended which seek to reduce the risk of flooding in the proposed development for future occupants.

With regards to Ecology it is suggested in the Environmental Statement Part 2, that two new drainage connection points will be installed into Basford Brook. Although the red line boundary does not include the watercourse. Numerous new outfalls are to be constructed on Basford Brook as part of the new road and the EA would object to the proposal of any further outfalls. Basford Brook is a very important watercourse for white-clawed crayfish. White-clawed crayfish are very susceptible to water quality and crayfish of Basford Brook are living in burrows in the river banks and in tree roots (a typical habitat for white-clawed crayfish). Therefore the EA would not accept any further natural bank loss and we will not accept any further possible deterioration of water quality. The proposed development will only be acceptable if a planning condition is included requiring a scheme to be agreed to ensure that the existing ponds within the site are protected. However, if the ponds cannot be retained in their original location then they should be mitigated for at a ratio of 2 for 1 and should be designed, located, constructed and managed in such a way as to positively contribute to the nature conservation value of the site.

With regards to the risks to controlled waters from the current and future condition of the land, the EA consider that planning permission can be granted subject to conditions which requires a remediation strategy and verification report to deal with the risk associated with contamination of the site.

United Utilities:

No objection subject to the site being drained on a separate system with foul draining to the public sewer and surface water draining in the most sustainable way.

Education:

A contribution of £1,568,000 with a level, fully serviced and uncontaminated site provided. Phase 1 of the development will be expected to generate 64 secondary aged pupils. There are sufficient places in the local secondary school to accommodate the pupils generated of this age range.

Public Open Space:

The application needs to ensure that it meets the requirements set out in both Policy CS1 – Basford East, Crewe, of the Local Plan Strategy, along with the requirements of Policy RT3 of the Borough of Crewe and Nantwich Replacement Local Plan 2011.

In particular, in Policy CS1, points 5(v) – Allotments and 5(vi) – open space including sports pitches; Multi Use Games Area; outdoor gym; equipped children’s play space and facilities for teenagers.

The application should therefore include the provision of the following –

- Allotments with 50 plots
- sports pitch; Multi Use Games Area; outdoor gym; equipped children’s play space (this should be a NEAP) and facilities for teenagers.

Network Rail:

Network Rail confirmed that HS2 do not propose to use the land outlined for any station or tracks. Additional comments are provided in order to ensure that the planning process reduces the risk to railway infrastructure due to adjacent developments. The conditions are requested in order to ensure that any works do not impact on the safety, operation, performance and integrity of the operational railway. The developer should be aware that they are not to discharge any water onto the railway, and not to increase any of their flow that in a surcharge situation could lead to an overtopping and flooding of railway land.

Sport England:

Sports England objects as the sports provision is not based on any assessment of need as required by paragraph 17, 70 and 73 of NPPF.

Highways Agency:

No objection.

Crewe Town Council:

Supports the well-established principle of the development of the Basford East site for employment purposes, and accepts the need for enabling development to fund the infrastructure necessary for employment development to take place.

However, the Town Council objects on the grounds that: -

1. It does not provide any certainty or guarantee that the employment development will take place
2. There is insufficient detail to judge whether adequate provision would be made to ensure that there are good pedestrian, cycle, public and private transport links between the site and the Town Centre, without which the regeneration benefits for the town will not be realised.

Weston and Basford Parish Council:

The Parish Council is generally supportive of this outline application, provided it forms part of a comprehensive package to deliver the overall master plan for Basford East, and that this is tied in through an appropriate legal agreement. The Master Plan provides for an easy well defined pedestrian and cycle access to Weston Village along with shared community facilities such as doctors surgery, convenience store and leisure centre etc. The Parish Council request that the following aspects are given close attention and are locked into the proposal either through condition or some other appropriate mechanism.

- Strengthen mature buffer screening along the whole of the eastern boundary of the site and incorporate this into the first phase of the proposal.
- Assurances to be provided that there will be no form of linkage (vehicular, residential or otherwise) into the land which abuts the site to the east, known locally as Area D1.
- The development will provide connections to the proposed South Cheshire Growth Village in the form of green infrastructure to the north of the railway to include pedestrian and cycle links which will constitute a secure and safe route to school.
- The location of the Primary School is broadly acceptable to the Parish Council. However its detailed configuration should enable easy access from Weston Village, the proposed development and the South Cheshire Growth Village as outlined above.
- The primary school should also contain provision for wider community use.

- The proposal should cater for safe and direct pedestrian access to Weston Village via Croatia Mill Lane
- The proposal must include traffic mitigation measures to prevent extraneous traffic from running through the indigenous road system linking the settlements of Weston, Basford, Wychwood and Englesea Brook.

Neither the Master plan nor this phase 1 proposal contains any provision for a Secondary Education facility. Given the scale of housing proposed for Basford East along with the proposed South Cheshire Village, such a provision needs to be factored into the overall Planning requirement for the area as a whole.

REPRESENTATIONS:

Neighbour notification letters were sent to all adjoining occupants and a site notice posted and press advert.

APPRAISAL

Given that the application is submitted in outline, the main issues in the consideration of this application are: -

- The suitability of the site for the proposed mix of uses having regard to matters of principle of development
- Sustainability
- Impact upon nature conservation interests
- Design and impact upon the character of the area
- Landscape impact
- Loss of agricultural land
- Impact upon local infrastructure
- Highway safety
- Affordable housing

Principle of Development

The site is allocated within the Local Plan under Policy E.3 as a Regional and Strategic Employment Location. Policy E.3.2 states "Basford East (gross area about 43ha) will be developed for Major Industrial and Business Development (including B1, B2 B8) (The remainder of the Basford East site is committed for employment development.) Extensive landscaping will be carried out along the site's southern and western boundaries". The Borough Council has also published the Basford East Development Brief which was adopted in April 2004.

Under these policies and the Brief, the development of Basford East is seen as a site primarily for B1, B2 and B8 uses. The Development Brief requires the site to be provide the following elements:

- a) Provision of the Crewe Green Link Road to act as an attractive boulevard running through the centre of the site providing a quality entrance to Crewe Town Centre, access to development plots on Basford East and efficient access to and from the main highway network for both Basford East and Basford West.

- b) The need for a significant depth of woodland screening along the southern and eastern boundaries to offset detrimental visual impact to the open countryside and the creation of wildlife habitats.
- c) Retention, where possible, of important hedgerows that have a cumulative screening impact on development and contribute to the habitat value of the site.
- d) Protection and enhancement of Basford Brook as the main drainage conduit on site and as an important element of the linear 'country park' concept.
- e) Creation of drainage ponds that have visual and habitat potential.
- f) An informal zoning of uses to respond to the setting of the boulevard and the visual impact of buildings on the open countryside.
- g) An attractive gateway into the site, providing the opportunity to sit ancillary uses such as a hotel.

This application, which involves the land to the east of the spine road for residential development, as well as a primary school and open space areas would conflict with policies which seek to ensure development of the site for a regional warehouse and distribution park. As a result, it constitutes a "departure" from the development plan and there is a presumption against the proposal, under the provisions of sec.38(6) of the Planning And Compulsory Purchase Act 2004, which states that planning applications and appeals must be determined "*in accordance with the plan unless material considerations indicate otherwise*". The issue in question is whether there are other material considerations associated with this proposal, which are sufficient material consideration to outweigh the policy objection.

Emerging Policy

The Cheshire East Local Plan Strategy Submission Version (March 2014) highlights the Basford East site as presenting the opportunity to create a high quality employment led, vibrant and sustainable, mixed use development with excellent links to Crewe and the M6 Motorway.

Basford East, Crewe

The development of Basford East over the Local Plan Strategy period will be achieved through:

1. *The delivery of up to 19 hectares of B1 Office Space, up to 5 hectares of B2 floor space; to include the creation of a fourth generation business park, with generous Green Infrastructure provision. The site is not considered to be suitable for B8 uses, due to highway constraints;*
2. *The delivery of up to 1,000 new homes, ancillary to the delivery of employment uses on the site. The delivery of more than 1,000 new homes on the site will only be permitted if this can be justified by the submission of a viability study. Such a study will be independently evaluated, on behalf of Cheshire East Council, such costs to be borne by the developer(s);*
3. *The creation of a new local centre including:*
 - i. *One new Primary School located to the eastern edge of the site;*
 - ii. *Retail provision appropriate to local needs;*
 - iii. *Public house / restaurant; and*
 - iv. *A community facility that will be capable of accommodating a variety of uses*
4. *The retention and incorporation of the existing farm buildings (Crotia Mill) on the site, potentially as part of the Local Centre;*

5. *The incorporation of Green Infrastructure, including:*
 - i. *A significant depth of native woodland and other semi-natural habitat screening along all boundaries to provide a buffer between the development and the railway line (at least 20metres) and the A500 (at least 40metres), to offset detrimental visual impact to the open countryside and the setting of the Grade 1 Listed Crewe Hall and its Registered Park and Garden, along with the creation of wildlife habitats, including those for protected species;*
 - ii. *The retention, where possible, of important hedgerows that have a cumulative screening impact on development and contribute to the habitat value of the site;*
 - iii. *The protection and enhancement of Basford Brook;*
 - iv. *The creation of drainage ponds that have visual and habitat potential;*
 - v. *Allotments; and*
 - vi. *Open space including sports pitches; Multi Use Games Area; outdoor gym; equipped children's play space and facilities for teenagers.*
6. *The provision of a pedestrian link (also allowing for cycle access) over the Crewe Green Link Road South.*
7. *The provision of contributions to local health infrastructure;*

Site Specific Principles of Development

- a. *The site must be developed on a comprehensive basis. To ensure that the impact upon protected species is minimised, the development of the site shall take place starting in the south and finishing in the north, on a phased basis. The Council will not permit the development of small portions of the site, unless it can be demonstrated that they contribute to and complement the development as a whole.*
- b. *As part of a comprehensive masterplan for the site, provision must be made for a community facility that contains space that can be used for a number of uses, on a flexible basis.*
- c. *The development would be expected to contribute towards road infrastructure improvements in the area, including the Crewe Green Link Road, A500 link capacity improvements, A5020 Weston Road junction and Junction 16 of the M6.*
- d. *The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).*
- e. *Environmental mitigation required as part of the Crewe Green Link Road South scheme will be safeguarded from development. The development should provide compensatory habitat for great crested newts and other protected and priority species on the site. The great crested newt mitigation areas shall be contiguous with that provided for the Crewe Green Link Road South, within a zone adjacent to the northern boundary of the site, parallel to the railway corridor.*
- f. *The development would be expected to provide contributions towards improvements to existing, and the provision of new, public transport links to Crewe railway station, Crewe town centre and local villages.*
- g. *The development would be expected to allow continued access to and servicing of the adjacent railways including improved access to the Rail Depot from Crewe Green Link Road South.*

- h. The development would be expected to provide improvements to existing, and include the provision of new pedestrian, cycle and public transport links to existing and proposed residential and employment areas, shops, schools and health facilities.*
- i. The development will provide connections to the South Cheshire Growth Village, South East Crewe, in the form of Green Infrastructure, pedestrian and cycle links with further consideration of comprehensively masterplanning both schemes.*
- j. The provision of Green Infrastructure, to reflect 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012) including tree planting; the creation of tree lined boulevards with the provision of greenspaces within new developments. This should include the creation of green spaces, including those linking green infrastructure, with safe and secure pedestrian and cycle routes that should be integrated into any development proposals.*
- k. High quality employment provision on the site is key to its delivery, with housing considered ancillary and required in order to ensure the deliverability of this site.*
- l. The development should provide a quality of place with pedestrian and cycle links through to Crewe Railway Station and beyond to Crewe Town Centre.*
- m. A desk based archaeological assessment shall be carried out; if it requires further work and mitigation, this will be completed, as required.*
- n. The area has a 'typical' Cheshire Landscape, characterised by a flat topography broken up with a dense network of field hedges interspersed with mature hedgerow trees. The development of Basford East must respond to this sensitive landscape setting and create a new high quality environment.*
- o. Existing farm buildings offer the potential for conversion to alternative uses.*
- p. Investigate potential for land contamination.*
- q. There are several ponds located on the site and a range of mature trees and hedgerows which are of ecological value.*
- r. The site is located in close proximity to the Grade 1 Listed Crewe Hall and its Grade II Listed Registered Park and Garden; any development on the site will need to ensure that it does not have an adverse impact upon its setting.*
- s. Existing buildings of Croatia Mill Farm, on the site, are thought to lie on the site of a 14th century water mill. Archaeological investigations will be an important consideration across the site but particularly in relation to this farm complex.*
- t. Records show that there is potential for some areas of infill associated with former ponds and a mill lake, and there may be areas of localised contamination associated with Croatia Mill Farm (formerly a mill) on site.*
- u. The Crewe Green Link Road South will run through the site and is a precursor to the comprehensive delivery of the site. The site will deliver a pedestrian and cycle link over the Crewe Green Link Road South.*
- v. Future masterplanning and development of the site should take into account potential impacts from High Speed Rail Two.*

The application clearly delivers a number of the items from the above criteria, namely, the green infrastructure provisions, up to 490 new homes and the costs of delivering the proposed development have been assessed by way of an independently evaluated viability study, a new primary school, open space, and pedestrian links. It is considered that a number of the other criteria can be satisfied on the section of the Basford East site which falls to the west of the new Crewe Green Link Road, i.e the B1 office space, the balance of the houses, retail provision for local needs, public house and restaurant, and community facilities and woodland buffer adjacent to the railway line.

Housing Land Supply

Paragraph 47 of the National Planning Policy Framework requires that Councils identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements.

This calculation of Five Year Housing Supply has two components – the housing requirement – and then the supply of housing sites that will meet it. In the absence of an adopted Local Plan the National Planning Practice Guidance indicates that information provided in the latest full assessment of housing needs should be considered as the benchmark for the housing requirement.

The current Housing Supply Position Statement prepared by the Council employs the figure of 1180 homes per year as the housing requirement, being the calculation of Objectively Assessed Housing need used in the Cheshire East Local Plan Submission Draft.

The Local Plan Inspector has now published his interim views based on the first three weeks of Examination. He has concluded that the Council's calculation of Objectively Assessed Housing Need is too low. He has also concluded that following six years of not meeting housing targets, a 20% buffer should also be applied.

Given the Inspector's Interim view that the assessment of 1180 homes per year is too low, we no longer recommend that this figure be used in housing supply calculations. The Inspector has not provided any definitive steer as to the correct figure to employ, but has recommended that further work on housing need be carried out. The Council is currently considering its response to these interim views.

Any substantive increase of housing need above the figure of 1180 homes per year is likely to place the housing land supply calculation at or below five years. Consequently, at the present time, our advice is that the Council is unable to robustly demonstrate a five year supply of housing land. Accordingly recommendations on planning applications will now reflect this position.

The above policy context must also be weighed in the planning balance taking account of the sustainability objectives as detailed below.

SOCIAL SUSTAINABILITY

Affordable Housing

As the proposal includes up to 490 residential dwellings there is a requirement for affordable housing provision, this should be 30% of the total dwellings, the proportion of the social rented and intermediate housing should be as per the preferred tenure split identified from the SHMA which is for 65% rented and 35% intermediate tenure. Both social and affordable rented housing is acceptable in this location.

As this is a large development it is anticipated that the residential dwellings may be delivered in phases, if this is the case the Housing Strategy and Needs Manager would like to see a

percentage of affordable dwellings provided on each phase to ensure they are delivered periodically throughout the construction period.

The Housing Strategy and Needs Manager initially objected to the application due to the reduced amount of affordable housing offered. However, on the basis that the viability case put forward has rigorously examined and is accepted by the Council, then the Housing Strategy and Needs Manager has withdrawn their objection. However, it is considered that an overage clause should be secured via an s106 for a review of sales values during the life of the development.

Viability

The developer has submitted a viability appraisal, which indicates that the development of the with a 30% provision of affordable housing would not be economically viable. Under the provisions of the NPPF economic viability is an important material consideration. Paragraph 173 states:

Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened.

The applicant's Financial Viability Assessment has been independently scrutinised on behalf of the Council by DTZ, and a number of issues were raised in respect of the information initially submitted, hence the delay in bringing the application to the Board. However, DTZ have concluded that the proposed development would be deliverable with a reduction in affordable housing to 15%. If the Council were to hold out for the site to be comprehensively developed with the land to the west of the Crewe Green Link Road, it is likely that the development would not be so economically viable and a number of the benefits of the scheme, from the creation of jobs during construction, to the highways improvements, including the contribution to the Crewe Green Link Road, which are integral parts of the "All Change for Crewe".

Public Open Space

The indicative layout shows that an area of POS/landscape and ecological buffers would be provided to the southern, eastern and western boundaries of the site. The indicative proposals include space for a MUGA/NEAP, outdoor gym/trim trail and Village Green.

The Open Space Officer has confirmed that the amount of open space to be provided is acceptable.

The open space/landscape and ecological buffers and NEAP on site would be managed by a management company and this would be secured as part of a S106 Agreement.

The indicative plan shows how allotments could also be accommodated on site.

Education

A development of 490 dwellings would be expected to generate 88 primary aged pupils, however this is only 49% of the 1,000 dwellings identified for this site in the current drafting of

the local plan. The sum in total equates to the development generating the need for either a new school build provided on the site or a new schools worth of expansion at existing schools in the locality (subject to the local schools having grounds which allow expansion).

Based on prices which the Local Authority is currently achieving, a new build school will cost £3.2 million and so the proportionate share (49%) will be required from this proposal equating to £1,568,000 with a level, fully serviced and uncontaminated site provided. The LA will then be in a position to identify whether it is possible to expand local schools (which is the preferred option) or whether the new school is required. In the event that the new school is not required then the site will be returned and the contribution retained and spent on expansions.

Phase 1 of the development will be expected to generate 64 secondary aged pupils. Having looked at secondary places in the area the data suggest that there are sufficient places in the local secondary school to accommodate the pupils generated of this age range.

ENVIRONMENTAL SUSTAINABILITY

Residential Amenity

There are no properties in the immediate vicinity of the site. It should be possible to achieve a development with spaces separation distances which would exceed those contained within the Local Plan. Further details would be obtained at the reserved matters stage.

Air Quality

The Environmental Health Officer has also commented that in order to mitigate against any negative air quality impacts, mitigation should be adopted in the form of direct measures to reduce the impact of traffic associated with the development. As such conditions are recommended requiring the submission of a residential travel plan for the site. Individual Travel Plans should also be developed for all commercial occupants with the aim of promoting alternative/low carbon transport options for staff and patrons. A condition requiring the provisions of Electric Car Charging Points is also recommended.

It is recommended that there is an overall Low Emission Strategy for a development of this scale to show how low emissions technologies can be incorporated into the design. These can include: -

- public transport links (including low emission public transport routes)
- walking routes
- cycle routes
- provision for infrastructure for Ultra Low Emission Vehicles (public on-street charging posts, and provision on an agreed percentage of properties)
- Delivery vehicle Euro standards agreed
- Support for low emission car clubs

Following from this, individual units of the development should then put suitable infrastructure and plans in place before occupation of the units.

There is potential for dust generated during the construction phase of development to have an impact in the area. Therefore, the Environmental Management Plan, should identify all

potential dust sources and outline suitable mitigation. The plan should also include details of construction waste management and should specify that there shall be no burning of materials on site during demolition / construction. The plan should be implemented and enforced throughout the construction phase. The proposed commercial uses, include hotel, pub and restaurant uses, have the potential to create nuisance as a result of the discharge of odours and fumes arising from food handling, preparation and cooking. Therefore conditions are recommended requiring a scheme of odour / noise control to be submitted and approved.

The Environmental Health Officer has requested conditions in relation to a construction management plan, hours of operation, lighting, noise mitigation to be incorporated in to the design of the proposed pumping station, piling, travel plan, dust control, and contaminated land. These conditions will be attached to any planning permission.

Contaminated Land

The Contaminated Land team has no objection to the above application subject to the following comments with regard to contaminated land:

- The application area has a history of agricultural use and therefore there may be areas of contamination present.
- The application is for new residential properties and a school which are a sensitive end use and could be affected by any contamination present.
- The Report submitted in support of the application recommends that further investigations are required.

The Council's Environmental Health Officer has recommended conditions requiring an updated Phase II contaminated land investigation to be carried. If this indicates that remediation is necessary, then a Remediation Statement detailing proposed mitigation shall be submitted and approved and implemented. Subject to compliance with these conditions, the proposal is considered to be acceptable in terms of contaminated land.

Public Rights of Way

The development has the potential to affect Public Footpaths Basford Nos. 1 and 2 and Weston No. 17 as recorded on the Definitive Map of Public Rights of Way. However, it should be possible to incorporate these routes into the reserved matters application.

Highways Implications

This proposal forms part of the Basford East Strategic Site which is allocated for a mixed use development in the submission version of the Local Plan.

The site has a considerable 'back history' being originally allocated for employment uses only for many years. One of the predominant factors in the site not being developed was the considerable infrastructure costs that were required to open up the site fully – principally these were the improvement of the A500 and the delivery of the spine road through the site.

This development proposal presents the phase 1 build out of up to 490 residential dwellings and a primary school. The wider Basford East site will also include for: B1 Office space, a fourth generation business park, up to 1000 new homes, a primary school, medical facilities, up to 1000 square metres of retail and a community facility.

The site is accessed off the (under construction) Crewe Green Link Road, which provides a new dual carriageway between the A500 and the A5020. A large central roundabout is being constructed as part of this scheme – and access for the proposed development is taken off the roundabout spur road.

The Head of Strategic Infrastructure has undertaken significant pre-application discussions with the applicant to arrive at an agreed position for the appropriate assessment of this site and the scope of the strategic highway network which should be assessed.

The Transport Assessment (TA) which informs the planning application has been written in accordance with the DfT Guidance and includes assessment of the agreed network scope.

The requirement of the TA is to identify accurately the traffic impact from the development traffic generation and whilst this application is for Phase 1 of the development proposal the TA also includes an assessment of the Phase 2 full build out impact in the future.

Transport Assessment – Impacts

The TA has been written by Curtins Consulting and the trip rates used in the TA were agreed during the pre-application process. A summary of the impact demonstrated by the TA of this development is:

Crewe Green Roundabout

The modelling results indicate that by 2030, some arms are predicted to operate over even their theoretical capacity during the AM Period, with the addition of the development traffic.

At the Hungerford Road arm for example, the Ratio of Flow to Capacity (RFC) is shown to increase from 91% to 102%.

This roundabout is a key local 'pinch point'. As such, a scheme for its improvement has been developed by Cheshire East Highways and included in the Infrastructure Plan which supports the Council's Local Plan. This scheme, which provides for a much larger, non signalised roundabout has been estimated to cost £5m

A5020 Weston Road Roundabout

The modelling results at Junction 3 (Weston Road Roundabout), indicate that the junction is shown to operate at or over capacity on Weston Road East in the AM Peak hour and Weston Road West in the PM Peak hour both 'with' and 'without' the addition of the development traffic. The addition of the development traffic is shown to increase queuing in the PM Peak. This roundabout is also a key local 'pinch point'. As such, a scheme for its improvement has been developed by Cheshire East Highways and included in the Infrastructure Plan which supports the Council's Local Plan. This scheme, which provides for a larger signalised junction, has been estimated to cost £2.5m. Provision for the future improvement of this junction was made in the Compulsory Purchase of land for the CGLR scheme.

Crewe Arms Roundabout

The Crewe Arms Roundabout is shown to operate close to its theoretical capacity with Degrees of Saturation of up to 95% observed on some arms. Though relatively little

development traffic is shown to impact on this junction, it is considered that existing and future development traffic will seek to 're-assign' to the Crewe Green Corridor.

There is no easy solution to improve this junction; the best solution is to encourage traffic to choose better, less congested routes – such the Crewe Green Corridor.

The A500

Link capacity analysis of the A500 was included within the Transport Assessment as was a review of the performance of the junction with the M6. The junction is currently undergoing a scheme of improvement which will deliver an additional entry lane to the roundabout from the Crewe direction along with improvements to the traffic signals. This scheme is expected to accommodate the additional traffic from this development.

Analysis using 2012 traffic flows indicate that the A500 was predicted to operate just under its link capacity in the AM and PM peak scenarios.

With the addition of background traffic growth, the westbound movement on the A500 is predicted to operate marginally over capacity during the AM and PM peak period, in a future year of 2024. This assessments supports the CEC view that improvements are likely to be required to the A500 both 'with' and 'without' the proposed development traffic.

CEC have developed draft proposals, included in the Councils infrastructure plan for the dualling of the single carriageway section of the A500. This scheme has been estimated to cost £25,000,000

Highway Mitigation Proposals

There are three main areas that need to be addressed as part of mitigating the impact of this development.

1. *Crewe Green Link Road*

This scheme, though currently being delivered, is being underwritten by the Council. As this scheme provides the means of access to the proposed development it is considered reasonable that a financial contribution towards its delivery is appropriate. In accordance with the Submission version of the Local Plan the Site Specific Principles of Development (CS1) the site should be expected to contribute towards the Crewe Green Link Road South Scheme. It should also be noted that that land take for the link road also includes additional land take necessary to deliver a future junction improvement at the A5020.

A contribution of **£2.0m** has been agreed with the developer.

2. *Crewe Green Corridor*

The proposed development impacts on both junctions on this corridor. However, the greatest impact is felt at the A5020 Weston Gate roundabout. Therefore, a contribution has been agreed with the developer towards the future delivery of an improvement scheme at this location.

A contribution of **£1.25m** has been agreed with the developer on the basis of the number of new 'trips' the development generates at the roundabout.

Though the contribution has been established for the costs of improving this junction; it is recognised that there may be opportunities for the accelerated delivery of the proposed improvement scheme at the Crewe Green Roundabout. On this basis, it is recommended that this contribution is made broader and is applicable to either or both of these junctions on the Crewe Green Corridor.

3. A500 Improvements

A **£1.2m** contribution towards the delivery of the dualling of this section of road has been agreed with the developer. Whilst this represents a relatively low percentage of the total delivery costs of this scheme; it accords with the proportionate impact of this development on the corridor.

Furthermore, it has been agreed in principle with the developer that in addition to the financial contribution, the land within the control of the applicant will be made available for the delivery of the future widening of the A500. The Developer controls the land either side of the A500 over a length of approximately 250m (from the A5020/ A500 roundabout towards the Motorway).

The preliminary designs for dualling of the A500, at this stage, retain options to widen to both the North and South of the existing road.

It is recommended that any planning condition is worded flexibly to allow either of these options to be delivered along with any temporary working space that may be required.

Finally, the delivery of improvements to the A500 has been a strategic goal of the council for many years and will assist in helping deliver the wider Basford East site. A major upgrade of the A500 would attract traffic away from the Crewe Green Corridor, relieving these junctions.

Therefore, it is considered that it is also appropriate that the contributions identified for the Crewe Green Corridor could be pooled to assist in the delivery of the A500 upgrade.

Sustainability of the Site

Pedestrian and Cycle access

The site is located next to the new Crewe Green Link Road which has 3m wide cycleways on each side, along with a new access ramp to Crotia Mill Lane allowing safe access to the Village of Weston. The development has excellent sustainability credentials being located fairly close to Crewe railway station. However, Cycle links along Weston Road are relatively poor; it can be seen that there is a 'missing link' in terms of provision from the new link road facilities to tie into the cycleway further along Weston Road.

As the wider Basford East development takes shape it is also considered that there may be a need for improved pedestrian crossing facilities of the new link road. Initial Masterplanning proposals have assumed this would be by a pedestrian / cycle bridge.

A Contribution of **£325,000** is sort towards footway and cycle improvements. This sum could deliver the improvements to Weston Road, or contribute towards a future footbridge link. It is necessary to ensure that the necessary land to deliver the footbridge is provided with any subsequent application for reserved matters.

Traffic Calming

Whilst the Transport Assessment does not consider the assignment of traffic through villages such as Weston, it is considered that this route could be used by residents of the proposed development to access destinations to the south rather than using the A500 and the Strategic Road Network.

It should also be noted that rat running was raised by numerous residents at the pre application consultation event and to alleviate concerns the possibility of traffic calming was discussed. As such, **£80,000** is required towards traffic calming. It is considered that this will be sufficient to manage potential off-site impacts, including potential rat running through the village of Weston.

Bus Service Provision

The Transport Assessment acknowledges that a new bus service is required to serve the site via the CGLR. Initial discussions with CEC Highways have indicated that an hourly service could be provided between Crewe, the site and Weston at an approximate cost of £115,000 per annum. It is considered that it is appropriate to 'pump prime' this service for 3 years for it to become commercially viable. As such a sum of **£345,000** has been agreed with the applicant for the provision of bus services to the site.

Access to 3rd Party Land

The current design of the link road features an agricultural access to a 3rd party off the central roundabout of the link road. Ideally, a new agricultural access (only) to the retained 3rd party land off the spur road should be provided. It is considered that this is a matter of detail and can be resolved at the reserved matters stage.

Conclusions on Highways Matters

Policy CS1 of the submission version of the Local Plan recognises that the Basford East allocation will be implemented in a phased manner providing each phase 'complements' and 'contributes to' the delivery of the whole site. From a highways and transport point of view, this application seeks to ensure this by ensuring the high value uses on the site help enable the lower margin employment uses to be delivered through the provision of financial and land contributions to necessary infrastructure.

The proposed development is, in a transport sense, sustainable and makes appropriate contributions towards further sustainable transport provision.

As such the Strategic Highways Manager offers no objection to this application subject to the conditions set out below.

Design

The application is outline with details of scale, layout, appearance and landscaping to be determined at a later date. In support of this planning application, a Design and Access Statement has been provided.

The importance of securing high quality design is specified within the NPPF and paragraph 61 states that:

“Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.”

The developable area of the proposed dwellings (as shown on the Illustrative Master Plan) would be of approximately 37 dwellings per hectare, which is considered appropriate in the context of the character of the area.

The submitted indicative Masterplan illustrates the potential form and layout of the development. It shows the point of access from the CGLR. Blocks of development are arranged with areas of Public Open Space and Ecological Mitigation areas, to the east. A further substantial area of landscaping and bunding is proposed along the sides of the CGLR, which will separate and screen the residential part of the site from the road.

In summary, the overall masterplan demonstrates a considered and logical approach to the site layout and subject to conditions relating to designing coding to control the detail of the scheme, it is considered that this form of development is appropriate and will reflect the character of the existing suburban development to the north of the site and the proposal will comply with local plan policy BE2 (design) and the provisions of the NPPF in this regard.

As per the norm, the issue of design would be dealt with at the Reserved Matters Stage.

Landscape

The proposed Development will change the existing agricultural fields to a residential area at Basford East. In the most part, important trees and hedgerows have potential to be retained and enhanced as part of a comprehensive landscape infrastructure planting strategy which will also help to soften the built form and assimilate the development into the wider landscape context.

There will be a large change to the nature of the proposed Application Site, although this will occur over phases and over a 10 year period.

There is a significant area of landscape which wraps around the proposed development. To the south and east of the site is a landscaped area which provides separation from the traffic and noise associated with the A500 and the proposed Crewe Green Link Road which provides access to the site. This area creates opportunity for attractive planting and screening of the road from the development as well as providing the Sustainable Urban Drainage (SUDs) for the development with the ponds and swales associated with this.

The site also provides a total of 1.68Ha (4.15 acres) of Public Open Space (POS) over 3 areas. To the south of the primary school sits an area of POS, providing opportunity for children's play facilities, such as a NEAP including MUGA and teenage shelter. There is a further area of POS to the north of the development and proposals for an outdoor gym in form of a trim trail in the Green buffer along the western and southern boundary. To the eastern edge of the development is proposed native woodland planting (to the south-east) this provides a pleasant green edge and helps to shield and protect the views from sensitive receptors identified in the Landscape and Visual Impact Assessment (LVIA).

To the north-east of the site (beyond the site boundary) is located an area to mitigate the impact on Great-Crested Newts of the development of the CGLR. This area must be addressed in an appropriate way so as to protect the newts and provide a suitable relationship between the development and the mitigation area.

Part of the role of the landscape is to integrate the development into the surrounding landscape. The POS should include planting which should be implemented ahead of the construction phases will also be carried out to further aid assimilation into the surrounding environment. These planting proposals will also help to reduce potential impacts to the visual amenity of residential and footpath users identified in the LVIA with views towards the proposed Application Site.

Open space

Policy RT.3 requires that on sites of 20 dwellings or more, a minimum of 15sqm of shared recreational open space per dwelling is provided and where family dwellings are proposed 20sqm of shared children's play space per dwelling is provided. This equates to 7,350sqm of shared recreational open space and 9,800sqm of shared children's play space which is a total of 17,150sqm of open space.

A private resident's management company would be required to manage all of the greenspace on the site. All of the above requirements could be easily secured through the Section 106 Agreement and through the Reserved Matters application process.

Ecology

Natural England advises that the proposal is unlikely to affect any statutorily protected species.

Within 2km of the site no statutory and 4 non-statutory nature conservation sites were noted. The closest of these is the Basford Brook Local Wildlife Site which is located south of the A500 south of the application site. Assessment of the potential effects of the development both during construction and operation on this and other nature conservation sites has concluded that there will be no significant adverse effects on any nature conservation sites as a result of the construction or operation of the proposed development.

Where the translocation of species is deemed to be necessary to facilitate development, wherever practical, appropriate sites will be identified in area of the site that are likely to safeguard the long term preservation of the species and minimise future disturbance.

The scheme has been designed to ensure that key habitats are retained, and populations of notable species are able to remain within the site in addition to being given optimal habitat to expand into.

Green Infrastructure potential

The proposed development is within an area that Natural England considers could benefit from enhanced green infrastructure (GI) provision. As such, Natural England would encourage the incorporation of GI into this development. Multi-functional green infrastructure can perform a range of functions including improved flood risk management, provision of accessible green space, climate change adaptation and biodiversity enhancement. GI can be designed to maximise the benefits needed for this development. Improve flood water management, create a sense of place, reduce atmospheric pollution and enhance biodiversity.

Hedgerows

Hedgerows are a Priority habitat and hence a material consideration. Based on the submitted indicative layout plan it appears feasible most of the existing hedgerows on the periphery of the site to be retained as part of the proposed development, and wherever practicable, those within the site. There are however likely to be some losses of hedgerows associated with the proposed access roads. The Council's Ecologist advises that if planning consent is granted any losses of hedgerow should be compensated for as part of the landscaping scheme produced in support of any future reserved matters application.

Flood Risk and Drainage

The site is generally flat with typical level variations of less than 2m producing gradients between 1 in 50 and 1 in 150 except in the south-eastern corner where the land rises about 5m at a gradient of about 1 in 20. The site comprises about 22 ha of agricultural grassland with several ponds and waterlogged areas. The nearest surface watercourse is the Basford Brook, a Main River, which flows from the south to north between 100m and 300m to the west of the site. To the north of the site the Basford Brook turns to the west, becomes the Gresty Brook and crosses beneath the West Coast Main Line in culvert and it joins the River Weaver downstream at approximately 7km west of the site.

The site is predominantly situated in Flood Zone 1 with no significant risk of fluvial flooding for the residential/ school development in that area. A small part of the site is in Flood Zone 2 but no part is in Flood Zone 3.

Development can take place within Flood Zone 2 as the scheme passes the Sequential Test. However within Flood Zone 2 Finished Floor Levels for the buildings are to be set above the modelled floodwater level for the 1 in 100 year plus climate change event by a freeboard of at least 0.6 m, as is normal practice, it will not be necessary to consider the FFLs with respect to the modelled floodwater level for the 1 in 1000 year event.

Ground levels can be raised without providing compensatory void space which means that other features, such as noise/amenity bunds and swales and ponds without bunding, can be placed in Flood Zone 2 without concern to occupying flood storage volume.

Residential/school development within Flood Zone 2 will be at risk of shallow inundation of roads, yards and gardens in a flood event approaching 1 in 1000 year probability. Should an

event in excess of 1 in 1000 year probability occur, the properties themselves will be at risk of inundation. These are minor residual risks not sufficient to warrant the incorporation of flood resilient materials or the establishment of evacuation procedures.

Surface water run-off will be dealt with on site by appropriate SUDs related surface drainage techniques, including attenuation storage in swales and ponds, and discharged to the off-site watercourses at the site boundary at the greenfield rate.

Sustainable Urban Drainage Systems are an alternative to conventional urban drainage systems and are designed to reduce pollution and flood risk in watercourses and wetlands (including natural ponds and pools). The creation of SUDs corridors and drainage easements will address the increased impermeable areas and flood risk in a sustainable way as well as provide landscape, amenity and ecological features.

The ponds will be between 1m and 2m deep with a permanently wet bottom and void space above for storage during flood events.

There is potential for the realignment of Tributary 2 to optimise the development area. Another small watercourse connects the ponds along the northern boundary of the site, termed Tributary 3, which will be diverted by the CGLR works to flow beneath the road to join Basford Brook to the north of the site.

Foul sewage will be discharged to the public sewer system in Weston Road via a new pumping station and rising main designed to serve the new development and the wider site area.

United Utilities and the Environment Agency have considered the report and raised no objections, subject to the position of appropriate planning conditions. It is therefore, concluded that the proposed development will not adversely affect onsite, neighbouring or downstream developments and their associated residual flood risk.

Loss of Agricultural Land

The area of grade 2 and grade 3a land lost to agriculture would be minor at a local scale and would not be a significant loss, an assessment determined from the guidelines set out in the NPPF, NPPG and the European guidance for soils in Environmental Impact Assessments. Considering Tables 1, 2 and 3 the magnitude of impact would be medium magnitude. The higher grade soils would be highly sensitive to change and the significance of the impact would be **Medium** or **minor adverse** at a local site level. The lesser grade soils are less sensitive and the overall significance of impact on the greater areas of the site would be **Low** or **slight adverse** at a local level.

Policy NE.12 of the Local Plan states that:

Development on the best and most versatile agricultural land (Grades 1, 2 and 3A in the Ministry of Agriculture Fisheries and Food Classification) will not be permitted unless:

- the need for the development is supported in the local plan; •

- it can be demonstrated that the development proposed cannot be accommodated on land of lower agricultural quality, derelict or non agricultural land; or
- other sustainability considerations suggest that the use of higher quality agricultural land is preferable to the use of poorer quality agricultural land.

In this case, the previous approval and the allocation of the site for development in the adopted Local Plan, has established the acceptability in principle of the loss of agricultural land on this site. Consequently, it is not considered to be an issue which can be revisited at this stage.

ECONOMIC SUSTAINABILITY

With regard to the economic role of sustainable development, the proposed development will help to maintain a flexible and responsive supply of land for housing as well as bringing direct and indirect economic benefits to Crewe including additional trade for local shops and businesses, jobs in construction and economic benefits to the construction industry supply chain.

Infrastructure provision generated from the development would also assist in creating significant economic benefits of the development.

Response to Objections

The representations of the members of the public have been given careful consideration in the assessment of this application and the issues raised are addressed within the individual sections of the report. However the disbenefits of the development identified by the objectors are not considered to significantly and demonstrably outweigh the benefits provided by the development.

The Town and Parish Councils are concerned that the approval of this application will not bring about the guarantee that employment development will take place. The application for the Phase 2 development will need to be considered on its merits, however, the pre-application discussions appear to suggest that a mixed use development is likely to be come forward on the rest of the allocated site. Any future application will be the subject to the same vigorous viability testing that this application has been considered against.

The site is allocated for Major Industrial and Business Development within the adopted Local Plan and therefore, residential and other uses would be contrary to development plan policy. However, the site is identified in the SHLAA as being suitable, available, achievable and deliverable with a potential capacity of 1000 dwellings of which 500 will be delivered in the 1-5 period and a further 500 in the 6-10 period. Residential development is also a preferred option in the emerging CELPS and the Crewe Town Strategy. A scheme which provides more employment uses will be less viable. In order to ensure that the site is delivered, it is necessary to introduce higher value uses in order to make it economically viable. The delivery of the employment elements of the site, as well as the contributions that it will make towards infrastructure improvements, including the Crewe Green Link Road and A500 are considered to be of vital importance to the delivery of the “All Change for Crewe” as well as the CELPS. It

is therefore essential that a viable scheme is put forward. The development of the site for the proposed uses is therefore considered to be acceptable in principle.

The other issues raised by the Town and Parish Council will be more appropriately addressed at the reserved matters stage when further details are put forward.

Sport England confirm the site is not considered to form part of, or constitute a playing field and their response is a non-statutory consultation. Objection is raised as the sports provision is not based on any assessment of need as required by the NPPF. National Planning Practice Guidance (NPPG) confirms it is for local planning authorities to assess the need for open space and opportunities for new provision in their areas. It is not appropriate for the applicant to prepare an assessment which would need to extend well beyond the site. The application confirms the primary school playing field has been enlarged to provide for a dual use playing pitch and there is provision for a Multi Use Games Area, outdoor gym, equipped children's play space and facilities for teenagers and an outdoor gym in the form of a trim trail. This overall package is considered reasonable and satisfactory in terms of open space, sports and recreation facilities.

Section 106 Package and Viability Issues

The developer has submitted a viability appraisal, undertaken by consultants Savilles, of the scheme, which indicates that it is not possible to provide the highway contributions outlined above and education contributions as well as the required level of affordable housing.

As set out above, within the context of the NPPF, viability is an important material consideration in the determination of planning applications. Furthermore, this scheme is a key element in delivering the "All Change for Crewe" in terms of the contribution that it will make to employment opportunities within the town and the delivery of the Crewe Green link Road. It is also a strategic housing site allocated within the draft Development Strategy and forms part of Cheshire East's 5 year Housing Land supply. In order to defend forthcoming Appeals on other sites within the Borough and to deliver these other important benefits it is necessary to demonstrate that sites such as this are viable and deliverable.

Subject to the above points being clarified, it is considered that the applicant has demonstrated that the viability issues would delay delivery of the scheme and that this would have a negative impact on housing land supply within Cheshire East and the delivery of the "All Change for Crewe".

LEVY (CIL) REGULATIONS

In order to comply with the Community Infrastructure Levy (CIL) Regulations 2010 it is now necessary for planning applications with legal agreements to consider the issue of whether the requirements within the S106 satisfy the following:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

The development would result in increased demand for primary school places in Crewe where there is very limited spare capacity. In order to either provide a new school, or increase

capacity of the school(s) which would support the proposed development, a contribution towards primary education is required. This is considered to be necessary and fair and reasonable in relation to the development.

The development would result in a number of highways impacts at the Crewe Green Roundabout, Weston Roundabout, Crewe Arms Roundabout, A500, and contributions clearly are required towards the Crewe Green Link Road, and Crewe Green Corridor. In addition, contributions towards footway and cycle facilities, traffic calming and bus service provision are required to ensure that a sustainable form of development is delivered. This is considered to be necessary and fair and reasonable in relation to the development.

As explained within the main report, affordable housing and open space financial contributions would help to make the development sustainable and is a requirement of the Interim Planning Policy, local plan policies and the NPPF. It is directly related to the development and is fair and reasonable.

On this basis the S106, recommendation is compliant with the CIL Regulations 2010.

CONCLUSIONS

The site is allocated as a Regional Warehouse and Distribution Park within the adopted Local Plan and therefore residential and other uses would be contrary to development plan policy.

However, many of the objectives of the emerging policy CS1 would be delivered as a result of this scheme and the site is identified as deliverable within the next 5 years in the SHLAA and forms part of the Councils identified 5 year supply of housing land. Furthermore, the previous scheme, which comprised entirely B1, B2 and B8 development, in accordance with the Local Plan allocation, has been demonstrated to raise viability issue and in order to ensure that the site is delivered with the necessary infrastructure, it is necessary to introduce higher value uses in order to make it economically viable. The delivery of the employment elements of the allocated site should be capable of being delivered as part of the Phase 2 scheme. The contributions that this scheme will make towards infrastructure improvements, including the A500, Crewe Green Link Road and wider area are considered to be of vital importance to the delivery of "All Change for Crewe" as well as the Development Strategy. It is therefore critical that a viable scheme is put forward. The development of the site for the proposed mix of uses is therefore considered to be acceptable in principle.

The Planning Balance

Taking account of Paragraphs 49 and 14 of the NPPF there is a presumption in favour of the development provided that it represents sustainable development unless there are any adverse impacts that *significantly and demonstrably* outweigh the benefits.

The proposal is contrary to development plan policy E3.2 (Basford East) and therefore the statutory presumption is against the proposal unless material considerations indicate otherwise, however given the lack of a demonstrable supply of housing land at this time it is considered that the policy in this context is out of date and cannot be relied upon.

The benefits in this case are: -

- A package of highways contributions (in excess of £5 000 000) which will help deliver a number of highways improvements in the vicinity of the site
- The development would provide benefits in terms of much needed affordable housing provision and would help in the Councils delivery of 5 year housing land supply
- Contributions towards education with a level, fully serviced and uncontaminated site provided
- POS provision and the provision of a MUGA/ NEAP
- Improvements to the PROW infrastructure in the area
- The proposal would also have some economic benefits in terms of jobs in construction, spending within the construction industry supply chain and spending by future residents in local shops.

The development would have a neutral impact upon the following subject to mitigation:

- The impact upon education infrastructure would be neutral as the impact would be mitigated through the provision of a contribution
- The impact upon protected species/ecology is considered to be neutral subject to the imposition of conditions to secure mitigation
- There is not considered to be any drainage implications raised by this development
- The proposed highways contribution would mitigate the highways impact and the overall impact would be neutral
- The impact upon trees and hedges is considered to be neutral at this stage and further details would be provided at the reserved matters stage.
- The impact upon residential amenity/noise/air quality and contaminated land could be mitigated through the imposition of planning conditions.

Balanced against the above must be the loss of an area agricultural land. However, much of Cheshire East comprises best and most versatile land and use of such areas will be necessary if an adequate supply of housing land is to be provided. Furthermore, previous Inspectors have attached very limited weight to this issue in the overall planning balance.

The emerging policy position is also significant in consideration of the overall planning balance. The proposal provides significant contributions to achieve the first phase of this key Strategic site in Cheshire East. The infrastructure contributions and improvement to local sustainability of this scheme do achieve the overall allocation objectives. While it will be necessary for the further phases to bring forward further employment opportunities and the other objectives of the allocation within the emerging Development Plan, it is considered that this scheme can be supported.

There would be few adverse impacts in approving this development and they would not significantly and demonstrably outweigh the benefits of the development. The contribution of the development of this site towards the housing need of the Borough is considered to be significant and the presumption in favour of sustainable development applies.

RECOMMENDATION

Approve subject to the completion of a Section 106 Agreement

Heads of Terms:

- **£2,000,000** towards the delivery of the Crewe Green Link Road and the A5020 Weston Gate Roundabout improvement
- **£2,450,000** towards the improvement of Strategic Highways Infrastructure (Crewe Green Corridor and/ or A500 improvements)
- **£345,000** to support a new bus service to the development
- **£325,000** to deliver pedestrian and cycleway improvements along the A523 Weston Road links to the railway station or towards a new cycleway / pedestrian crossing of the Crewe Green Link Road
- **£80,000** to contribute towards a scheme of traffic management / calming measures in the Village of Weston.
- The **provision of land at no cost** to the council within the applicants control for the future widening (Dualling) of the A500 along with any necessary temporary land (working space) required for the delivery of these improvements.
- The provision of an alternative agricultural access off the new spur road.
- £1 568 000 to primary education
- Provision of 15% affordable housing – subject to review of sales values during the life of the development.
- Provision of public open space to be transferred to a Management Company

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 Principal Planning Manager 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.

Should this application be the subject of an appeal, authority be delegated to the Principal Planning Manager in consultation with the Chairman of the Strategic Planning Board to enter into a planning agreement in accordance with the S106 Town and Country Planning Act to secure the Heads of Terms for a S106 Agreement.

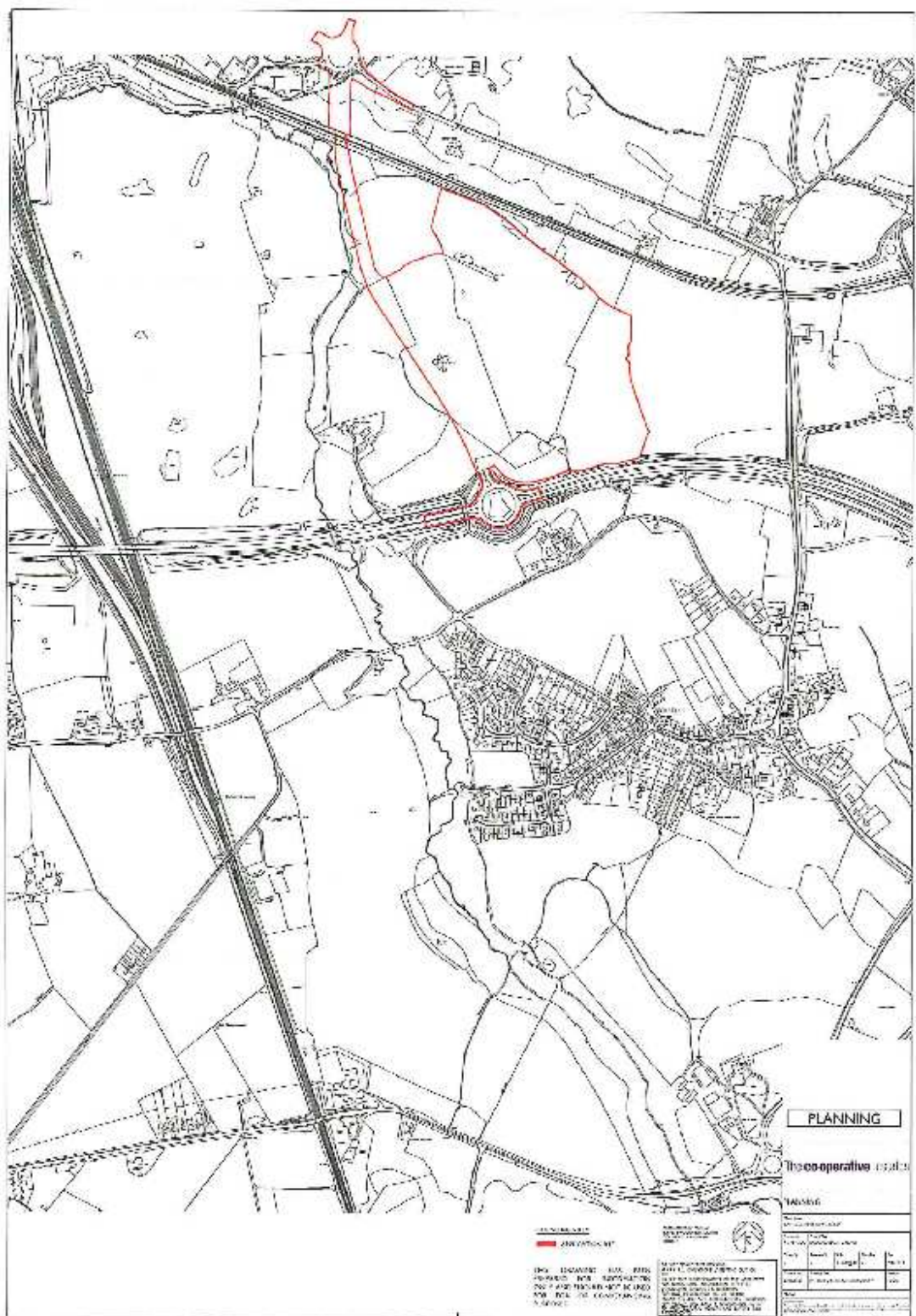
Application for Outline Planning

RECOMMENDATION: Approve subject to a Section 106 Agreement and the following conditions

1. A02HA - Construction of access
2. A04HA - Vehicular visibility at access to be approved

3. A32HA - Submission of construction method statement
4. Standard outline (Phased)
5. Standard outline (Phased)
6. Development to be carried out in accordance with the approved Flood Risk Assessment
7. Limiting the surface water run-off
8. The layout for the proposed development to be designed to contain the risk of flooding from overland flow during severe rainfall events
9. A scheme to dispose of foul and surface water
10. Submission, approval and implementation of an Environmental Management Plan
11. Submission, approval and implementation of low emission strategy
12. Submission and approval of an updated Phase II investigation and implementation of any necessary mitigation
13. Submission, approval and implementation of location, height, design, and luminance of any proposed lighting
14. Submission, approval and implementation of a detailed noise mitigation scheme with the full application.
15. Submission, approval and implementation of a scheme of odour / noise control for the restaurant/public house
16. Submission, approval and implementation of travel plan
17. Submission, approval and implementation of electric car charging points
18. A detailed landscape scheme should be submitted for approval prior to commencement on site
19. The agreed landscape scheme should be implemented within the first planting season after commencement of development.
20. Management plan to include all landscape areas and public open space (within this application) should be submitted and approved prior to commencement of landscape works
A five year landscape establishment management plan should be submitted and approved prior to commencement of landscape works
21. Any landscape planting that fails within the first 5 years after planting should be replaced on a like for like basis unless agreed in writing with the LPA.
22. Submission / approval / implementation of footpath surfacing / lighting
23. Drawing numbers
24. Bin storage
25. Details of trees and hedgerows to be retained to be provided
26. Ecological Management Plan to be submitted.
27. Phasing plan to be submitted

28. Details of land to be provided for footbridge across spien road to be provided
29. Details of boundary treatment to be submitted prior to commencement.
30. Scheme for Sustainable Urban Drainage Scheme to be submitted
31. Details of a pedestrian access link to the land known as D1 to be provided
32. At least 10% of the energy supply of the development shall be secured from decentralised and renewable or low-carbon energy sources or fabric first
33. Ground levels to be submitted
34. Protection of breeding birds
35. Provision of bird boxes
36. Times of Piling
37. Hours of construction/noise generative works
38. Dust mitigation



PLANNING

The cooperative road

TABLE

№	NAME	TYPE	DATE	BY
1
2
3
4
5
6
7
8
9
10

1. ОБЪЕКТЫ, КОТОРЫЕ НЕ ПОДЛЕЖАТ ВОЗВЕДЕНИЮ ИЛИ РЕМОНТУ
 2. ОБЪЕКТЫ, КОТОРЫЕ ПОДЛЕЖАТ ВОЗВЕДЕНИЮ ИЛИ РЕМОНТУ
 3. ОБЪЕКТЫ, КОТОРЫЕ ПОДЛЕЖАТ ВОЗВЕДЕНИЮ ИЛИ РЕМОНТУ
 4. ОБЪЕКТЫ, КОТОРЫЕ ПОДЛЕЖАТ ВОЗВЕДЕНИЮ ИЛИ РЕМОНТУ
 5. ОБЪЕКТЫ, КОТОРЫЕ ПОДЛЕЖАТ ВОЗВЕДЕНИЮ ИЛИ РЕМОНТУ
 6. ОБЪЕКТЫ, КОТОРЫЕ ПОДЛЕЖАТ ВОЗВЕДЕНИЮ ИЛИ РЕМОНТУ
 7. ОБЪЕКТЫ, КОТОРЫЕ ПОДЛЕЖАТ ВОЗВЕДЕНИЮ ИЛИ РЕМОНТУ
 8. ОБЪЕКТЫ, КОТОРЫЕ ПОДЛЕЖАТ ВОЗВЕДЕНИЮ ИЛИ РЕМОНТУ
 9. ОБЪЕКТЫ, КОТОРЫЕ ПОДЛЕЖАТ ВОЗВЕДЕНИЮ ИЛИ РЕМОНТУ
 10. ОБЪЕКТЫ, КОТОРЫЕ ПОДЛЕЖАТ ВОЗВЕДЕНИЮ ИЛИ РЕМОНТУ