

Application No: 18/0445N

Location: Sydney Road Bridge And Land Adjoining The Highway On, SYDNEY ROAD, CREWE

Proposal: Variation of conditions 3, 4, 7, 15, 16 and 17 on application 17/1980N

Applicant: Chris Hindle, Cheshire East Council

Expiry Date: 27-Apr-2018

## **SUMMARY**

The existing Sydney Road Bridge is identified within the Cheshire East Infrastructure Delivery Plan (CEIDP). The CEIDP identifies that the developments around Crewe will exacerbate the delays currently caused at the Sydney Road Pinch Point. The CEIDP identifies that the construction of a new bridge to allow two way carriageway is classed as Priority 1 (the highest priority).

The replacement of the existing bridge will provide important highway benefits to Crewe and economic benefits outlined above. It should also be noted that the existing bridge is an aging structure which is classed as 'fair to poor condition'. The bridge currently requires regular maintenance work. The principle of the replacement bridge has already been accepted.

The variation of conditions 3, 4, 7, 15, 16 and 17 on application 17/1980N is required due to the phasing of the development and the works require agreement of Scottish Power and Network Rail. In this case the variation of the planning conditions would not raise any significant issues and is considered to be acceptable.

## **RECOMMENDATION**

**Subject to no additional material planning issues being raised during the consultation period which expires on 28<sup>th</sup> February 2018 approve subject to the following conditions.**

## **PROPOSAL**

Planning application 17/1980N gave approval for a new Sydney Road Bridge. The development would be a single span structure and would measure 22.8m in length and 14.6m in width. The bridge would accommodate a 7.3m carriageway to allow two lane traffic with a 3m wide footway/cycleway set back 0.5m from the southern lane and a 2m footway located to the northern side of the bridge. The bridge would have parapets of 0.9m in width and 1.85m in height with a red engineering brick cladding to the internal face of the bridge. To accommodate the new structure the existing central bridge pier would be

demolished. The new bridge will maintain the existing main span headroom of 4.9m between the bridge and the railway tracks.

This application is to amend certain conditions associated with the planning permission for the replacement scheme, and to add a phasing dimension to the permission, which reflects the separate construction contracts. In effect, this application is to create two phases of construction to allow certain preliminary works to take place in February/March 2018 before the main construction works commence in October 2018. This application seeks to vary conditions 3, 4, 7, 15, 16 and 17 on application 17/1980N as set out below;

3. Prior to the commencement of the Phase 2 (Main Works) development a revised plan to show the footpath alignment adjacent to SP Manweb's land and apparatus shall be submitted to the Local Planning Authority for approval in writing. The development shall be completed in accordance with the approved details.

4. Prior to the commencement of Phase 2 (Main Works) development a revised plan to show the siting of the compound adjacent to SP Manweb's land and apparatus together with details of the timing of any operations within the compound shall be submitted to the Local Planning Authority for approval in writing. The development shall be complete in accordance with the approved details.

7. Prior to the commencement of the Phase 2 (Main Works) development, a scheme for the landscaping shall be submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall include details of replacement tree and hedgerow planting, planting plans, written specifications (including cultivation and other operations associated with tree, shrub, hedge or grass establishment), schedules of plants noting species, plant sizes, the proposed numbers and densities and an implementation programme.

15. Prior to the commencement of the Phase 2 (Main Works) development a drainage strategy/design in accordance with the appropriate method of surface water drainage (chosen dependent on the ground testing on site) shall be submitted to the Local Planning Authority for approval in writing. The approved shall be implemented as part of the approved development.

16. Prior to the commencement of the Phase 2 (Main Works) development a scheme to improve cycleway and footpath provision within the vicinity of the site shall be submitted to the Local Planning Authority for approval in writing. The approved scheme shall be implemented within 3 months of the new bridge first being brought into use.

~~17. Prior to the commencement of development a PROW scheme of management and a timetable for implementation shall be submitted to the Local Planning Authority for approval in writing. The approved scheme shall include proposals for the temporary closure of the PROW along with alternative route provision. The approved scheme shall be implemented in accordance with the approved timetable. The part of the PROW scheme of management relating to the temporary footbridge over the footway, and specifically with regard to its details (elevations and cross sections), shall be submitted to and approved by the Local Planning Authority prior to the Phase 2 (Main Works) commencing. The approved scheme shall be implemented in accordance with the timetable, that should also be included for approval.~~

## **SITE DESCRIPTION**

Sydney Road is a 'B' road which forms part of the strategic access route from South Crewe to North-West Crewe (including Leighton Hospital and Bentley). The Sydney Road Bridge is one of four locations within Crewe where it is possible to cross the Crewe to Manchester Railway Line. Sydney Road Bridge is currently a single carriageway structure (4.3m wide with a 1.8m wide footway to the northern side) which is only capable of accommodating traffic in one direction at a time with access being controlled by traffic lights.

The application site is located within a predominantly residential area with dwellings fronting Sydney Road and Rochester Crescent being in close proximity to the application site. There is a children's nursery and a cattery to the eastern side of the railway line and a Scottish Power electric substation to the west.

## **RELEVANT HISTORY**

18/0567D - Discharge of conditions 5, 6, 9, 11, 14, 17, 19 on application 17/1980N – Application undetermined

17/1980N – Railway Bridge, Sydney Road, Crewe - Demolition of the existing Sydney Road Bridge and provision of a new wider road bridge that will allow for two way traffic movement and removal of the traffic lights, and the creation of new pedestrian footpaths. The scheme also includes the creation of a temporary site compound, temporary site access, provision of a temporary pedestrian and cycle bridge during the construction period and other ancillary works – Approved 7<sup>th</sup> July 2017

15/3119S - EIA Screening opinion proposed road bridge over Manchester - Crewe Road Coast Main Line – EIA Not Required

The following application does not relate to this site but is relevant to this application;

18/0016N – Land east of lime Tree Avenue, Crewe - Proposed temporary permission (up to 18 months) for an alternative site compound for the Sydney Road Bridge replacement scheme, consisting of: 6 no. temporary cabins, wc block, parking area, service road, laydown area, top soil storage area and associated facilities, and temporary diversion of a Public Right of Way – Application undetermined.

## **POLICIES**

### **Cheshire East Local Plan Strategy – Submission Version**

PG2 – Settlement Hierarchy

PG7 – Spatial Distribution of Development

SD1 - Sustainable Development in Cheshire East

SD2 - Sustainable Development Principles

SE1 - Design

SE2 - Efficient Use of Land

SE3 – Biodiversity and Geodiversity

SE4 - The Landscape

SE5 - Trees, Hedgerows and Woodland

SE6 – Green Infrastructure

SE12 – Pollution, Land Contamination and Land Instability

SE13 - Flood Risk and Water Management

SC1 – Leisure and Recreation

IN1 – Infrastructure

CO1 – Sustainable Travel and Transport

CO2 – Enabling Business Growth through Transport Infrastructure

**Crewe and Nantwich Borough Council Local Plan policy**

BE.1 – Amenity

BE.3 – Access and Parking

BE.4 – Drainage, Utilities and Resources

BE.6 – Development on Potentially Contaminated Land

NE.5 – Nature Conservation and Habitats

NE.9 – Protected Species

NE.17 – Pollution Control

NE.20 – Flood Prevention

TRAN.3 – Pedestrians

TRAN.5 – Provision for Cyclists

RT.1 – Protection of Open Spaces with Recreational or Amenity Value

RT.9 – Footpaths and Bridleways

**National Planning Policy**

The National Planning Policy Framework

**Other Considerations**

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

National Planning Practice Guidance

Cheshire East Infrastructure Delivery Plan

**CONSULTATIONS (External to Planning)**

**CEC Head of Strategic Infrastructure:** No objection.

**Network Rail:** No objection.

**United Utilities:** No comments received.

**Scottish Power:** No comments received.

**CEC Public Rights of Way:** No comments received.

**CEC Environmental Health:** No objection.

**CEC Flood Risk Manager:** No comments received.

**Natural England:** No comment.

**Cheshire Brine Subsidence Board:** No comment.

## VIEWS OF THE TOWN COUNCIL

**Crewe Town Council:** No comments received.

## OTHER REPRESENTATIONS

One letter of representation received raising the following concerns;

- It is difficult to see from the current plans due to the scale if any of the land associated with 118 Sydney Road would be required as part of the proposal.
- There are concerns that the proposed works will affect the day to day running of the business. Can you provide information to show how the entrance to 118 Sydney Road will be operational at all times.
- The landscape mitigation plan submitted as part of this application appears to show some changes to the vegetation within the boundary line with 118 Sydney Road. It is not clear what this will involve.

## OFFICER APPRAISAL

### Principal of Development

The existing Sydney Road Bridge is identified within the Cheshire East Infrastructure Delivery Plan (CEIDP). The CEIDP identifies that the developments around Crewe will exacerbate the delays currently caused at the Sydney Road Pinch Point. The CEIDP identifies that the construction of a new bridge to allow two way carriageway is classed as Priority 1 (the highest priority).

The Core Planning Principles of the NPPF identify that planning should;

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

The NPPF then goes on to state that Local Planning Authorities should;

*‘identify priority areas for economic regeneration, infrastructure provision and environmental enhancement’*

And that Local authorities should work with transport providers to;

*‘develop strategies for the provision of viable infrastructure necessary to support sustainable development’*

The Cheshire East Local Plan Strategy identifies that the Sydney Road Bridge is an important infrastructure requirement and the allocations LPS7 (Sydney Road, Crewe), LPS5 (Leighton, Crewe) and LPS11 (Broughton Road, Crewe) all seek to secure S106 contributions towards the Sydney Road Bridge or the Sydney Road Corridor.

Policy CO1 (Sustainable Travel and Transport) identifies that development should give priority to walking, cycling and public transport within its design and create safe and secure footways/cycleways and paths linking public transport and other services.

Policy CO2 states that the Council will support transport infrastructure including schemes outlined within the current Infrastructure Delivery Plan/Local Transport Plan and support the improvement of rail infrastructure.

In terms of the Crewe and Nantwich Local Plan Policy TRAN.3 requires new development to make appropriate provision for pedestrians through a number of measures including *'improving an existing footpaths'* and *'creating pedestrian routes through housing and employment areas'*.

The principle of the replacement bridge has previously been accepted. This application seeks to amend conditions 3, 4, 7, 15, 16 and 17 to allow for a two-phase construction period in order to allow certain initial enabling type works to commence ahead of the main bridge construction works. The timing of the initial works is dependent on the fixed timetabling of an outage of a Scottish Power electricity cable and the temporary closure and diversion of the West Coast Main Line railway. These are both due to take place between April 2018 (but will need site preparation works starting February/March 2018) and August 2018, ahead of the main construction works for Sydney Road Bridge starting in October 2018.

## **Phasing**

### Phase 1: February/March 2018

This phase relates to the enabling works for the project and in summary this would consist of the following;

- Advanced de-vegetation works before the bird nesting season start (March 2018)
- Set up site compound Lime Tree Avenue (subject to planning permission – 18/0016N)
- Undertake piling for north west abutment
- Excavate and install ducting for Scottish Power
- Scottish Power install new 132Kv Cable and commission
- Move Overhead Line Equipment to temporary location and remove southern gantry
- Install modular units for new abutment
- Infill span
- Partially demobilise main site compound and make secure

### Phase 2 October 2018 – June 2019

The phase 2 works are the main works to the bridge and highway and are referred to as the 'Main Works'. In summary these works consist of the following;

- Remobilise site compound Lime Tree Avenue (subject to planning permission)
- Carry out de-vegetation works
- Set up secondary compound in Scottish Power land
- Install temporary service bridge
- Close road
- Commence service diversion from the bridge deck
- Piling for south east abutment (Nursery side)
- Demolish bridge
- Install new bridge deck beams and parapets
- Move Overhead Line Equipment to permanent location
- Pour bridge deck
- Install approach units

- Reinstate services from temporary bridge to new bridge deck
- Install carriageway and footway constructions
- Install drainage, fencing, bollards and lighting
- Install highway surfacing and traffic signals
- Reopen the road
- Remove temporary service bridge

### **Reason for the Proposed Phasing**

A Scottish Power 132kV cable, which currently runs parallel to the railway from the electricity substation, through the bridge span to the Scottish Power pylon north of the has been damaged and jointed several times in the past. Due to the location and condition of this cable it is necessary to replace it with a modern cable in a new, secure duct route to allow for the new, wider Sydney Road bridge.

To carry out these works, an outage of the cable is required, which is restricted to Spring/Summer and needs to be planned well in advance. Scottish Power confirm that the outage is scheduled to start May 2018 and finish in August 2018 to coincide with their transformer upgrade works. The Sydney Road project has already had to be re-planned once due to the movement of this outage from 2017 to 2018.

In addition, a 'disruptive possession' (closures of the railway which lead to diversion or termination of planned passenger and freight services) has had to be negotiated with train and freight operators by Network Rail on behalf of Cheshire East Council for May 2018. This possession is to allow for modification to the Overhead Line Equipment and the removal of a gantry. In addition, this possession will be utilised to allow some piling works to take place. Similar to the Scottish Power outage, this possession has to be booked in advance and the train timetable has been amended to include for it.

The requirement for an outage and the associated disruptive possession of the railway means that these works need to be undertaken at specific times, which, due to the complexity involved, take months of negotiation with stakeholders to agree and would significantly delay the construction programme if they are missed. For the purposes of this application, these works are referred to as Phase 1 works. The remaining works which will deliver the main bridge are referred to as Phase 2 works.

### **Implications of this application**

In this case it should be noted that the phase 1 works would not include any new landscaping other than de-vegetation works (Condition 7), there is no requirement to use the Scottish Power compound in Phase 1 (Condition 4), no works will be undertaken to modify the approaches to the highway on the Scottish Power land (Condition 3), no drainage will be installed (Condition 15) and no improvements will be made to the highway or cycleway as part of these works (condition 16).

The wording for Condition 17 needs to be varied, as it has elements relating to both Phase 1 works and Phase 2 works, and the applicant does not have the information regarding the temporary railway footbridge which is part of the Phase 2 works. In terms of the Condition 17 Phase 1 works an application to discharge various pre-commencement planning conditions (ref: 18/0567D) includes a partial discharge for Planning Condition 17.

As a result there are no implications in terms of the variation of conditions 3, 4, 7, 15, 16 and 17 on application 17/1980N.

### **Application 17/0567D**

In this case it should be noted that application 17/0567D seeks approval for details required by conditions 5, 6, 9, 11, 14, 17 and 19 attached to application 17/1980N. At the time of writing this report the application had not been determined should this application be determined by the date of the committee meeting the suggested conditions would need to be updated to reflect this decision.

### **Other issues**

The letter of representation raises issues in relation to the impact of the replacement bridge. However these issues were determined as part of the determination of application 17/1980N and this application seeks to vary the conditions imposed only.

### **CONCLUSIONS**

The existing Sydney Road Bridge is identified within the Cheshire East Infrastructure Delivery Plan (CEIDP). The CEIDP identifies that the developments around Crewe will exacerbate the delays currently caused at the Sydney Road Pinch Point. The CEIDP identifies that the construction of a new bridge to allow two way carriageway is classed as Priority 1 (the highest priority).

The replacement of the existing bridge will provide important highway benefits to Crewe and economic benefits outlined above. It should also be noted that the existing bridge is an aging structure which is classed as 'fair to poor condition'. The bridge currently requires regular maintenance work. The principle of the replacement bridge has already been accepted.

The variation of conditions 3, 4, 7, 15, 16 and 17 on application 17/1980N is required due to the phasing of the development and the works require agreement of Scottish Power and Network Rail. In this case the variation of the planning conditions would not raise any significant issues and is considered to be acceptable.

### **RECOMMENDATIONS**

**Subject to no additional material planning issues being raised during the consultation period which expires on 28<sup>th</sup> February 2018 approve subject to the following conditions;**

- 1. Standard time 3 years**
- 2. Development to proceed in accordance with the approved plans**
- 3. Prior to the commencement of Phase 2 submission of an amended plan to realign the footpath and to avoid Scottish Power infrastructure**
- 4. Prior to the commencement of Phase 2 details of the siting of the compound and its timing to be submitted and agreed**
- 5. Prior to the commencement of development a Tree Protection Scheme is to be submitted and approved**
- 6. Prior to the commencement of development an Arboricultural Method Statement is to be submitted and approved**



7. Prior to the commencement of Phase 2 submission of a scheme of landscaping including replacement tree and hedgerow planting to be submitted
8. Implementation of the scheme of landscaping including the replacement tree and hedgerow planting
9. Reptile Mitigation Method Statement to be submitted and approved
10. Nesting birds – timing of works
11. Prior to the commencement of development a Construction Environment Management Plan is to be submitted and approved
12. Where possible noise generative activities shall take place during standard construction hours
13. At all times of construction there shall be a prominently displayed contact telephone numbers for the reporting of issues and problems
14. Dust Control Measures to be submitted and approved
15. Prior to the commencement of Phase 2 a drainage Strategy and design to be submitted and approved
16. Prior to the commencement of Phase 2 a scheme to improve cycleway and footpath provision within the vicinity of the site shall be submitted and approved
17. The part of the PROW scheme of management relating to the temporary footbridge over the footway, and specifically with regard to its details (elevations and cross sections), shall be submitted to and approved by the Local Planning Authority prior to the Phase 2 (Main Works) commencing. The approved scheme shall be implemented in accordance with the timetable, that should also be included for approval.
18. The line of the PROW shall be marked out prior to the commencement of development
19. Pre-commencement and pre-completion surveys of the PROW shall be submitted to the LPA and approved in writing.

**Informatives;**

1. Japanese knotweed informative
2. Standard Construction Hours informative
3. Contaminated Land informative
4. Informative to advise of United Utilities Infrastructure
5. A temporary Traffic Regulation Order will be required to enable any diversion along Hungerford Road
6. Brine Board informative to advise that precautions are required to mitigate the effects of any future brine movement
7. Liaison committee to be set up with local residents and Members
8. Diversion Route signage to be provided

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

