

Planning Reference No:	10/0021C
Application Address:	Crewe Road, Sandbach
Proposal:	Application for Outline Planning Permission for the Erection of 41 Dwellings
Applicant:	Hollins Strategic Land
Application Type:	Outline
Grid Reference:	375087 359460
Ward:	Sandbach
Earliest Determination Date:	18 February 2010
Expiry Dated:	09 April 2010
Date of Officer's Site Visit:	26 February 2010
Date Report Prepared:	26 February 2010
Constraints:	Settlement Zone Wildlife Corridor Open Countryside

SUMMARY RECOMMENDATION:

APPROVE SUBJECT TO CONDITIONS

MAIN ISSUES:

- The acceptability of the development in principle
- Layout, design and street scene
- Sustainability
- Impact on neighbour amenity
- Landscape and ecology
- Highway considerations
- Drainage and flood risk

1. REASON FOR REFERRAL

This application has been referred to the Southern Planning Committee as the scheme is a major development for over 10 houses.

2. DESCRIPTION OF SITE AND CONTEXT

The site lies to the south of Sandbach and is currently accessed from a small private track known as Zan Drive off Crewe Road that leads to the Zan Industrial Park.

To the north lies the Wheelock Rail Trail whilst to the east is open countryside and a Wildlife Corridor. To the south of the site is Zan Drive off which lies a number of residential properties, a small parking area in a copse of trees and the industrial estate whilst to the west are a number of residential properties and beyond that Crewe Road.

The site itself is relatively open comprising of a grazing paddock which is surrounded by trees and hedges. There is also the remnants of a former hedgerow that passes through the centre of the site and is marked by some small trees. The majority of the site to the

west is relatively level but falls away to the east where it approaches a belt of trees that bound the site.

The site is also overlooked by a number of residential dwellings off Zan Drive and Crewe Road.

3. DETAILS OF PROPOSAL

This is a resubmitted application following refusal of an earlier scheme (ref. 09/2392C) at the Southern Planning Committee on 18 December 2009.

Although the application is outline only with only access for detailed consideration, supporting information has been submitted to accompany the application together with an indicative layout. Following the refusal some of the information submitted has been reviewed by the applicant to address the concerns expressed by Members at the earlier meeting.

It is intended that vehicular traffic for the new houses will now be fully served off a new access off Crewe Road with only pedestrian access being gained from Zan Drive. Parking will also be provided for the existing dwellings on Zan Drive and these will be accessed off the existing road. The main development area is to have a main spine road running through the development off which a number of housing clusters will be served.

As the application is outline, full elevation details for all the properties has not been provided but two indicative sketches of the street scene facing the Wildlife Corridor to the east and Zan Drive to the south have been submitted. These sketches show that intended form of development as two storey dwellings with forward projecting gable ends built in a traditional style. The position of two key note buildings has also been indicated but as no plans or elevations have been provided for these buildings it is not possible to comment further on these elements of the scheme.

Although a parking area has been shown to the front of the properties off Zan Drive, no detailed parking arrangements have been shown for the other properties within the heart of the development area.

4. RELEVANT HISTORY

As indicated above, an earlier scheme for the site (ref 09/2392C) was refused in December last year. The reasons given related to the loss of Open Countryside to residential development, harm to the adjacent Wildlife Corridor, insufficient evidence to substantiate the proposed density of 27 dph, potential harm to existing highway arrangements, potentially harmful impact on protected species contrary to the EU Wildlife Habitats Directive, insufficient drainage details and potential loss of trees and hedgerows. Finally, the development failed provide sufficient affordable housing in the absence of a viability report contrary.

In 2000, outline planning permission (ref. 31927/1) was refused for the development of the site for housing. The following three reasons for refusal were given 1. Imbalance of housing supply across the Borough, 2. The development would be unlikely to make a positive contribution to the character of the area and 3. The density of the development would be too low thereby conflicting with the advice in PPG3: Housing.

5. POLICIES

POLICIES

National Guidance

PPS1: Delivering Sustainable Development

PPS3: Housing

Regional Spatial Strategy

DP1 Spatial Principles

DP2 Promote Sustainable Communities

DP3 Promote Sustainable Economic Development

DP4 Make the Best Use of Existing Resources and Infrastructure

DP7 Environmental Quality

Congleton Borough Council Local Plan First Review

GR1 General Criteria

GR2 Design

GR3 Design

GR5 Landscape

GR6 Amenity and Health

GR10 New Development

GR18 Traffic Generation

PS3 Settlement Hierarchy

PS8 Open Countryside

PS4 Towns

NR1 Trees and Woodlands

NR4 Wildlife Corridor

E10 Re-use of Redevelopment of Existing Employment Sites

H1 General Scale of New Housing Development

H2 General Scale of New Housing Development

H6 Open Countryside

H13 Affordable and Low-Cost Housing

6. CONSULTATIONS (External to Planning)

Environmental Health

No objection to the principle of development however four conditions have been recommended in respect of the following matters:

- Submission of a contaminated land Phase 1 Construction phase of development:
- Protection from noise during construction for neighbours
- Limit to hours of pile driving and
- Submission of an air quality survey

Strategic Highways Manager

The highway aspects and requirements of this site were discussed with the developer's highway consultant at pre-application stage and a scope for the Traffic Statement was prepared.

Under the planning application itself, the traffic statement demonstrates clearly that traffic generation will have negligible impact on local infrastructure and the site can be accessed via appropriate junction design.

In sustainable transport terms the site does benefit from reasonable accessibility via a variety of modes however the C839 Crewe Road currently has a scheme designed for improvements to local sustainable infrastructure in the form of traffic management through engineering works.

The submitted Design and Access statement acknowledges the need for new development to provide commuted sums for the improvement of alternate methods of transport under 'Policy T7 Parking'.

Whilst it is acknowledged that appropriate visibility splays for the proposed junction with Crewe Road are technically available, a situation manifests itself on Crewe Road which sees obstruction to the proposed splays by on-street parking. Given the intention to provide traffic management for Crewe Road, the Strategic Highways Manager considers it appropriate for the development to contribute a commuted sum towards the local traffic management scheme.

The commuted sum would cover traffic management orders and the provision of the more localised areas of the proposed scheme for Crewe Road. The required sum would be £12,000 pounds based on scheme and traffic regulation order estimates. The contribution will improve local sustainable infrastructure and underpin the application detail in the Design & Access statement and Traffic Statement to the benefit of the development and the local infrastructure. The commuted sum should be secured via a S106 Agreement.

Should the application be approved, two conditions are recommended:

Condition:- No development will commence until the developer has entered into a Section 278 Agreement with Cheshire East Council Highway Authority.

Condition:- The developer will submit a suite of plans showing detailed design and construction specification for the proposed junction with Crewe Road to the satisfaction of the LPA.

Nature Conservation Officer

The Officer acknowledges that in essence the revised scheme seeks to address the point of the potential encroachment of the development into the adjacent wildlife corridor.

Following a site visit, it is acknowledged that whilst the development does enter the Wildlife Corridor there is no loss of important habitat, the 'overlap area' consisting solely of closely grazed pasture. The proposed transitional ecological area will adequately compensate for any loss of habitat and the Officer anticipates that if implemented appropriately, this will also lead to an increase in the biodiversity value of the site.

If permission is granted, the following conditions are required:

- Lighting
- Bat and Bird Boxes
- Protection of breeding birds

- Pond design to be agreed with LPA
- Follow up badger survey
- Management plan for onsite landscaping and adjacent wildlife corridor (may require S106)
- Landscaping
- Further details of the design the Transitional Ecological Area to be submitted to the LPA and such proposals to be implemented as part of the development.

Spatial Planning

As the proposal represents a change in layout, no new comments have been provided. Comments were made on the earlier scheme and addressed the following points:

Housing Supply

With the introduction of PPS3, the Council now has to ensure that it has a deliverable 5-year supply of land for housing and if this is not the case the Council should consider favourably suitable planning applications for housing. As stated above the RSS requests that there is the capacity for 300 dwellings per annum average, equating to 1500 dwellings over 5 years. The up to date housing supply figure for the Borough as of 30/06/09 is 1,460 dwellings (net), which includes; gross dwellings balance under construction (259), gross dwellings with planning permission (993), allocations (250), (Wheelock Mill has been discounted as this site is not considered as 'available now' in terms of PPS 3) and the loss of 42 dwellings. Therefore we have less than a five-year supply of housing against the RSS requirement. However, it also needs to be borne in mind that several applications, totalling 385 dwellings have recently been approved subject to the signing of Section 106 Agreements. This would bring the housing land supply total to 1,845 dwellings (5.6 years supply).

Affordable Housing Statement

The statement refers to an SPG, however this should state SPD (6). The statement has grouped together both affordable and low-cost housing, with 20% provision proposed, but these need to be dealt with separately. According to SPD6 the definition of affordable housing differs from that within the Local plan in that it no longer includes low-cost housing. The general minimum proportion of affordable housing for any site will normally be 30%. In addition the council will require the provision of an element of the market housing to be unsubsidised low-cost market housing, which would be a minimum of 25%. Therefore the proposed amount of affordable and low-cost housing is insufficient. The SPD suggests that there is a low proportion of terraced property as well as flats and rented accommodation. The price for terraced dwellings stated in the Statement is incorrect, it should be £110,540.

Housing Density

PSS3 makes reference to a housing density of 30 dwellings per hectare, which should be used as a guide until local densities are in place. At this density 41.7 dwellings would be provided. The proposal is for a density of 26.6dph.

Update

It should be noted that some of these comments have been addressed through amendments in the nature of the application. In respect of demand for housing, there is still a requirement to secure development to ensure an adequate supply of land for the 5 year land supply figures. In respect of the affordable housing, this matter and the revised provision has been considered by the Housing Research and Monitoring Officer (below). Finally, as the scheme is now for 42 units thereby meeting the density requirements.

Public Rights of Way Officer

No comments have been received in respect of this particular application but the Public Rights of Way officer wrote on the earlier application to confirm that the development will not affect any existing rights of way. It is believed that these earlier comments remain valid in respect of the current proposal.

Senior Landscape and Tree Officer

The Officer has commented to note that there are a number of trees on/adjoining the site including a copse in the south east corner, trees adjoining the Wheelock walkway and trees in the Sandbach Wildlife corridor. In the absence of a tree survey, insufficient information has been submitted in order for the LPA to fully determine the impact of the development on trees.

From the indicative layout and their observations on site, it appears the development would potentially result in the loss of existing trees and vegetation considered to have local landscape and nature conservation value. Given the influence of trees both on and overhanging the site, it is also very difficult to establish if the number of dwellings proposed and appropriate private amenity space could be accommodated.

Housing Research and Monitoring Officer

The Officer initially commented along the same lines as the initial application from last year as follows:

Local Housing Need

The supply and demand analysis shows an outstanding shortfall of affordable units within Sandbach. There is a significant shortfall of 2 and 3 bedroom houses and it is this shortfall which the Council would be seeking to reduce.

The housing waiting list shows a need for all property types in the Sandbach area but the number of 2 and 3 bed properties available for social rent are drastically below the demand on the waiting list.

Affordability

In line with Supplementary Planning Document 6 (Affordable Housing and Mixed Communities) the Council would seek 30% of the site to be classed as Affordable Housing. This housing should be in line with the definition in PPS3 which includes social rented housing or intermediate affordable housing including shared equity schemes. Of this 30%, and in line with the recommendations in our Housing Needs Survey desktop review of 2006, we expect 50% to be social rented and 50% to be either shared ownership or discounted for sale.

Site layout

It is expected that the affordable units will be 'pepper-potted' throughout the site.

Following ongoing negotiation with the applicant however, the officer has given consideration to an amended offer in respect of affordable housing provision to meet the 30% total provision requirement. This offer comprises of 4 No. 2 bed apartments for social rent and 8 No. 2 bed houses at a 30% discount. The officer has accepted this provision given the economics of the development which have been appraised through an open book viability assessment.

7. VIEWS OF THE PARISH / TOWN COUNCIL

Sandbach Town Council has objected to the scheme on the following grounds. Access/egress arrangements would be detrimental to existing arrangement on Crewe Road and Zan Drive, contrary to the Local Plan Policy GR18. It is felt that surface water drainage issues have not been addressed, therefore neighbouring properties may be at risk. It is felt that there would be a negative impact on the wildlife corridor, contrary to Local Plan Policy NR3.

8. OTHER REPRESENTATIONS:

Environment Agency

The Agency has written to confirm they have no objection to the principal of development. A series of conditions have been proposed in respect of the following matters:

- Scheme for surface water run off
- Scheme required for control of overland flows
- Submission of landscape management plan to include details of planting, habitat creation, maintenance and boundary treatments
- Pond to be created in accordance with agreed scheme
- Scheme for management of potential contamination

Sustrans

The national cycling group and whilst not objecting to the development has raised the following comments:

- The estate should be designed for low vehicular speeds, 20mph or less.
- The Transport Assessment refers to the Wheelock Trail nearby (NCN Route 5) but fails to mention the poor access at Crewe Road bridge. The proposed development is very close to the Trail and we would like to see a direct pedestrian/cycle track to the trail east of the bridge, with any open space of the estate abutting the trail.
- We suggest travel planning is important for a site of this size.

United Utilities

United Utilities have confirmed they have no objection to the proposal provided the site is drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge directly in to the adjacent watercourse and may require the consent of the Environment Agency. If surface water is allowed to be discharged to the public surface water sewerage system we may require the flow to be attenuated to a maximum discharge rate determined by United Utilities.

It has also been noted that a public sewer crosses runs at the rear 432-450 Crewe Road and we will not permit building over it and will require 24 hour access for maintenance and repair. We will require an access strip width of 6 metres, 3 metres either side of the centre line of the sewer which is in accordance with the minimum distances specified in the current issue of "Sewers for Adoption". Deep rooted shrubs and trees should not be planted in the vicinity of the public sewer and overflow systems.

Neighbours

A number of letters of correspondence have been received from neighbours. One neighbour has commented that they support the application on the basis that the property they own 446 Crewe Road, is an unsightly property in a poor state of repair and its removal would benefit the street scene.

The other 19 letters however have opposed the application on the following grounds:

- Poor access front Zan Drive and Crewe Road
- Zan Drive is well used and serves 11 properties
- There is a demand for industrial units on the industrial estate which may be lost to development if this scheme is approved
- The design of the properties does not match the character of the area
- There is insufficient parking in the area already
- Crewe Road is a dangerous highway
- There are claims of badgers, bats and adders, all protected species on the site.
- Impacts on existing residential privacy and amenity levels
- Loss of an existing Greenfield site
- The site is designated a Green Belt
- The density of the development would be too high for that area
- The sewer along Zan Drive is insufficient to cater for the additional demand
- The loss of 444 and 446 Crewe Road would be detrimental to the street scene
- The decision is premature following the refusal in May 2000
- The Title Deeds for the properties in Zan Drive allow full access along the track for the residents.
- The development would have a detrimental impact on the neighbours at 448 Crewe Road
- The development would bring about unacceptable impact on local amenities including schools and doctors in terms of overloading existing services.

9. APPLICANT'S SUPPORTING INFORMATION

Design & Access Statement: Sedgwick Associated

This document provides details on the history of the site, the surrounding context of the local area and the policy framework surrounding the development. The report also seeks to expand on the justification for the development proposed.

Ecological Survey and Assessment: Environmental Research and Advisory Partnership

The applicants have provided an updated desktop survey together with an Extended Phase 1 Habitat Survey for the site. This has looked at a number of protected species.

This work has identified no significant wildlife interests or constraints that would affect the principle of development nor would the proposal have an adverse impact on the adjacent Sandbach Wildlife Corridor.

Flood Risk Assessment: Bett Associates

A revised report has looked at the issue of floodwater runoff and the impact on neighbours. The site has been classified as Flood Zone 1 (low risk) in accordance with the guidance in PPS25: Flooding

To control runoff, the applicants have proposed the following three measures:

- Discharge to watercourse
- Ground infiltration and
- Outfall to the adopted sewer network

Ground Contamination Desk Study: Sedgwick Associates

The contamination survey has looked at the character of the site and any impact on possible future residential use of the site.

From the analysis undertaken, there is nothing to indicate that the site should not be developed for residential use. As this application is outline only, it is recommended that further survey work be undertaken once the final position and design of the buildings is known.

Viability Assessment

The applicants have also submitted a open book viability assessment to look at the ability of the scheme to meet policy requirements.

10. OFFICER APPRAISAL

Principle of Development

At the heart of the application is whether the principle of development on the site can be accepted. Although the site is greenfield in appearance and nature, and a very small part of which is outside the settlement zone line in open countryside, one of the key considerations is whether the Council is in a position to meet its five years land supply targets.

Based on the findings of the Strategic Planning Officer, it is apparent that the former Congleton Borough Council area is close to providing a 5 years supply of housing however this is dependant on the viability of the allocated sites in coming forward for development during the relevant period, if any of the sites cannot be delivered, then the Council may fall short of its 5 year target.

On this analysis, the principle of developing within the settlement zone line for Sandbach would be difficult to resist especially when it is considered that the regional housing targets are set as a minimum and not a maximum limiting the amount of development that can take place.

In the earlier application, concern was expressed in respect of an element of development on the Wildlife Corridor outside the settlement zone line. This area of land is still within the application, however, the applicant has focused on this area despite the scheme being outline only and has shown how the dwellings will impact. The applicant has shown a new pond as part of this space and in their comments, the Nature Conservation Officer has accepted this approach acknowledging that this may enhance ecological diversity.

On this matter, it is therefore felt that the development will not result in harm to the Wildlife Corridor.

The density of development has now risen to just over 30 dwellings per hectare (dph) and is now within the target set out in PPS 3. It is believed that this density will be achievable at the Reserved Matters Stage without harm to surrounding occupiers or other interests.

Contributions

The issue of affordable housing was not addressed by the applicants in the earlier application and accordingly, one of the reasons for refusal was based on this point.

Much work has now gone into this point since the refusal and the applicants have been in discussion with the Housing Officer on the requirement for affordable housing in this part of Sandbach.

Whilst the offer of four social rent units and 8 discounted properties is not in line with the normal requirement of an even split between both tenure types, the applicants have supported their offer through an open book appraisal based on a residual methodology. This has shown that the scheme would be unviable to provide a 50/50 mix.

Having considered this matter, it is felt by Officers that the level of affordable housing put forward by the developer represents a fair and considered offer in light of the economics of provision.

Layout, Design and Street Scene

The concerns in the earlier scheme over layout particularly in respect of access off Zan Drive has been addressed. The existing parking off Zan Drive to serve the Coach House and neighbouring properties will be retained albeit in a new configuration and the new dwellings will all be served off the main service road.

It is recognised however that there may be a desire from some of the new occupiers off the Crewe Road development to park on Zan Drive thereby avoiding the need to pass through the estate. Whilst it is not possible to prevent the public from using the adopted highway, the parking spaces off Zan Drive will not be adopted by the Highways Authority, accordingly, controls can be placed through the s106 agreement to control the use of the Zan Drive spaces for the benefit of existing occupiers and not for new occupiers.

As with the earlier application, it is felt that the layout could be carried forward to create an acceptable scheme. There are some question marks over whether sufficient garden/circulation space would be allowed if the layout were slavishly adhered to but as this is outline scope would exist for the footprint of the buildings to be amended.

The applicants have addressed the issue of open space within the development and it is now felt that an appropriate layout can be secured at the reserved matters stage which will not harm to Wildlife Corridor to an unacceptable degree.

In respect of the comments on the loss of 444 and 446 from the street scene it is felt that although this will result in a change to the character of the area, this will not be harmful to residential amenity levels or the street scene. There are a number of openings in the road frontage at present which is interspersed with a number of different properties e.g. the school and vehicle repair work shop.

Amenity

As this is an outline application with layout reserved, it is not possible to state that the development will have an unacceptable impact on the amenity of the neighbouring residents at this time. There is some concern as expressed earlier however that the garden spaces for some of the proposed dwellings is limited and this may need to be reviewed in a detailed layout. At this time though, no substantive reason for refusal on this point could be sustained.

Trees and Woodland

The Councils Arboricultural Officer has expressed concern with this scheme. These comments are noted but individually, the trees that are likely to be lost to development are of little amenity value individually. Where their worth is important however is as a group feature, particularly to the south of the development in the copse close to Zan Drive.

However, it is felt that as much of the site is bounded by trees there may be scope for mitigation. This matter however remains one of concern.

Landscape and Ecology

The EC Habitats Directive 1992 requires the UK to maintain a system of strict protection for protected species and their habitats. The Directive only allows disturbance, or deterioration or destruction of breeding sites or resting places,

- in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment

and provided that there is

- no satisfactory alternative and
- no detriment to the maintenance of the species population at favourable conservation status in their natural range

The UK implemented the Directive by introducing The Conservation (Natural Habitats etc) Regulations 1994 which contain two layers of protection

- a requirement on Local Planning Authorities ("LPAs") to have regard to the Directive's requirements above, and
- a licensing system administered by Natural England.

Circular 6/2005 advises LPAs to give due weight to the presence of protected species on a development site to reflect EC requirements. "This may potentially justify a refusal of planning permission."

PPS9 (2005) advises LPAs to ensure that appropriate weight is attached to protected species "Where granting planning permission would result in significant harm [LPAs] will need to be satisfied that the development cannot reasonably be located on any alternative site that would result in less or no harm. In the absence of such alternatives [LPAs] should ensure that, before planning permission is granted, adequate mitigation measures are put in place. Where ... significant harm ... cannot be prevented or adequately mitigated against, appropriate compensation measures should be sought. If that significant harm cannot be prevented, adequately mitigated against, or compensated for, then planning permission should be refused."

PPS9 encourages the use of planning conditions or obligations where appropriate and again advises [LPAs] to "refuse permission where harm to the species or their habitats would result unless the need for, and benefits of, the development clearly outweigh that harm."

The converse of this advice is that if issues of detriment to the species, satisfactory alternatives and public interest seem likely to be satisfied, no impediment to planning permission arises under the Directive and Regulations.

In this case, it is felt that sufficient work has been undertaken by the applicants to show that the scheme will not have a detrimental impact on protected species. The development will actually result in the delivery of additional habitat features which it is hoped will be a benefit to ecological diversity.

Highways and Parking.

The Highways Officer has looked at the proposal and based on the changes to the layout especially the interface between the new properties and Zan Drive, it is felt that the revised layout for the development is acceptable.

The scheme also provides additional linkages to the Salt Line Walk which lies close to the site allowing easier access to sustainable modes of travel.

Whilst significant mention has been made by neighbours of the poor nature of Crewe Road and the congestion, particularly from the car repair garage to the north, the Strategic Highways Officer has felt on balance that the scheme is acceptable. The presence of illegal off street parking on grass verges and other locations is not appropriate grounds to refusal an application as such parking should be addressed through separate Highway Controls.

Drainage and Flood Risk

The applicants have responded to the concerns raised by United Utilities on the first application in respect of sustainable drainage. Details have now been provided of a SUDS scheme and a sum of £60,000 has been allowed in the viability appraisal for this element of the development.

To ensure that this is addressed adequately, a condition is recommended should the scheme be approved.

11.CONCLUSIONS

The applicants have taken on board the Members concerns with the earlier scheme and either provided additional information on those points where information was lacking or amended the nature of the scheme to ensure compliance with policy.

Whilst this is a greenfield site and the loss of any such site to housing is regrettable, consideration also needs to be given to the need for the Council to ensure an adequate supply of housing land over the next five years.

If supply is deemed to be too low, there is a risk that less desirable or more sensitive sites need to be released for development in the future.

Having considered all of the above points it is felt that the applicants have in nearly all respects put forward a strong scheme. The only area of weakness would be in respect of the trees on site. It is recognised some of these will be lost through the development reducing the ecological value of the site and weaken its character. Against this however, replacement planting will go some way to offsetting this loss and no objection has been raised by the Ecological Officer.

On balance therefore it is felt that the benefits of the scheme outweigh this element and in summary, the scheme is now suitable to be recommended for approval subject to conditions and a s106 agreement.

12.RECOMMENDATIONS

Subject to the completion of a S106 agreement in respect of the Heads of Terms as set out below, that authority be given to the Head of Planning and Policy to grant approval subject to the imposition of the following conditions:

Heads of Terms for Legal Agreement

- 1. Contribution of £120,000 towards public open space ongoing maintenance of the facilities.**
- 2. Contribution of £12,000 towards traffic measures along Crewe Road, Sandbach**
- 3. Delivery of 4 No. 2 bed apartments for social rent and 8 No. 2 bed houses at a 30% discount towards affordable housing**
- 4. Scheme to restrict use of Zan Drive parking spaces.**

Conditions

- 1. 3 year time limit**
- 2. Development in accordance with submitted plans**
- 3. Submission of material samples**
- 4. Hours restriction - construction.**
- 5. Hours restriction - piling activity.**
- 6. Contaminated land remediation**
- 7. Submission of noise survey**
- 8. The developer will submit a suite of plans showing detailed design and construction specification for the proposed junction with Crewe Road to the satisfaction of the LPA.**
- 9. Drainage - surface water and sewerage to include SUDS.**
- 10. Design of flood storage and mitigation.**
- 11. Detailed junction design to be submitted and agreed.**
- 12. Parking area to be completed and marked out prior to first occupation**
- 13. Lighting scheme to be submitted**
- 14. Bat and Bird Boxes**
- 15. Protection of breeding birds**
- 16. Pond design to be agreed with LPA**
- 17. Follow up badger survey**
- 18. Management plan for onsite landscaping and adjacent wildlife corridor**
- 19. Further details of the design the Transitional Ecological Area to be submitted to the LPA and such proposals to be implemented as part of the development.**
- 20. Landscaping in accordance with submitted details**
- 21. Landscaping to be maintained for 5 years**
- 22. Details of boundary treatments to be submitted**
- 23. Submission of landscape management plan to include details of planting, habitat creation , maintenance and boundary treatments**
- 24.Waste management plan required.**
- 25.Submission of site management plan to include details on deliveries, staff parking, wheel washing**
- 26. Scheme for surface water run off**
- 27. Scheme required for control of overland flows**

Location Plan: Cheshire East Council Licence No. 100049045

