

Application No: 23/2419M

Location: ADLINGTON BUSINESS PARK, LONDON ROAD, ADLINGTON, SK10 4NQ

Proposal: The erection of 11 no. units with access and servicing arrangements, car parking, landscaping and associated works (Use Classes E (g) (iii), B2 and B8).

Applicant: CB Adlington Investment LLP

Expiry Date: 22-Dec-2023

## **SUMMARY**

The application proposes the erection of 11 commercial units on a Strategic Site within the Poynton Settlement Boundary allocated for such development in the Local Plan by Policy LPS51. As such, the principle of the development is deemed to be acceptable.

The application is of an appropriate design, enhanced during the application process, and would be acceptable in terms of landscaping and trees, subject to conditions. It would not result in any amenity concerns and would not result in any highway safety concerns subject to a contribution towards to the Poynton Relief Road. There are also no flood risk objections.

The proposals are deemed to result in less than substantial harm to the setting of a nearby Grade II listed building. As such, planning should not be supported unless public benefits outweigh the harm. The proposed external lighting will also result in significant harm to foraging and commuting bats albeit the effect would not be felt beyond the locality of the site. Similarly, policy dictates that development should not be approved unless the benefits of the proposed development outweigh the impact.

In this instance, the proposal would deliver large-scale commercial development in a location assessed through the Local Plan process as being appropriate for such development. It is deemed that the wide-ranging job creation benefits in particular that would be derived from the scheme, in addition to the green energy offering, provide sufficient public benefits that would outweigh the harm to the setting of the Listed Building and bats.

For the above reasons, the application is recommended for approval.

## **RECOMMENDATION**

**APPROVE, subject to a S106 Agreement to secure highway improvement contributions and off-site landscape management maintenance, and conditions.**

## DESCRIPTION OF SITE AND CONTEXT

The application relates to a 3.18ha site to the west of the A523 London Road, approximately 1.4km to the north of Adlington and 1.9km to the south of Poynton. The site lies adjacent to London Road (A523) which is the main road linking Macclesfield to Stockport, via Poynton.

The site is positioned approximately 120 metres from the main entrance to Adlington Business Park which is located to the north. The Poynton Relief Road (PRR) has been constructed to the south and west of the site, which provides a link to the A555.

The site was most recently used as a temporary construction compound in relation to works for the PRR but has now been cleared.

The site falls within the Poynton Settlement Boundary and is allocated for employment development upon Policy LPS 51 of the CELPS.

## DETAILS OF PROPOSAL

Full planning permission is sought for the erection of 11 commercial units with access and servicing arrangements, car parking, landscaping and associated works (Use Classes E(g)(iii), B2 and B8).

Revised plans were received during the application process in response to concerns in relation to matters of highways, flood risk, open space, ecology, heritage and design, landscaping and contaminated land.

## PLANNING HISTORY

### Application site

**22/4432M** – Poynton Relief Road (PRR) - Variation of condition 1 on approved application 20/5197M - Variation of condition 2 on application 16/4436M. To include an additional T-junction for possible future development between chainage 45-95 (A523 London Road North) of the Poynton Relief Road alignment – Approved 2<sup>nd</sup> May 2023

**20/5197M** – PRR - Variation of condition 2 on application 16/4436M. To include an additional T-junction for possible future development between chainage 45-95 (A523 London Road North) of the Poynton Relief Road alignment – Approved 20<sup>th</sup> September 2022

**20/2413M** – PRR - Variation of condition 41 (Details of Traffic Mitigation Measures) to planning application 16/4436M - Construction of Poynton Relief Road, incorporating: a two way single carriageway; combined cycleway and footway on the western side of the carriageway; modifications to existing road junctions; new public rights of way/accommodation bridges; balancing ponds for drainage purposes; and associated landscaping, lighting; ancillary operations, engineering and infrastructure works – Approved 7<sup>th</sup> September 2022

**16/4436M** - Construction of Poynton Relief Road (PRR), incorporating: a two way single carriageway; combined cycleway and footway on the western side of the carriageway; modifications to existing road junctions; new public rights of way/accommodation bridges; balancing ponds for drainage purposes; and associated landscaping, lighting; ancillary operations, engineering and infrastructure works – Approved 8<sup>th</sup> June 2017

Other relevant permissions on other parts of the site allocation

*North-east parcel*

**23/2614M** - Variation of condition 2 on application 20/0867M - variation of layout - amended to split the approved block into 3 separate blocks to facilitate tenant requirements – Under consideration

**23/1475M** - Variation of conditions 02 (Approved Plan) & 24 (Hours of Deliveries and Operations) on application 19/0242M - Variation of conditions 20 & 24 on application 17/5389M - Full planning permission for erection of employment related building (4260 sqm within Use Classes B1 & B8) with ancillary offices; together with associated access, parking, ecological wildlife corridor, landscaping and external works – Approved 12<sup>th</sup> July 2023

**22/1024M** - Non-material amendment to approved application 17/5389M - Full planning permission for erection of employment related building (4260 sqm within Use Classes B1 & B8) with ancillary offices; together with associated access, parking, ecological wildlife corridor, landscaping and external works – Approved 17<sup>th</sup> August 2022

**22/0832M** - Proposed engineering operation, ie groundworks. Amending the noise attenuation from a fence to a part bund and fence – Under consideration

**20/0867M** - variation of condition No 02 (Approved Plans) & 27 (Operating Hours) of existing permission 15/4865M; Full planning permission for erection of logistics warehouse (6728sqm Use Class B8) and ancillary trade sales, with associated access, parking, ecological wildlife corridor, landscaping and external works – Approved 24<sup>th</sup> April 2020

**19/3064M** - Discharge of condition 3, 5, 8 (a, b, c), 12, 15 and 18 on application 17/5389M – Part approved / Part refused 19<sup>th</sup> February 2020

**19/0242M** - Variation of conditions 20 & 24 on application 17/5389M – Approved 3<sup>rd</sup> June 2019

**17/5389M** - Full planning permission for erection of employment related building (4260 sqm within Use Classes B1 & B8) with ancillary offices; together with associated access, parking, ecological wildlife corridor, landscaping and external works – Approved 9<sup>th</sup> March 2018

Note: 0.43ha of B8

**15/4865M** - Full planning permission for erection of logistics warehouse (6728sqm Use Class B8) and ancillary trade sales, with associated access, parking, ecological wildlife corridor, landscaping and external works – Approved 22<sup>nd</sup> June 2017

Note: 0.67ha of B8

*North-west parcel*

**21/3576M** – Erection of B8 storage units with associated works to include hardstanding and access (resubmission 20/1631M) – Approved 1<sup>st</sup> March 2023

Note: 181.26m<sup>2</sup> of B8 (0.018ha)

## **ADOPTED PLANNING POLICIES**

The relevant aspects of the Cheshire East Council Development Plan subject to this application are the Cheshire East Local Plan Strategy (CELPS) and the Cheshire East Site Allocation and Development Policies Document (SADPD). The relevant policies within these include:

### Cheshire East Local Plan Strategy (CELPS) 2017

LPS 51 – Adlington Business Park Extension, Poynton

PG1 - Overall Development Strategy, Policy 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, SE7 – The Historic Environment, SE9 – Energy Efficient Development, SE12 - Pollution, Land Contamination and Land Instability, SE13 – Flood Risk Management, EG1 – Economic Prosperity, EG3 – Existing and Allocated Employment Sites, IN1 - Infrastructure, IN2 - Developer Contributions, CO1 – Sustainable Travel and Transport. CO2 - Enabling Business Growth Through Transport Infrastructure, CO4 – Travel Plans and Transport Assessments

### Cheshire East Site Allocations and Development Policies Document (SADPD) 2022

PG9 - Settlement Boundaries, GEN1 - Design principles, GEN4 – Recovery of forward-funded infrastructure costs, GEN5 - Aerodrome safeguarding, GEN7 – Recovery of planning obligations reduced on viability grounds, ENV1 - Ecological network, ENV2 - Ecological implementation, ENV3 - Landscape character, ENV5 - Landscaping, ENV6 - Trees, hedgerows and woodland implementation, ENV7 - Climate Change, ENV12 - Air quality, ENV14 - Light pollution, ENV15 - New development and existing uses, ENV16 - Surface water management and flood risk, ENV17 - Protecting water resources, HER1 - Heritage assets, HER4 – Listed buildings, HOU12 - Amenity, HOU13 – Residential Standards, INF1 - Cycleways, bridleways and footpaths, INF3 -Highways safety and access, INF6 - Protection of existing and proposed infrastructure and INF9 – Utilities, REC3 – Open Space implementation

## **Other material planning policy considerations**

### National Planning Policy Framework (NPPF) 2023

Relevant paragraphs include:

2 – achieving sustainable development, 4 – decision making, 6 – building a strong, competitive economy, 8 – promoting healthy and safe communities, 9 – promoting sustainable transport, 11 – making effective use of land, 12 – achieving well designed places, 14 – meeting the challenge of climate change, flooding and coastal change, 15 – conserving and enhancing the natural environment, 16 – conserving and enhancing the historic environment

- National Planning Policy Guidance (NPPG)
- Adopted SPDs

Note: Adlington Neighbourhood Plan is only at Regulation 7 stage so is not yet a material planning consideration.

## **CONSULTATIONS (External to Planning)**

**Head of Strategic Transport (CEC Highways)** – No objections, subject to a financial contribution of £453,120 to contribute towards the necessary infrastructure for this site to come forward and a condition requiring the submission/approval of details of a refuge scheme on London Road.

**Active Travel England** – Recommend approval subject to the inclusion of the following conditions: implementation of cycle parking and submission/approval of staff facilities within each unit (e.g. changing rooms, lockers, showers etc).

**Environmental Protection (CEC)** – Recommend a number of conditions including: implementation of noise mitigation measures, the submission/approval of a Phase 1 contaminated land survey, the submission/approval of a contaminated land verification report, the submission/approval of a soil verification report and that works should stop should contamination be identified. A number of informatives are also proposed.

**Cheshire Archaeology Planning Advisory Service (APAS)** – No archaeological observations.

**Lead Local Flood Authority (LLFA)** – No objections, subject to the following conditions; that any blockages, damage, or collapses in the existing drainage network representing at least 30% blockage are repaired and approved to the LLFA/LPA prior to commencement of the development and the subsequent submission/approval of an updated drainage strategy should the works required by the first condition necessitate changes.

**United Utilities** – No comments received in relation to the updated Drainage Strategy

Previous comments: No objections, subject to a condition requiring the implementation of the foul & surface water drainage drawing. A sustainable drainage and maintenance plan condition is also suggested, along with a number of informatives.

**Sport England** – No objections

**ANSA Greenspace** – No objections

**Manchester Airport Safeguarding Authority** – No objections, subject to an informatives about the use of tall construction machinery/equipment

**Cadent Gas Ltd** – No comments received at time of report

**Adlington Parish Council** – No objections

## **REPRESENTATIONS**

No comments were received from neighbouring properties to either the original or the re-consultation which took place between the 20<sup>th</sup> November and the 11<sup>th</sup> December 2023. However,

in response to the re-consultation, a neighbouring Town Council, Poynton Town Council provided comments raising the following matters:

### Design

- Design appears generic on this gateway site. Should not need to be 'hidden' by soft landscaping
- A more sensitive design could help address the Heritage Officer concerns

## **OFFICER APPRAISAL**

### **Procedural matters**

For the benefit of clarity:

- E(g)(iii) use are industrial processes which can be carried out in a residential area without detriment to its amenity.
- B2 use is General Industrial.
- B8 use is storage and distribution.

### **Principle of development**

The application site falls within the Poynton Settlement Boundary. Within such locations, Policy PG9 of the SADPD details that development proposals (including changes of use) will be supported where they are in keeping with the scale, role and function of that settlement and does not conflict with any other relevant policy in the local plan.

Policy PG2 of the CELPS identifies Poynton as a 'Key Service Centre'. Within such locations, development of a scale, location and nature that recognises and reinforces the distinctiveness of each individual town will be supported to maintain their vitality and viability.

Policy PG7 of the CELPS details that Poynton is, over the plan period, expected to accommodate in the order to 10 hectares of employment land.

Policy EG1 of the CELPS refers to economic prosperity. It details that proposals for employment use (B1, B2 or B8), will be supported in principle within the Principal Towns, Key Services Centres and Local Service Centres as well as on employment land allocated in the Development plan.

The application site forms part of the wider Strategic Site Allocation LPS51 (Adlington Business Park Extension, Poynton), within the CELPS.

The application site, along with the other parcel of land identified, are to achieve:

1. The provision of 10ha of new employment land; and
2. The incorporation of green infrastructure, including greenways, and the provision of new pedestrian and cycle links to new and existing residential areas, and shops.

As part of the wider allocation to date, permissions have been granted for employment development to the north-east parcel of land, which forms part of this wider allocation, equating to 3.8ha. To the north-west, a parcel of land equating to 0.47ha of land has also been granted. As



such, in total approximately 4.27ha of the 10ha allocation already benefits from planning permission. The application proposals would provide a further 3.18ha of employment land.

Within LPS 51, there are numerous 'Site Specific Principles of Development', for schemes that come forward towards meeting this allocation. These are numerous and relate to specific planning considerations. As such, the requirements of these and the scheme's adherence to them are considered within the relevant sections of the report below.

## **Design**

Policy SE1 of the CELPS advises that the proposal should achieve a high standard of design and: wherever possible, enhance the built environment. It should also respect the pattern, character and form of the surroundings.

Policy SD2 of the CELPS states that development should contribute positively to an areas character and identity, creating or reinforcing local distinctiveness in terms of; height, scale, form and grouping, choice of materials, external design features, massing of development, green infrastructure and relationship to neighbouring properties and streetscene. These policies are supported by the Cheshire East Design Guide SPD.

The form and detailing of the proposed units are utilitarian, though this is somewhat expected due to the proposed use of the site. There was a concern regarding the generic design in combination with the scale of the buildings and their positioning at the gateway to Poynton. As such, the applicant was asked to explore techniques to reduce the perceived scale of the buildings and limit the impact the scheme will have on the surroundings to reduce the negative impact of the character of the units.

Further to this, the Council's Urban Design Officer raised concerns regarding the proposed cladding, particularly when considering the location on a rural fringe. The introduction of materials which better respond to the rural location, such as timber cladding was suggested to reduce the potential impact of the development on the surroundings and reinforce the rural character.

In response to these concerns, the applicant amended the scheme. The design-related revisions included a change to the proposed cladding colour to incorporate more green coloured surfaces and lessen the visual impact of the scheme. In addition, timber cladding has been introduced and additional screen planting proposed.

These revisions resolved these original design concerns, subject to the Council's Landscape Officer also being satisfied. As such, the proposals are deemed to adhere with the abovementioned design-related policies of the development plan.

## **Heritage**

The site lies opposite a Grade II listed building, Street Lane Farmhouse to the east and as such, the impact upon the setting of this listed building is a consideration.

Policy SE7 of the CELPS sets out that the character, quality, and diversity of the historic environment will be conserved and enhanced. It continues to state that all new development should seek to avoid harm to heritage assets and make a positive contribution to the character of Cheshire

East's historic and built environment, including the setting of assets and where appropriate, the wider historic environment.

Policy HER1 of the SADPD details that all proposals affecting heritage assets and their settings must be accompanied by proportionate information that assesses and describes their impact on the asset's significance.

Policy HER4 considers impacts specifically to Listed Buildings. It sets out that when considering development proposals, the council will have special regard to the desirability of preserving the building, its setting, and any features of special architectural or historical interest that it possesses.

In addition, the following are 'Site Specific Principles of Development' under LPS 51:

*f. Development should preserve and enhance heritage assets around the site.*

*g. A desk based archaeological assessment and a Heritage Impact Assessment shall be carried out, to determine if any further evaluation/mitigation will be needed.'*

As such, archaeology is also a consideration. Policy HER8 of the SADPD relates to Archaeology. It sets out that development proposals affecting areas of archaeological interest will be considered against Policy HER7 of the SADPD. Proposals will be expected to conserve those elements that contribute to the asset's significance in line with the importance of the remains.

The application is supported by a Historic Environment Desk-Based Assessment, dated May 2023. This includes a section on 'Archaeological and Historical Background'. As such, the submission requirements of LPS 51 detailed above are deemed to be satisfied.

### Heritage

The grade II property (Street Lane Farmhouse), the closest of the heritage assets to the application site, currently enjoys open views to the west. The main entrance to the application site is directly opposite this listed building where an existing site access spur road would be utilised.

The Council's Heritage Officer considers that this view would be harmed with this development. Furthermore, the Heritage Officer advises that the additional extra light pollution that would be generated would contribute to harm to the listed buildings setting. Subsequently, the Officer believes that the proposals would result in a deterioration of the setting of this building. The officer advises that the harm would be less than substantial.

The submitted Historical Assessment appears to agree stating on pages 79 and 80 that '*...it is concluded that the changes to the site represented by the proposed development would lead to less than substantial harm to special architectural or historic interests of the Street Hey Farm Listed Building.*' Note reference to Street Hey Farm is assumed to be a typo and should read Street Lane Farmhouse.

Additional heritage assets are referred to in the Heritage Assessment, but it is concluded that no harm should occur to these. The Council's Heritage Officer agrees.



However, due to the impact of the development upon the setting of Street Lane Farmhouse, the Council's Heritage Officer concludes that they cannot support the application proposals.

Policy SE7 of the CELPS details that the Council will consider the level of harm in relation to the public benefits that may be gained by the proposal. Criterion 3 of Policy HER4 of the SADPD details that:

*'Where a proposal would lead to less than substantial harm to the significance of a listed building, the harm will be weighed against the public benefits of the proposal, including securing its optimum viable alternative use.'* This largely aligns with the NPPF, paragraph 208.

This balance will be undertaken as part of the overall balance of the planning application.

### Archaeology

The application sits within the area of archaeological potential as defined in the Cheshire Historic Towns Survey (1997-2002) report for Adlington, which forms part of the Key Evidence supporting Policy SE7, Historic Environment in the Cheshire East Local Plan Strategy, 2010- 2030 (adopted July 2017).

The Cheshire Archaeology Planning Advisory Service (APAS) has reviewed this supporting documentation and the information held on the Cheshire Historic Environment Records and advises that while this application does sit within an area of archaeological potential, it is unlikely to impact significant below ground remains and therefore there are no archaeological observations required for this application.

### **Amenity**

SADPD Policy HOU12 sets out that proposals must not cause unacceptable harm to the amenities of adjoining or nearby occupiers of residential properties, sensitive uses, or future occupiers of the proposed development due to: loss of privacy, sunlight and daylight, the overbearing and dominating effect of new buildings, environmental disturbance or pollution or traffic generation, access and parking. Policy HOU13 sets out residential standards, which include minimum separation standards.

Policy SE1 of the CELPS states that development should ensure an appropriate level of privacy for new and existing residential properties. Policies ENV12 (Air quality), ENV14 (Light pollution) and ENV15 (New development and existing uses) of the SADPD consider environmental amenity matters.

In addition, the following are 'Site Specific Principles of Development' under LPS 51:

*'a. New development will be expected to respect the proximity of the residential properties and, where necessary, provide mitigation.*

*h. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including site investigation may be required at a pre-planning stage, depending on the nature of the site.'*

### Neighbouring amenity

The closest residential properties to the application site are the occupiers of the dwellings to the east of the site. These comprise of The Bungalow and Street Lane Farmhouse (Grade II). These properties would be located in excess of 40 metres away from the edge of the application site and over 73 metres away from the closest of the proposed buildings.

As a result of these large separation distances, it is not deemed that the occupiers of these closest dwellings would be detrimentally impacted by the proposed development in terms of loss of privacy, light or an overbearing impact. It is also deemed that the proposals subsequently adhere to requirement a. of the 'Site Specific Principles of Development' under LPS 51.

### Environmental amenity

The Council's Environmental Protection Officers have reviewed the submission and associated documentation. The acceptability of the proposed development in terms of air, noise and ground pollution is considered below.

#### *Air pollution*

The Air Quality team within the Environmental Protection department has reviewed the Air Quality Assessment submitted with the application, dated June 2023, and have advised that this report concludes that the development will have an insignificant impact on the local air quality during the construction and operation phases of the development.

The developer is to provide 22 EV charging points. The detail provided has been accepted by the Air Quality team. The team also note that no boiler/combustion plant is proposed, and an air source heat pump supported by photovoltaic cells sought.

The Council's Air quality team conclude that they have no objection to the application proposals.

#### *Noise pollution*

The application is supported by an acoustic report, dated June 2022. The report concludes that the typical background sound level will not be exceeded at any receptor during both daytime periods and acceptable night-time noise levels are achieved in bedrooms. Environmental Protection are satisfied that this has been completed in accordance with the relevant British Standards.

The report recommends noise mitigation measures designed to achieve both British Standards and WHO guidelines to ensure that occupants of nearby properties are not adversely affected by noise from day-to-day operations within the development. Environmental Protection are satisfied with the findings and recommendations of this report and recommend that the mitigation be conditioned in the event of approval. A number of informatives are also proposed.

### *Ground pollution / contaminated land*

The application is accompanied by a Phase I and Phase II contaminated land report. This satisfies the submission requirement of part h. of the 'Site Specific Principles of Development' under LPS 51.

This, along with a Gas Risk Assessment, has been reviewed by the Council's Contaminated Land Officer who advises that the overall risk of the proposed development is low. Although there is a potential risk with respect to ground gas, the Council's Contaminated Land Officer advises that they are satisfied that this risk can be mitigated with conditions. As such, in the event of approval, the Officer has requested a condition which requires the submission/approval of a remediation strategy, the submission/approval of a contaminated land verification report and that works should stop should contamination be identified. A number of informatives are also proposed.

### **Highways**

Policy CO1 of the CELPS refers to sustainable travel and transport. The policy expects development to reduce the need to travel by; guiding development to sustainable and accessible locations; ensuring development gives priority to walking, cycling and public transport within its design; encourages more flexible working; support improvements to communication technology and support measures that reduce the level of trips made by single occupancy vehicles. It also states that development will improve pedestrian facilities so that walking is attractive for shorter journeys and improve cyclist facilities so that cycling is attractive.

Policy CO2 of the CELPS sets out that the Council will support new developments that are (or can be made) well connected and accessible. Policy CO4 of the CELPS details that all major development proposals that are likely to generate significant additional journeys will be accompanied by a Transport Assessment and, where appropriate, a Travel Plan. Appendix C of the CELPS sets out the Council's parking standards.

Policy IN2 of the CELPS refers to developer contributions. This policy sets out that development proposals will be expected to provide a contribution towards the construction of infrastructure.

SADPD Policy INF3 considers highways safety and access. Policy INF1 of the SADPD refers to cycleways, bridleways and footpaths. This policy seeks to encourage cycling and protect existing footpaths.

Policy INF3 of the SADPD refers to highway safety and access. The crux of this policy is to ensure development complies with the relevant highway authority's design guidance, that safe access and egress can be secured and that traffic can be satisfactorily assimilated.

In addition, the following are 'Site Specific Principles of Development' under LPS 51:

- b. Contributions to existing and the provision of new public transport links to the town centre.*
- c. Contributions towards the delivery of the Poynton Relief Road.*
- d. The reinstatement of footpaths over the former Woodford Aerodrome site to improve pedestrian linkages to Poynton Railway Station.*

*e. The improvement of pedestrian access to the site from A523 London Road, incorporating the provision of a pedestrian crossing.'*

The assessment of the acceptability of the application in highway terms is considered below.

#### Development proposals & parking

This site has been allocated for commercial use and the access to the site already been constructed as part of the Poynton Relief Road (PRR).

There are 11 No. units proposed having a total floorspace of 15,121sq.m served from a single central access connecting to the existing constructed access on London Road. Swept paths have been submitted to show that articulated HGV vehicles can enter and exit the site and manoeuvre safely within the proposed servicing yards.

The total number of parking spaces is 172 which includes 12 accessible spaces and 22 EV spaces. This level of parking provision is below the recommended standard of 188 spaces. In justification of the lower provision, which Appendix C of the CELPS allows, the application is supported by 'trics' accumulation parking assessment that indicates that the 172 spaces is adequate to meet the expected parking demand on-site. The level of parking is set lower than CEC standards but the Council's Highways Officer advises that it is considered that the 172 spaces is adequate so not as to cause any overspill parking on the public highway.

Cycle parking is provided for up to 50 cycles and 2 non-standard cycle spaces as required by Active Travel England.

The internal road layout as submitted is acceptable to the Council's Highway's Officer and can accommodate HGV vehicles.

#### Accessibility

The site is connected to the local footpath network and there is shared pedestrian/cycle facility alongside the new PRR that adjoins the site.

With regard to London Road (B5092) to the east of the development which travels north into Poynton, whilst there is a footway on both sides at the new access point, there is no continuous footway on the development side on London Road towards Poynton. Footway provision is on the opposite side of the road. As per the requirements of the Site Specific Principles of Policy LPS 51 (e), the Council's Highways Officer advises that the development should provide a crossing facility for pedestrians wishing to walk to Poynton. As such, the introduction of a pedestrian refuge just north of the access on London Road would address this issue. The Highway's Officer goes on to advise that a formal pedestrian crossing (e.g. a signalled control crossing) would not meet the relevant criteria in this location and may introduce unnecessary delays on the road network and would add to the maintenance budget. The Highways Officer advises that the likely pedestrian usage is going to be low and a refuge is appropriate in this case. The agent for the application has agreed to this provision.

With regards to the Site Specific Principle (b) of CELPS Policy LPS 51 which details that contributions should be provided to existing and the provision of new public transport links to the town centre, the Council's Highway's Officer has advised that it would need a significant amount of money to provide a new bus service and even if it operated, it would not be a long-term viable service. As such, this Site Specific Principle has not been pursued. The Highway's Officer advises that there are no other options that could be explored that would satisfy this criterion.

In terms of Site Specific Principle (d) of LPS 51, which requires the reinstatement of footpaths over the former Woodford Aerodrome site to improve pedestrian linkages to Poynton Railway Station, the Council's Highway's Officer advises that this requirement has already been satisfied as part of the Woodford Aerodrome residential development.

### Traffic Impact

The likely traffic impact arising from this site was considered in the modelling work undertaken for the PRR, which considered the traffic impact at a number of junctions on the basis of the LPS 51 allocation. As the quantum of development proposed in this application is below the level tested, it has been assumed by the Council's Highways Officer that the traffic generation can be accommodated on the road network and not cause capacity problems.

### Poynton Relief Road

Site Specific Principle (c) of LPS 51 requires contributions towards the delivery of the Poynton Relief Road. Although already constructed, a contribution is still required due to the forward funding of the scheme. The contribution requirement is £30 per sqm and equates to £453,120. This would be secured via S106.

### Active Travel England (ATE)

ATE are now a statutory consultee of developments of this scale. Upon review of the revised scheme, ATE have raised no objections, subject to the agreement and implementation of planning conditions.

In response to the original scheme, ATE's first comments raised concerns about the quality and quantity of cycle parking and it was also noted that staff facilities would need to be delivered, either as part of this application or to be delivered by end-users.

As revised, the amount of cycle parking has been increased from 32 to 50 and their positioning has been improved so they are more convenient for users. Spacing between the Sheffield stands has improved their quality. Also now proposed are 2 cycle stands designed for non-standard cycles which will allow staff and visitors the option to travel by this mode. These have a 2-metre spacing between them. In the event of approval, ATE recommends that a condition be imposed that ensures the delivery of these cycle facilities.

In response to the original concerns regarding the lack of provision for staff facilities, the ATE are satisfied that a condition be imposed in the event of approval which would allow end-users to deliver staff facilities (e.g. changing rooms, lockers, showers etc) to encourage active travel at that unit.

## Highways conclusions

Subject to the financial contribution towards Poynton Relief Road and a condition being provided which requires the provision of a pedestrian refuge being delivered on London Road (B5092) prior to occupation, the Council's Highways Officer raises no objections to the proposed development. Subject to conditions relating to cycle parking and the provision of staff facilities, ATE raise no objections.

Subject to these requirements, the development is deemed to adhere with the highways policies of the development plan.

## **Landscape**

The crux of Policy SE4 (Landscape) of the CELPS is to conserve the landscape character and quality and where possible, enhance and effectively manage the historic, natural and man-made landscape features that contribute to local distinctiveness of both rural and urban landscapes.

In addition, the following are 'Site Specific Principles of Development' under LPS 51:

*'i. Appropriate boundary treatments should be implemented to provide a clearly defined Green Belt boundary that is likely to endure.'*

The application is supported by updated proposed landscaping (hard and soft), boundary and planting plans. The proposal would be set-back from the highway edge, separated by an existing grass verge in highways ownership. In addition, the applicant proposes further tree and shrub planting in front of a 2.4 metre-tall Paladin fence with the development itself beyond. The Council's Landscape Officer advises that this provides adequate soft landscape screening on the outward facing boundaries adjacent to the highway.

To the west of the application site is a field managed by the adjacent landowner in association with the Poynton Relief Road mitigation. Following discussions, the applicant has agreed to also provide the planting of trees and whips within this adjacent land and agreed to enter into a S106 Agreement to ensure its ongoing management and maintenance. This will ensure adequate screening of the development when approaching the site from the west once this matures. To the rear of the site (north), the existing, established soft landscaping beyond which is further commercial development, would be retained.

Overall, the proposed development seeks to reinforce the buffer of planting between the Poynton relief road and the scheme. From a design perspective, this helps to reduce the impact that the proposed would have on the surroundings, particularly with regards to its position at the gateway to the business park and Poynton beyond. It would also, in time, help to soften the initial impact of the proposed Paladin fence, required for security purposes.

No proposed levels data has been provided in support of the application. However, in the event of approval, this information can be conditioned. A condition will also be required for the implementation of the submitted landscaping and boundary treatment proposals, which are considered to achieve the Site Specific Principle that a clearly defined Green Belt boundary would be provided that is likely to endure.



No express Landscape Management Plan has been submitted. The application is supported by a Biodiversity Enhancement Management Plan. The Council's Landscape Officer advises that it should be conditioned that a revised version of this be submitted and re-titled as a Landscape and Biodiversity Enhancement Management Plan. It is advised that this should include reference to the urban shrub planting referred to within the Biodiversity Net Gain document. This document should also include a section regarding the management and maintenance of the proposed green roofs. A S106 will be required to ensure that management and maintenance of off-site trees and planting. Subject to these requirements, the application is deemed to be acceptable with regards to the landscaping policies of the development plan.

## **Trees**

Policy SE5 of the CELPS relates to trees, hedgerows and woodland. The crux of the policy is to protect trees that provide a significant contribution to the amenity, biodiversity, landscape or historic character of the surrounding area.

Policy ENV6 of the SADPD is also relevant.

The application site is located to the south of the existing business park is bordered along the northern boundary by a linear group of established trees, none of which are afforded any statutory protection.

The application has been supported by an Arboricultural Impact Assessment (AIA) (UG1549 dated 18<sup>th</sup> May 2023). The report confirms the presence of all trees within and adjacent to the development area which include; 2 individual and 1 group of high quality A Category trees, three individual and 1 group of moderate quality B Category trees and 1 individual and three groups of low-quality C Category trees. There are all located along the northern boundary of the site.

The report states that no tree losses will be required to accommodate the proposal although some supervised excavation affecting 2 trees would be necessary, in addition to pruning works to crown raise and reduce lateral branches to provide working space during the construction period.

The Council's Tree Officer has reviewed the proposals and advised that the works as described are not anticipated to result in a significant detrimental impact to the longer-term health and amenity of this linear group of trees, subject to adherence with the working methodology proposed within the supporting AIA and Tree Protection Plan and the provision of an Arboricultural Method Statement which could be dealt with by condition in the event the application is approved. Subject to these conditions, the proposal is deemed to adhere with the tree-related policies of the development plan.

## **Nature Conservation**

Policy SE3 of the CELPS states that developments that are likely to have a significant adverse impact on a site with legally protected species or priority habitats (to name a few), will not be permitted except where the reason for or benefits of the proposed development outweigh the impact of the development. Policy ENV1 of the SADPD relates to ecological networks and Policy ENV2 relates to ecological mitigation.

In addition, the following are 'Site Specific Principles of Development' under LPS 51:

*j. Any application would need to be supported by a full ecological appraisal.*

*k. Mitigation would be required to address any impacts on protected species.*

*l. Any woodland, priority habitats or habitats of Local Wildlife Site quality on the site should be retained and buffered by areas of open space/habitat creation.*

*m. The existing ponds shall be retained and incorporated into any development.*

*n. Development must not have an adverse impact on the established great crested newt habitat areas.'*

The application is supported by various ecology reports/documentation, some of which has been revised during the application process. The impact of the development upon nature conservation and its subsequent acceptability is broken down into subsections below.

### Great Crested Newts

This protected species is known to be present at ponds within the vicinity of the proposed development. The Council's Nature Conservation Officer advises that the proposals would result in a moderate adverse impact upon this species as a result of the loss of terrestrial habitat and the risk of animals being killed during site clearance works.

#### *EC Habitats Directive Conservation of Habitats and Species Regulations ODPM Circular 06/2005*

The UK implemented the EC Directive in the Conservation (natural habitats etc) regulations which contain two layers of protection:

- A licensing system administered by Natural England which repeats the above tests
- A requirement on local planning authorities ("lpas") to have regard to the directive's requirements.

The Habitat Regulations require local authorities to have regard to three tests when considering applications that affect a European Protected Species. In broad terms the tests are that:

- The proposed development is 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
- There is no satisfactory alternative
- There is no detriment to the maintenance of the species population at favourable conservation status in its natural range.

Current case law instructs that if it is considered clear or very likely that the requirements of the directive cannot be met because there is a satisfactory alternative, or because there are no conceivable "other imperative reasons of overriding public interest", then planning permission should be refused. Conversely, if it seems that the requirements are likely to be met, then there would be no impediment to planning permission be granted. If it is unclear whether the

requirements would be met or not, a balanced view taking into account the particular circumstances of the application should be taken.

#### Overriding Public Interest:

The proposed development relates to the provision of commercial development on a site allocated as such. This scheme will assist in the Council delivering upon its pledge to deliver 380 hectares of land for business, general industrial and storage and distribution uses over the plan period. The provision of mitigation would assist with the continued presence of Great Crested Newts.

#### Alternatives:

There is an alternative scenario that needs to be assessed, this are:

- No development on the site

Without any development, specialist mitigation for Great Crested Newts would not be provided which would be of benefit to the species.

In order to address the potential impacts of the proposed development upon this species the applicant intends to enter the development into Natural England's District Level Licencing scheme and has provided a copy of the 'Impact Assessment & Conservation Payment Certificate' as evidence of acceptance into the scheme in principle.

The Council's Nature Conservation Officer advises that in the event planning consent is granted, entry into the District Level Licencing scheme would be sufficient to maintain the favourable conservation status of the species. As such, in the event of approval, a condition requiring the development to be entered into Natural England's licensing scheme be imposed.

#### Common Toad

This priority species has previously been recorded to the north of the application site and so is likely to be present on the application site to some extent. The Council's Nature Conservation Officer advises that the proposed development will result in a localised impact on this species as a result of the loss of low and moderate quality terrestrial habitat. The Council's Nature Conservation Officer had suggested that this effect could be compensated for through the inclusion of an additional wildlife pond on site. However, the applicant has highlighted the presence of an existing pond to the north of the site that would be retained. As this pond is an existing feature, it cannot compensate for the loss of habitat resulting from the proposed development. However, as this impact is not 'significant', its not a conflict with policy.

#### 'Other' protected species

No evidence of this species was recorded during the survey of the application site, but the species known to occur in the wider area. The Council's Nature Conservation Officer advises that based upon the current status of this species on site this species is unlikely to be directly affected by the development. The proposed development would however result in the loss of an area of suitable foraging habitat.

As the status of these other protected species on a site can change, the Council's Nature Conservation Officer recommends that if planning consent is granted a condition be attached which requires an updated 'other' protected species survey to be submitted prior to the commencement of development.

### Nesting Birds

If planning consent is granted, a condition to protect nesting birds is proposed.

### Brown Hare and hedgehogs

Both of these priority species have been recorded in the vicinity of the application site and so may occur on the application site on a transitory basis. The Council's Nature Conservation Officer advises that the proposed development would result in a low magnitude impact upon these species as a result of the loss of habitat.

To ensure that the risk of individual animals being killed or injured during works is reduced, the Council's Nature Conservation Officer recommends that a condition be attached which sets out that the development should proceed in accordance with the Reasonable Avoidance Measures (RAMs) detailed within the submitted preliminary ecological appraisal.

### Bats

The application site is unlikely to support roosting bats, but bats are likely to forage and commute around the site. The proposed lighting scheme will result in some light spill of greater than one lux upon retained trees on the northern boundary. This is likely to deter foraging bats.

The Council's Nature Conservation Officer recommends that the lighting scheme is amended to avoid any light spill greater than 1 lux upon the trees and retained vegetation on the site's northern boundary. However, the applicant has advised that light levels have been reduced as far as possible and that the proposed lighting is a health and safety requirement.

Policy SE4 of the CELPS details that the development proposals are likely to have a significant adverse impact on a site with bats will not be permitted except where the reasons for or benefits of the proposed development outweigh the impact. The Council's Nature Conservation Officer has advised that the impact of this lighting would be 'significant' in the context of the site, but this would not be felt beyond the locality of the site. When this is considered in the context of the wider scheme, it is deemed that the benefits of the scheme outweigh the harm and this is not a sufficient reason to refuse the application.

### Biodiversity Net Gain (BNG)

Policy SE3 (5) of the CELPS requires all developments to aim to positively contribute to the conservation of biodiversity and Policy ENV2 of the SADPD requires developments to achieve a Biodiversity Net Gain. The application sit also falls within a Restoration Area of the CEC ecological network and so SADPD Policy ENV1 also applies.

In order to assess the potential impacts of the proposed development the applicant has submitted a Framework Biodiversity Net Gain Plan and Biodiversity Metric Calculation. The submitted metric

calculation shows that the proposed development, prior to the revisions to increase the landscaping on site, would deliver a net gain for biodiversity.

The landscape plans have been revised which increases the extent of landscaping provided as part of the development. The agent has advised that the revisions increase the BNG arising from the site to 20.68% area habitats and net gain of 5.51 units for hedgerows. The development clearly delivers a net gain in accordance with Local Plan Policy Requirements.

### Management Plan

A management plan has been submitted for the on-site habitat creation works.

If planning consent is granted, the Council's Nature Conservation Officer advises that a condition is required to a) ensure the implementation of the submitted management plan (Biodiversity Enhancement Management Plan Urban Green dated August 2023) for a 30-year period and to b) ensure that the grassland habitats on site are created in accordance with recommendations made in paragraph 9.1.4 of the Biodiversity Net Gain Design Stage Assessment prepared by Urban Green.

In the event of approval, it is proposed that this document be amended and combined with a Landscape Management Plan as detailed within the landscape section of this report.

### Ecological enhancement

This planning application provides an opportunity to incorporate features to increase the biodiversity value of the development in accordance with Policy SE3 of the CELPS. The Council's Nature Conservation Officer therefore recommends that the applicant submits an ecological enhancement strategy prior to the determination of the application or if planning permission is granted a condition should be attached which requires the submission of an ecological enhancement strategy.

### Other ecology requirements of LPS 51

The Council's Nature Conservation Officer advises that Site Specific Principle (l) which details that *'Any woodland, priority habitats or habitats of Local Wildlife Site quality on the site should be retained and buffered by areas of open space/habitat creation'*, does not really apply in this case as there are no LWS quality or priority habitats present.

Site Specific Principle (m) requires existing ponds to be retained and incorporated into the development. An existing pond on the site within the northern boundary is to be retained.

### Ecology conclusions

The Council's Nature Conservation Officer recommends subject to conditions, that the proposals are deemed to adhere with the requirements of the ecology policies of the development plan.

## **Flooding and Drainage**

Policy SE13 of the CELPS considers Flood Risk and Water Management. The crux of this policy is that all developments must integrate measures for sustainable water management to reduce flood risk, avoid an adverse impact on water quality and quantity within the borough and provide opportunities to enhance biodiversity, health and recreation, in line with national guidance.

Policy ENV16 of the SADPD sets out a number of criteria that development proposals should satisfy in order to manage surface water effectively and reduce the risk of flooding elsewhere. Policy ENV17 of the SADPD relates to protecting water resources. It details that any development within groundwater source protection zones must accord with the Environment Agency guidance and position statement.

The application site does not fall within a Flood Risk Zone 2 or 3, but within Flood Risk Zone 1 – the lowest flood risk category which covers all of England. However, as the scale of the site exceed 1ha, a Flood Risk Assessment would be a requirement of the planning application as detailed in Policy SE13 of the CELPS.

This submitted documentation clarifies that the site falls within a Flood Zone 1, that the site lies within ‘a low-risk area from all sources’ of flooding. The proposed use of the site is classified as being ‘Less vulnerable’ in flood risk terms.

A new drainage system is proposed, incorporating SuDS along with sufficient storage. This will be designed to restrict flows off site to the Greenfield rate (e.g. existing rate) for all storm events upto the 100yr + 30% climate change event. The drainage strategy would not increase flood risk.

SuDS are proposed to reduce the impact of the development in the future such as the utilisation of green roofs and filter drains to attenuate and treat runoff and achieve the mandatory requirements to reduce the rate of discharge from the development to the Greenfield rate.

Overall, the FRA concludes that the proposed works will not increase the risk of flooding to the site or surrounding areas.

The drainage strategy is to direct surface run-off to a ‘statutory main river’ via existing infrastructure (pipework) which lies on the opposite side of Adlington Golf Centre to the west. CCTV surveys demonstrate that there are sections of the existing pipework which need to be repaired or replaced to deal with the required run-off from the application site.

The Council’s LLFA Officer advises that a condition be imposed to ensure that any blockages, damage, or collapses in the existing drainage network representing at least 30% blockage are repaired and approved to the LLFA/LPA prior to commencement of the development. Once this work has been undertaken, depending on the outcome of this work it maybe necessary to update the Drainage Strategy prior to commencement of development also. This is in the event that any issues identified during the repairs results in any necessary changes to the strategy. If not, the existing drainage strategy, which includes a management and maintenance plan should be conditioned for implementation.



United Utilities, in response to the previous drainage strategy, which is similar to that currently proposed, raised no objections, subject to its implementation. An update on their position with regards to the latest, updated drainage strategy will be reported to committee.

Subject to the above mentioned conditions recommended by the LLFA, the proposals are deemed to adhere with the requirements of the flood risk and drainage policies of the development plan.

## **Open Space**

Policy REC3 of the SADPD details that all major employment and other non-residential developments should provide open space as a matter of good design and to support health and well-being. It details that the provision of open space will be sought on a site-by-site basis, taking account of the location, type and scale of the development.

The development is of a scale to trigger the need for Public Open Space (POS) to cater for the needs of those based at the site. This would be to give the staff and visitors opportunity to take breaks outside and work in a more pleasant and supportive environment.

Policy LPS 51 details that green infrastructure including greenways and enhanced pedestrian and cycling routes are required as a general principle of the whole allocation site. This particular parcel has direct access to the relief road and no other access points. It's a self-contained site with no links to the surrounding parcels and 1km from the edge of Poynton.

The Council's Public Open Space Officer advises that the most appropriate provision of POS would be the inclusion of a landscaped outdoors seating area that also acts as a meeting place, centrally if possible or with ease of access for the whole site. As part of the revised plans, the application has incorporated a landscaped outdoor seating area to the south that will be accessible to all. This satisfies the suggestion of the Council's ANSA Greenspace Officer.

Sport England reviewed the application proposals and initially raised concerns of the proximity to the nearby golf club and the possible impact of ball strike from golf balls upon the future occupiers of the development. The agent for the application submitted additional information during the application process which clarified that there were no golf holes near the application site and Tee 1 would result in the strike of golf balls away from the application site. Also, there is high netting already present on the golf course site. England Golf have re-reviewed the proposals and are now satisfied that the initial possible concern is no longer of concern and Sport England have subsequently withdrawn their objection.

## **Green Energy**

Policy SE9 of the CELPS details that non-residential development over 1,000 square metres will be expected to secure at least 10% of its predicted energy requirements from decentralized and renewable or low carbon sources, unless the applicant can clearly demonstrate that having regard to the type of development and its design, this is not feasible or viable. The application would trigger this requirement.

The application is accompanied by an updated 'Energy and Sustainability Statement'. This document considers the energy and sustainability measures to be incorporated into the development. In short, it concludes that the recommended sustainability features for the

development, will allow for 59.69% energy used sourced from renewables and a 3.81% reduction in carbon emissions is anticipated through the incorporation of air source heat pumps, photovoltaic panels and passive energy measures.

As such, the application proposals are deemed to more than adequately adhere with this aspect of policy with the additional green benefits welcomed. In the event of approval, it is proposed that this strategy be conditioned for implementation.

## **Manchester Airport**

Policy GEN5 of the SADPD sets out that development which would adversely affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted. The Safeguarding Authority for Manchester Airport has assessed this proposal and its potential to conflict aerodrome Safeguarding criteria.

The Safeguarding Authority for Manchester Airport advise that they raise no objections, subject to the inclusion of an informative directing the applicant/developer attention to procedures for crane and tall equipment notifications.

## **Heads of Terms**

If the application is approved a Section 106 Agreement will be required to secure the following:

- Contribution of £453,120 towards retrospective funding towards the Poynton Relief Road and improvement of pedestrian access to the site from the A523 London Road
- Management and maintenance of off-site trees and landscaping in perpetuity

## **CIL Regulations**

In order to comply with the Community Infrastructure Levy (CIL) Regulations 2010 it is 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.

Site Specific Principle c. of Policy LPS51 requires the application proposals to provide 'contributions towards the delivery of the Poynton Relief Road'. Although this has already been constructed, it was forward funded and as such the money is still required. As such, the contribution sought is deemed to be necessary, directly related to the development and fairly and reasonably related is scale and kind.

The requirement to manage and maintain the proposed landscaping beyond the western boundary of the site on land beyond the applicant's control is necessary to soften the visual impact of the development when approaching the site from the north-west. It needs to be secured by legal agreement as it relates to land outside of the red edge or ownership of the applicant and as such, cannot be controlled by condition. Informal e-mail correspondence has been provided suggesting the adjacent landowners agreement in principle. For these reasons, As such, the requirements is

deemed to be necessary, directly related to the development and fairly and reasonably related in scale and kind.

### Planning Balance / Conclusions

The application proposes the erection of 11 commercial units on a Strategic Site within the Poynton Settlement Boundary allocated for such development in the Local Plan by Policy LPS51. As such, the principle of the development is deemed to be acceptable.

The application is of an appropriate design, enhanced during the application process, and would be acceptable in terms of landscaping and trees, subject to conditions. It would not result in any amenity concerns and would not result in any highway safety concerns subject to a contribution towards the Poynton Relief Road. There are also no flood risk objections.

The proposals are deemed to result in less than substantial harm to the setting of a nearby Grade II listed building. As such, planning should not be supported unless public benefits outweigh the harm. The proposed external lighting will also result in significant harm to foraging and commuting bats albeit the effect would not be felt beyond the locality of the site. Similarly, policy dictates that development should not be approved unless the benefits of the proposed development outweigh the impact.

In this instance, the proposal would deliver large-scale commercial development in a location assessed through the Local Plan process as being appropriate for such development. It is deemed that the wide-ranging job creation benefits in particular that would be derived from the scheme, in addition to the green energy offering, provide sufficient public benefits that would outweigh the harm to the setting of the Listed Building and bats.

For the above reasons, the application is recommended for approval.

### RECOMMENDATIONS

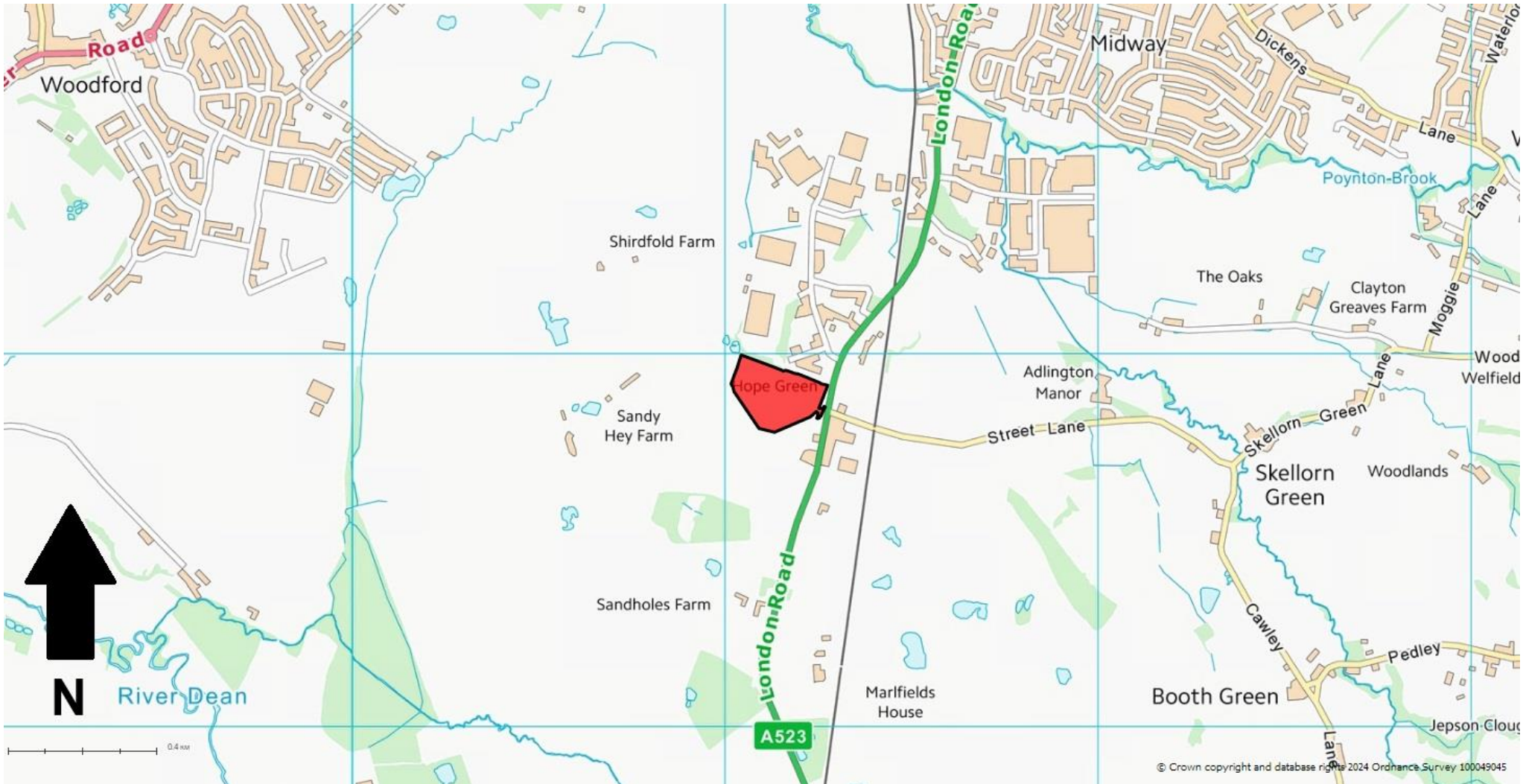
**APPROVE subject to a S106 Agreement to secure:**

<b>S106</b>	<b>Amount</b>	<b>Trigger</b>
<b>Highways</b> – Accessibility and capacity improvements on the local highway network	Contribution of £453,120 towards Poynton Relief Road	Prior to the occupation/use of the 5 <sup>th</sup> unit
<b>Landscape</b> – Off-site management & maintenance	Relating to planting beyond the site edged red as detailed on the submitted plans	Prior to occupation/use

**And the following conditions:**

- 1. Time (3 years)**
- 2. In accordance with approved plans**
- 3. Materials as per application**
- 4. Noise Mitigation – Implementation**
- 5. Submission/approval of a remediation strategy**
- 6. Submission/approval of a contaminated land verification report**
- 7. Works should stop should contamination be identified**
- 8. Provision of a pedestrian refuge on London Road prior to occupation**
- 9. Implementation of cycle parking**
- 10. Submission/approval of details of staff facilities within each unit (e.g. changing rooms, lockers, showers etc)**
- 11. Implementation of landscape details (including boundary treatment)**
- 12. Submission/approval of existing and proposed ground spot levels and finished floor levels**
- 13. Planting of off-site landscaping prior to occupation of hereby approved development**
- 14. Tree Protection – Implementation**
- 15. Submission/approval of an Arboricultural Method Statement**
- 16. Entry into Natural England’s Great Crested Newt District Level Licencing scheme**
- 17. Submission/approval of updated ‘other’ protected species survey**
- 18. Nesting birds**
- 19. RAMS implementation (Hares and Hedgehogs)**
- 20. Submission/approval of a Landscape and Biodiversity Enhancement Management Plan for a 30-year period**
- 21. Submission/approval of Ecological Enhancement Strategy**
- 22. Submission/approval of evidence that any blockages, damage or collapses in the existing drainage network intended to be used by the drainage strategy have been repaired.**
- 23. Depending on outcome of Condition 22 either a) Submission/approval of a revised Drainage Strategy/design should it be deemed necessary or b) implementation of current Drainage strategy/design (*incl management & maintenance*)**
- 24. Energy and Sustainability Statement - Implementation**

*In order to give proper effect to the Strategic Planning Board’s intent and without changing the substance of its decision, authority is delegated to the Head of Planning 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.*



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