

Planning Reference No:	09/3251N
Application Address:	Grenson Motor Co Ltd, Middlewich Road, Minshull Vernon, Crewe, Cheshire, CW1 4RA
Proposal:	Demolition of Existing Garage and Petrol Station and Erection of 11no Dwellings
Applicant:	Mr J Middleton, Grenson Motor Co Ltd, Middlewich Road, Minshull Vernon, Crewe, Cheshire, CW1 4RA
Application Type:	Full
Grid Reference:	368007 358871
Ward:	Cholmondeley
Earliest Determination Date:	23rd December 2009
Expiry Dated:	9th December 2009
Date of Officer's Site Visit:	INSERT
Date Report Prepared:	26th November 2009
Constraints:	Open Countryside

SUMMARY RECOMMENDATION: Approve as a departure to the Development Plan subject to completion of section 106 agreement for affordable housing and subject to conditions

MAIN ISSUES:

- The principle of the redevelopment of an existing rural commercial site
- The provision of affordable housing
- The impact of the development upon the character and appearance of the area
- The impact upon the amenity of nearby residential properties by reason of overlooking and over domination
- The impact of road noise and disturbance on future occupants
- The impact of the proposal upon highway safety
- The impact of the proposal upon the local drainage network

1. REASON FOR REFERRAL

The application is included on the agenda of the Strategic Planning Board as it constitutes a significant departure from the Development Plan in that it involves residential development within the open countryside.

2. DESCRIPTION OF SITE AND CONTEXT

The site currently comprises a former petrol station and garage site, which also comprised a forecourt and associated office, service and valeting bay buildings, as well as a small shop. The site was previously made up of a number of buildings of various materials and heights.

The buildings on the site have now been demolished and it currently predominantly comprises unused hardstanding.

The site is bordered by residential curtilage to the north and south and with open fields to the west. The site has a frontage onto Middlewich Road and a dwarf brick wall sits along the carriageway edge.

The site lies within the centre of a small nucleus of predominantly residential buildings fronting onto Middlewich Road and includes a public house opposite.

3. DETAILS OF PROPOSAL

The proposal comprises the erection of 11 two-storey dwellings comprising 8 detached properties and 3 terraced properties. The detached properties are arranged around a central cul-de-sac and the terraced properties are proposed along the site frontage. The development comprises a mixture of 3, 4 and 5 bedroom properties.

The applicant proposes the three terraced units along the site frontage as affordable dwellings.

Car parking is proposed to the side and rear of each dwelling.

The layout features a frontage development onto Middlewich Road as well as detached units located to the rear. The vehicular access into the site is proposed via a single central point onto Middlewich Road.

4. RELEVANT HISTORY

P08/1311 - Demolition of Existing Garage and Petrol Station and Erection of 15 No. Dwellings - Refused 17th February 2009.

P08/0578 – Demolition of Existing Garage and Petrol Station and Erection of 16 Dwellings (Re-submission of P07/0523) - Withdrawn 7th July 2008

P07/0523 - Redevelopment of Car Dealership into 16 Dwellings - Withdrawn 7th June 2007

5. POLICIES

The development plan includes the North West of England Plan Regional Spatial Strategy 2021 (RSS) and the Borough of Crewe and Nantwich Replacement Local Plan 2011 (LP).

The relevant development plan policies are:

RSS

DP.7 (Promote Environmental Quality)

RDF.2 (Rural Areas)

MCR.4 (South Cheshire)

Local Plan Policy

NE.2 (Open Countryside)

NE.17 (Pollution Control)

BE.1 (Amenity)

BE.2 (Design Standards)

BE.3 (Access and Parking)

BE.4 (Drainage, Utilities and Resources)
BE.5 (Infrastructure)
BE.6 (Development on Potentially Contaminated Land)

Other Material Considerations

PPS.1 (Delivering Sustainable Development)
PPS.7 (Sustainable Development in Rural Areas)
PPG.13 (Transport)
PPG.24 (Planning and Noise)

6. CONSULTATIONS (External to Planning)

Highways:

- There will be a reduction in vehicular access movements from the site and a formal access with improved visibility as a result of the development
- A plan showing the proposed 32 cycle spaces should be submitted
- Visibility requirements will be 2.4m x 43m with an initial access width of 5.5m
- Access and access road will need to be constructed to an adoptable standard
- Cheshire East Council will seek to adopt the road through a section 38 agreement
- Pedestrian dropped crossing facilities will be needed across the access and A530
- Subject to the above – no objections

United Utilities:

As comments on earlier application (P08/0578);

- No objection to proposal
- A separate metered supply will be required to each dwelling
- If ground is found to be contaminated, a protecta line pipe must be used to safeguard supplies

Environmental Health:

Original Comments

The acoustic assessment places the site into Category C of PPG24. However, providing the recommendations 1 and 3 to 8 in part 6.0 of the report are implemented, they are satisfied that this should be enough to attenuate the noise from traffic on Middlewich Road.

With respect to recommendation 2, the glazing installed should be more than standard thermal double glazing for the bedrooms facing onto Middlewich Road. The reason for this is that, in order to gain a good nights sleep, the recommendation for the internal noise level should be 30 dBA. Therefore, they recommend that the glazing installed in the bedrooms facing onto Middlewich Road should be able to achieve a reduction for road traffic noise (R_{TRA}) of at least 36 dBA.

Further comments

Environmental Health are happy for conditions 1 to 5 and 7 to be conditioned along with the additional request for extra glazing in relation to condition 2, as per their original email of 23rd October 2009.

Environmental Health (Contaminated Land):

- Satisfied that the contaminated land report is both robust and reasonable in its findings and concur with its findings and recommendations. The proposed Site Investigation specification (SI) is also satisfactory.
- Happy that the 'prior to' element has been fulfilled. The condition shall remain extant until the SI has been carried out and any required remedial measures are complete, reported and approved by this section.

Natural England:

- Not aware of any nationally designated landscapes or statutorily designated areas of nature conservation importance affected by the proposal
- Satisfied that the proposal does not have any adverse effect upon Natural England's other interests
- Note that the application identifies Great Crested Newts as being affected by the proposal and these are a material consideration
- Recommend the LPA gives consideration to the requirements of protected species in determining this application
- Natural England advise that land up to 500m from any known breeding site is considered in relation to both potential impacts and any mitigation
- Note from uncompleted survey that GCN found in ponds nearby
- Also note intention of applicant to provide one way newt fencing which may require a licence
- Also notes survey completed is incomplete and further survey work was to be provided which may alter the mitigation measures
- Finally, recommend a condition in regard to GCN mitigation
- Developer should also be made aware that if protected species are found on the site all work should stop until further surveys are carried out and a suitable mitigation package is provided

Sustrans:

- As Middlewich Road is a busy road and there is an infrequent bus service in practice all journeys will car based
- There does not seem to be any easy low cost connection from the site to the adjacent walking/cycling network of paths, bridleways, minor roads to help promote more sustainable forms of travel

7. VIEWS OF THE PARISH COUNCIL

No comments received

8. OTHER REPRESENTATIONS

Objections received from the occupiers of:

- 1 Queens Crescent, Bradfield Green;
- 3 Queens Crescent, Bradfield Green;
- 3 West View, Bradfield Green;

Main concerns are as follows:

- Drainage (no consent in place to install new pipes through adjacent land)
- Development will add to drainage and sewage problems already
- Outfall shown on the drainage plan is not what was agreed
- Contamination on the site has not been addressed
- Too many houses for such a small village with no facilities
- Applicant has addressed the village and offered things he cannot deliver
- Dangerous and busy road – existing residents have difficulty getting in and out of their properties as existing
- A by-pass should have been considered some time ago
- New Great Crested Newt Survey will be required

9. APPLICANT'S SUPPORTING INFORMATION

Design and Access Statement (Prepared by P.A.M received 13th October 2009)

Main points are:-

- Following refusal of earlier application public meetings were held by the applicant and further consultations with the planning officer
- Scheme has since been redesigned with number of dwellings reduced
- Proposal also now includes for new drainage pipe from the site to address flooding concerns
- Design has evolved to respond to the grain of the surrounding development
- Design now reflects local rural building features and adopting the local vernacular
- Frontage buildings respond to the linear arrangement of the village
- Rear buildings are subordinate in scale and detail to the frontage buildings

Report on Loss of Employment and Retail Premises: (Prepared by the Brockway Dunn Partnership received 13th October 2009)

Main points are:-

- Site premises are harmful to the character and appearance of the area
- Benefits of the scheme are improvements to street scene, removal of potential nuisance from industrial use and provision of affordable housing
- There is a good supply of employment premises in the Borough
- Loss of small application site will have no adverse impact upon supply of employment land
- Site has been marketed since 2005 for alternative employment uses without success (sales details supplied by Lamonts)
- Shop on the site only offered limited goods
- Nearby Minshull Nursery and Garden Centre offers better provision of goods
- Letter from Lamonts details that there was no interest from the convenience retail sector for the site

Noise Assessment: (Prepared by SBM Safety Solutions Ltd received 13th October 2009)

Main points are:-

- Existing traffic noise levels place the site in category C of PPG.24
- Standard thermal glazing and appropriate ventilation can provide satisfactory attenuation
- Recommends appropriate construction materials of dwellings

- Bedrooms of windows with a view of Middlewich Road should be fitted with appropriate ventilation to comply with Part 6 of Schedule 1 of the Noise Insulation Regulations 1975
- Acoustic trickle vents should be installed in other habitable rooms with windows with a view of Middlewich Road
- Increasing the distance between the nearest facades and Middlewich Road could reduce the noise levels
- Screening at roadside will also provide some noise reduction. Proposed hedgerow may offer some attenuation depending on its density

Great Crested Newt Survey: (Prepared by Dr Sophie Clayton received 13th October 2009)

Main points are:-

- Considered there will be no direct adverse impact on ponds within the vicinity
- Proposed development will not result in any loss of aquatic habitat for newts
- No suitable habitat for GCN exists of the site and so only impact could be adult newts migrating across the site
- Given the position relative to a road and with houses either side this reduces the likelihood of newts migrating across the site
- Given that newts were found in nearby ponds however mitigation measures will be proposed
- Mitigation will include fencing off working areas with one way newt fencing
- 1m buffer zone will be provided around the extent of the newt fencing to ensure that it is not damaged during construction
- Any vegetation on site will first be searched by hand

Bat Survey: (Prepared by The Tyrer Partnership received 13th October 2009)

Main points are:-

- Building on site provides no opportunities for bats and evidence of bat use was absent
- Proposed development would not result in loss of bat roost potential and no further survey work is required

Contamination Phase 1 Desk Study Report: (Prepared by Betts Associates received 23rd December 2009).

Main points are:-

- Site is of environmental concern due to the former land uses, infilled pond on site, adjacent former smithy and existing ground heating fuel tank adjacent to the site
- Geology beneath the site is a sequence of Till over Mudstone
- Site does not fall within a groundwater protection zone as outlined in the EA and not at risk from flooding. Site lies on a non aquifer
- No radon protection measures are necessary
- Geotechnical risk - following items are potential site abnormal which need further assessment;
 - o former foundations
 - o possible areas of deeper made ground
 - o existing mature trees
 - o risk from brine extraction

- intrusive ground investigation to assess geotechnical issues and confirmation with building control is advised
- Ground investigation scope should include sample boreholes, trial pitting, gas monitoring wells, gas/water monitoring visits, soil vapour survey, soil samples, geotechnical testing

10. OFFICER APPRAISAL

Principle of Development

The site lies within the village of Bradfield Green which does not have a settlement boundary. Accordingly the site is classed as open countryside.

Policies in the Development Plan seek to resist new house building in open countryside in order to preserve its intrinsic rural character. Whilst there are certain exceptions to this (for example conversion of rural buildings and affordable housing), the thrust of Development Plan policies is to restrain new house building in these areas.

Notwithstanding this, the Local Planning Authority can take into account other material considerations in addition to the Policies of the Development Plan and can approve development as a departure to those policies. As described above, the site previously comprised a commercial site with a petrol service station, associated shop, offices and workshops. A car showroom and external display/sales area were also located within the site. Since the determination of the last application, all of the businesses on the site have ceased and the buildings have been demolished.

Policy E.7 of the Replacement Local Plan allows for the redevelopment of existing employment sites where it can be demonstrated that there would be no detrimental impact on the supply of employment land or premises in the Borough.

A supporting statement submitted as part of the earlier application considers the potential for other alternative commercial uses for the site and it was noted that the site had been marketed since September 2005. The applicant also referenced the amount of vacant commercial premises within the Borough and that the loss of this site would not lead to an adverse impact upon supply of employment premises in the Borough as a whole. This was also argued at the Beam Bridge works site in Nantwich which was subsequently granted planning permission by an appeal Inspector (LPA ref: P04/1500).

The applicant also argued that the re-use of the site for other commercial uses has the potential to cause nuisance to adjacent residential properties. It was accepted by officers that, in light of the above, the proposal would not have an adverse impact upon the supply of employment land in the Borough and accordingly complied with Policy E.7.

Although the earlier application was refused by the Development Control Committee partly due to the loss of the village shop and impact on the vitality and viability of the local community the application was not refused against policy E.7. Equally, the clearance of the site of all buildings would make it less viable as a commercial site.

An earlier application for the site (P08/1311) was refused partly due to the loss of a petrol station shop, as it was not considered that sufficient information had been presented to demonstrate that this would not have an adverse impact upon the vitality and viability of the local community. Policy S.3 of the Replacement Local Plan seeks to resist the loss of village shops unless there are shops of similar nature available in the locality and there is evidence to show that attempts have been made to sell or let the property for retail use. As already mentioned, the site has been cleared of buildings and accordingly does not operate or provide such a facility. Notwithstanding this, the applicant did market the premises prior to its demolition from September 2005 and including for potential retail uses. In addition, there is a shop at the nearby Minshull's Nursery some 220m to the south of this site. Accordingly, it is considered that the scheme does not conflict with policy S.3.

The proposal will deliver on site affordable housing which weighs in favour of the proposal.

In light of the above, it is considered that the proposed residential re-use of the site warrants a departure from the Development Plan and accordingly the principle of the development is accepted.

Affordable Housing

Local Plan Policies stipulate that new development sites should deliver a proportion of affordable housing. The Interim Planning Statement on Affordable Housing has been adopted, and this states that the exact level of provision will be determined by local need, site characteristics, general location, site suitability, economics of provision, proximity to local services and facilities, and other planning objectives. However, the general minimum proportion for any site will normally be 30%. This proportion includes the provision of social rented and/or intermediate housing as appropriate.

The applicant has stated that 3 of the 11 units would be affordable units and has approached a local RSL (Muir Housing Group) to manage these units as affordable dwellings in perpetuity.

The provision of 3 affordable dwellings amounts to 27% (3.3 units) and this falls below the requirement of 30%. However, an additional unit would amount to 36% provision. The applicant has also argued that there are abnormal development costs associated with this site such as the provision of a 'Hydrobreak' drainage system as well as contamination/asbestos costs associated with the former use of the site as a petrol station. The applicant states that these costs would limit the provision of an additional unit on the site.

Furthermore, the SHMA shows a need of 3x three-bed affordable units per year in the former Minshull ward. As such, it is preferable to see this delivered rather than 2x three-beds and 2x one-bed flats that have been suggested. The SHMA shows that there is more need for 3-bed general needs units than 1-bed general needs units in Minshull.

The proposal would provide for one dwelling in shared ownership (33%) and two rented properties (66%). This would meet the target of the 35% intermediate and 65% social rented contained within the Interim Planning Statement on Affordable Housing.

It is therefore considered that the provision of 27% affordable housing is appropriate on this site.

Amenity

The impact of the proposed development upon the amenity of adjacent residential properties is a key consideration in the determination of this application. Equally consideration must be given to the amenity of future occupants of the proposed dwellings.

With regard to the impact on the surrounding properties, the most intimately related are to the immediate north and south of the application site. The property to the north, Sunnyside, is a detached bungalow and shares its side boundary with the application site. The property to the south, Rose Bank, is a two storey semi detached cottage. With regard to the property at Sunnyside the outlook from the rear of this property will be affected from the proposed two storey houses at units 7 and 8. However, the facing elevations of these units would be at least 15 metres from the rear of Sunnyside, and at least 7m from the boundary with its rear garden. In addition, the proposed dwellings would sit at right angles to the rear of Sunnyside. This relationship is considered to be satisfactory and would not result in an unacceptable overbearing impact or loss of privacy through over looking. It is also pertinent to mention that the former buildings on the site had an impact upon the outlook from this property and the proposal is not considered to be any worse than that previously experienced.

Turning to the impact of the development on the property to the south (Rose Bank), this will be affected by the position, at right angles of the proposed two storey houses at units 1 and 2 which would back onto the side curtilage to Rose Bank. A distance of between 20-24m would exist between these properties and again this is considered sufficient to prevent any noticeable loss of amenity through either over domination or loss of privacy/overlooking.

It is also noted that, although the petrol station, car sales and associated servicing activities have ceased on the site, this could be re-engaged (albeit subject to a further application for any new buildings) and such uses can often be incompatible with residential uses and can result in loss of amenity through either noise disturbance or smells.

PPG 24 (Planning and Noise) requires local planning authorities to consider whether proposals for new noise-sensitive development would be compatible with existing activities. Noise Exposure Categories (NEC's) ranging from A-D are set out in PPG 24 to help local planning authorities to consider applications for residential development near transport related noise sources. Given the proximity of the site to the A530 Middlewich Road, it is necessary for the applicant to demonstrate that the future occupants of the dwellings will enjoy reasonable levels of amenity.

An updated noise assessment accompanies this application and establishes that the site would be within NEC category C and for these sites PPG 24 states that:

“Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative

quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise”

The noise assessment states that Environmental Health have considered that standard thermal glazing and appropriate ventilation can achieve satisfactory internal noise levels to the new dwellings. The noise assessment further recommends a series of mitigation measures relating to the construction of the dwellings, insulation and glazing. Most of these measures can be conditioned, although item 6 suggests increasing the distance of the dwellings from the road which is not possible within the confines of the current application.

Environmental Health have considered the noise assessment and agrees that the implementation of mitigation measures 1 to 5 and 7 will provide sufficient attenuation. However, Environmental Health conclude that additional glazing requirements are needed for the dwellings facing onto Middlewich Road. All of these items can be secured via planning conditions.

Policy BE.6 (Development on Potentially Contaminated Land) requires that an assessment is made of the nature and extent of potential contamination and that development will not be permitted until practicable and effective measures are taken to treat, contain or control contamination.

The applicant has submitted a Phase 1 Ground Survey given the previous use of the site as a petrol station. This has found evidence of contamination on the site and has recommended a series of mitigation measures that would be required. These can be secured by condition.

The Council's Environmental Health section have assessed the submitted report and are satisfied that this is robust and fulfils the 'prior to' requirements of the site investigation. Accordingly, it is recommended that a condition is attached to any permission to ensure that the recommended measures in the submitted study are implemented.

Design

The earlier application was refused partly due to concerns about the layout and form of the proposed dwellings. It was considered that the design failed to respect the linear form of development in the locality and also that the dwellings lacked sufficient detailing to reflect the local character and vernacular.

The current scheme features a reduction in the number of dwellings, although retains a frontage development onto Middlewich Road with a cul-de-sac of dwellings to the rear. The current proposal seeks to establish a hierarchy on the site with the dwellings to the rear appearing as subservient to those fronting onto Middlewich Road. The concept is to establish a relationship of a farm house and outbuildings.

The three affordable units at plots 9, 10 and 11 are terraced, although have been designed to appear as a single unit. This is achieved with a wide central gable fronting onto Middlewich Road and then two flanking wings which are set back and would be constructed in a contrasting material. The central gable features a pitched roof timber porch mounted on a brick plinth whereas the flanking wings have less prominent porches. These dwellings have a ridge height of 8 metres, which is 1m higher than the dwellings to

the rear and also feature decorative finials on the end of each roof ridge and this further helps to reinforce the dominance of these units relative to those at the rear.

The rear of the three affordable units faces towards Middlewich Road although, as a result of the fenestration to these units, it will be read as the front of the units. Equally unit 1, a detached dwelling will have an active frontage facing onto Middlewich Road.

The dwellings to the rear of the site are detached units, although in the case of plots 5, 6 and 7 are arranged in order to replicate the pattern of a single rural outbuilding. This is reinforced by the inclusion of projecting roof gables onto the sides of units 5 and 7 as if to reach out towards the central unit of plot 6.

The architectural detailing of the dwellings is consistent throughout the scheme and includes rustic elements, such as timber cladding below window openings, exposed purlins, patterned air bricks and randomly positioned fenestration. The units also feature timber porches and simple timber doors. All of these details are purposefully designed to resemble agricultural buildings which are considered to be an innovative concept, evocative of the rural setting of the site.

The proposed layout retains a cul-de-sac arrangement although is less car dominated than the earlier scheme with parking areas contained to the sides of dwellings and garden areas around each unit. Although the scheme is not wholly, it is considered that the proposed design has been well thought out and that the units do respond positively to the rural setting of the site.

Finally, a number of comments from local residents concerns the amount of development on the site and that the proposed number of dwellings is excessive. In this case, the proposed density of the site is some 34dph which will not appear incongruous with adjacent development.

Highway Impacts

The site is located adjacent to the A530 Middlewich Road and within a 30mph restricted section. The proposal includes for a central single point of access into the site and this replaces the earlier two points of access used by the former petrol station. The site also includes for sufficient parking with two spaces per dwelling. The Highway Authority have raised no objection to the proposal providing that:

- satisfactory visibility splays are provided,
- the access road is made up to an adoptable standard
- that plans of the cycle parking are provided.

It is considered that the current proposal will generate less traffic than the previous use of the site as a petrol station, car sales forecourt and workshop and that any traffic generated by the development will not be noticeable within the locality.

Impact upon Water Environment/Drainage

A key concern locally relates to the drainage implications of the development. It is reported that the area is prone to flooding and one of the reasons for refusal of the earlier application relates to the potential to exacerbate localised flooding. The applicant subsequently proposed to install a new drainage pipe from the application site to the

watercourse to the north and has had the requirements designed by a consulting engineer. However, this involved land outside the applicants control. Whilst it was originally stated that agreement had been reached with adjacent landowners to install the drainage pipe, it has emerged that the adjacent landowners have not agreed to this.

Accordingly, the applicant has devised an alternative solution which involves a hydrobrake system. Effectively this is a form of sustainable drainage which holds surface water during peak flows, discharging it into a watercourse slowly so as to avoid a peak flow which would result in flooding.

The previous site use discharged into an existing surface water drain to the rear of the neighbouring properties: Sunnyside, The Coach House and The Cottage. As part of this development, it is proposed that the hydrobrake system would be installed and this would hold surface water and discharge it to as avoid peak flow. This would therefore represent an improvement on the existing drainage situation. It should also be noted that the site consists of predominantly hardstanding and the proposed development would create garden areas which would increase the amount of soak-away from the site.

11. CONCLUSION

The site lies within open countryside where new residential development is normally restrained. The authorised use of the site is as an employment site although the earlier petrol station, car sales and workshop uses have ceased and all buildings have been demolished. Prior to this, the site was marketed from 2005 for commercial uses without success. The proposed residential development is considered to represent an appropriate re-use of the site which will also represent a significant visual improvement to the character of the locality and also is a more compatible use with the adjacent residential properties. Furthermore, the proposal provides for on site affordable housing provision. The proposed development is therefore considered to warrant a departure from the Development Plan policy NE.2.

The design, scale and form of the proposal is considered to respond positively to the surrounding rural setting and provides for sufficient architectural detailing.

Satisfactory access and parking arrangements are proposed and the proposal will not result in any adverse impact upon the amenity of adjacent residential property.

Satisfactory noise mitigation can be conditioned to ensure that future occupants of the dwellings do not suffer loss of amenity from road traffic noise.

The applicant has provided a satisfactory study to demonstrate the nature and extent of contamination on the site and identified measures necessary to mitigate for this as well as adequate measures to drain the site.

12. RECOMMENDATION

Subject to the completion of a section 106 agreement to secure three affordable units on the site:

Approve with Conditions:

1: Standard – 3 years

- 2: Materials to be submitted to the LPA and approved in writing**
- 3: Surfacing materials to be submitted to the LPA and approved in writing**
- 4: Landscape scheme to be submitted to the LPA and approved in writing**
- 5: Landscape - implementation of the approved scheme**
- 6: Boundary treatment to be submitted to the LPA and approved in writing**
- 7: Noise mitigation measures to be implemented**
- 8: Contamination mitigation measures**
- 9: Car parking provision to be provided**
- 10: Bin storage to be submitted to the LPA and approved in writing**
- 11: Cycle storage to be submitted to the LPA and approved in writing**
- 12: Approved plans**
- 13: Removal of Permitted Development Rights**
- 14. Window reveal to be 50mm**

Location Plan: Cheshire East Council Licence No. 100049045

