

Application No: 19/4759M

Location: Land To The West Of, PENDLETON WAY, WILMSLOW

Proposal: Outline application with all matters reserved except for access for the erection of up to 17,162m² of B1 office floorspace and ancillary amenity space, car parking, cycle hub, landscaping and associated infrastructure

Applicant: Mr A Wain, .

Expiry Date: 31-Mar-2020

SUMMARY 19/4759M

The site forms part of the strategic allocation LPS 55 contained within the Cheshire East Local Plan. The application proposes to provide 17,162m² of a total of around 25,000m² as set out in the allocation. The application will provide B1 office floorspace and ancillary amenity space, car parking, cycle hub, landscaping and associated infrastructure. The proposal is in outline form, therefore at this stage an illustrative masterplan showing car parking and positioning of buildings and parameters are included. The proposed parameters are considered to be acceptable. The proposal is considered to be acceptable and policy compliant, however this is subject to a large number of conditions required to ensure at the reserved matters stage all technical requirements are met.

The proposed development is required to ensure a sustainable economic position locally, to provide employment, and would be in line with the Cheshire East Economy Strategy.

No objections have been raised by consultees in relation to technical matters, for the reasons mentioned the application is recommended for approval subject to conditions.

SUMMARY RECOMMENDATION

Approve subject to conditions

PROPOSAL

The application is for outline planning application with all matters reserved save for access for the erection of up to 17,162m² of B1 office floorspace and ancillary amenity space, car parking, cycle hub, landscaping and associated infrastructure for a new office development.

The application is in outline with only the means of access for approval at this stage, the access to the site has been previously approved off the A34 (Pendleton Way). Detailed matters relating to layout, scale, appearance and landscaping are reserved for future approval. The parameters plan states that the development will not exceed 4 storeys in height.

The proposed development will provide a pedestrian footway / cycleway which links to the wider network and allows safe pedestrian and cycle access to Wilmslow and in particular to

Wilmslow Railway Station. The connection will pass through Wilmslow High School land and is required to be provided prior to the development. The proposal also includes a large satellite area of land to be used for biodiversity offsetting through the creation of an area of Grassland Habitat.

The site forms around half of the allocation LPS 55 Wilmslow Business Park, the southern half of the D-shaped area of land covering an area of approximately 4ha. The northern part of the site will remain as existing which is fields and is unaffected by the proposed development. All access from the site is off the main Pendleton Way which runs along the western boundary of the site. The eastern boundary of the site is formed by the railway line.

The illustrative masterplan shows 8 individual units for speculative occupation with associated car parking. There is a single access point off A34 Pendleton Way. The parameters plan shows the buildings as a mixture of 2, 3 and 4 storey buildings. The illustrative masterplan shows 572 associated car parking spaces to serve the development.

SITE DESCRIPTION

The site forms the southern part of a D-shaped area of land. The site is curtailed to the east by the A34 Pendleton Way which runs alongside the full length of the site and to the west by the railway line. The site currently consists of grassland with areas of scrub. The site has a number of mature trees and a dense hedgerow formed of trees and shrubs forms the boundary with the A34.

The site is very well screened due to the trees and shrubs along the site boundaries and is mainly level with rising topography in places.

RELEVANT HISTORY

17/2008M, Proposed creation of an access road, Approved, 05-Oct-2017

RELEVANT PLANNING POLICY

Cheshire East Local Plan Strategy 2010-2030 July 2017

Site LPS 55 – Wilmslow Business Park

MP1 Presumption in favour of sustainable development

PG1 Overall Development Strategy

PG2 Settlement hierarchy

PG6 Spatial Distribution of Development

SD1 Sustainable Development in Cheshire East

SD2 Sustainable Development Principles

IN1 Infrastructure

IN2 Developer contributions

EG1 Economic Prosperity

SE1 Design

SE3 Biodiversity and geodiversity

SE4 The Landscape

SE5 Trees, Hedgerows and Woodland

SE6 Green Infrastructure

SE9 Energy Efficient Development
SE12 Pollution, Land contamination and land instability
SE13 Flood risk and water management
CO1 Sustainable Travel and Transport
CO4 Travel plans and transport assessments

Requirements for LPS 55

The development of the Wilmslow Business Park site over the Local Plan Strategy period will be achieved through:

1. The delivery of up to 6.3 ha of employment land for an exemplar B1 Business use development in line with the principles of sustainable development, providing around 25,000 square metres of employment space.

Site Specific Principles of Development

- a. New development will be expected to be of a high quality and innovative design, which will consider site constraints whilst providing an attractive place to work.
- b. A comprehensive landscaping scheme will be required.
- c. New development will be expected to make enhancements to the existing access point or provide a new access to the A34. It must also improve connectivity and accessibility within the site and to the wider local area including pedestrian and cycle links to Wilmslow Railway Station.
- d. The existing playing fields on site must be retained within the site or contributions made for off site provision. The retention and / or replacement of the outdoor sports facilities should be in accordance with the findings of an adopted, up to date and robust needs assessment.
- e. New development will be expected to respect any existing ecological constraints on site and where necessary, provide appropriate mitigation.
- f. 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 a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

By virtue of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the application should be determined in accordance with the development plan unless material considerations indicate otherwise.

The Development Plan for Cheshire East currently comprises the saved policies from the Congleton Borough (January 2005), Crewe and Nantwich (February 2005) and Macclesfield Local Plan (January 2004).

The Macclesfield Borough Local Plan is the relevant plan in relation to this site.

Therefore the relevant Local Plan policies are considered to be:

Policy DC3: Amenity
Policy DC6: Circulation and Access
Policy DC7: Car Parking
Policy DC8: Landscaping
Policy DC9: Tree Protection
Policy DC13: Noise

Policy DC14: Noise
Policy DC15: Provision of Facilities
Policy DC17: Water Resources
Policy DC63: Contaminated Land
Policy DC64: Floodlighting
Policy NE14: Natural habitats
Policy NE11: Protection and enhancement of nature conservation interests
Policy NE17: Nature Conservation in Major Developments

Wilmslow Neighbourhood Plan – Made 11th November 2019

LSP 1 Sustainable Construction
LSP 2 Sustainable Spaces
LSP 3 Sustainable Transport
NE1 Countryside around the town
NE4 Countryside Access
NE5 Biodiversity Conservation
TA2 Congestion and Traffic Flow
TA5 Cycling in Wilmslow

National Policy:

The National Planning Policy Framework

CONSULTATIONS (External to planning)

Network Rail - The scheme details indicate future use of the underbridge as a future pedestrian/cycle link. Any proposal to create a pedestrian / cycle link under the railway to Royal London would need prior agreement with NR, including the agreement of commercial arrangements and entry into all necessary property and engineering agreements. NR to have absolute discretion on whether such a connection is permissible.

Drainage in the design: With the ground being clay it will create more surface run off in the direction of the watercourse situated at the low point of the site. The watercourse then flows towards the upline of the tracks through a 1.10m diameter culvert, it is unknown if the culvert will be able to handle the capacity of water running into the watercourse without a drainage plan from the site. The drainage on site will need to be agreed with Network Rail. All surface and sub-surface waters will drain in the direction away from the railway. Condition to be included for drainage to be designed with agreement from NR.

List of informatives and conditions to be included on decision notice.

Cheshire Constabulary – No objections to the outline. Items to be considered at the detailed design stage with regard to designing out crime:

Site access (including height restrictions and conditions)
Parking and security of
Design of multi-story car parking and security of

Unit design to maximise security
Cycle parking provision
Bin storage design
Lighting plan
CCTV coverage
Footpaths access, design, restriction and linkages.
Site rule setting
Application of Secured by Design Commercial and Park Mark and strongly recommended.

United Utilities – No objections subject to conditions.

Lead Local Flood Authority – No objection subject to conditions.

Environment Agency - No objections to the development proposals.
The proposed development site appears to have been the subject of past historical activity which poses a low risk of pollution to controlled waters.

Manchester Airport – Consultation carried out by ecologist, relating to proposed Biodiversity net gain area. Manchester Airport are satisfied with the proposals for the area of net gain, providing Manchester Airport is consulted on the detailed habitat creation and management plan when it is submitted which will be by condition.

Highways – No objection. The comments are considered in detail in the main body of the report.

Archaeology – No objections

VIEWS OF THE TOWN COUNCIL

Wilmslow Town Council – Wilmslow Town Council's Planning Committee raised no objections in principle but did raise concerns regarding infrastructure issues and that of drainage and await more detailed plans with interest.

REPRESENTATIONS

6 representations have been made to the application, which raised the following issues:

- Transport data that was submitted was not accurate.
- Flood risk information not correct, the proposal should not exacerbate flooding at the Royal London site.
- There is no fixed OD level shown on parameters plan.
- Proposal does not connect to existing pedestrian or cycle links (comments submitted prior to additional information being submitted regarding this matter)
- Cheshire Ramblers – There is no recorded PRow between Wilmslow footpath 63 and the Prestbury Link roundabout on A34.
- Oversupply of office development in Wilmslow
- Commercially unviable
- Should provide for a mixed business use not just offices.

APPLICANT'S SUPPORTING INFORMATION

- Transport Assessment
- Highways Technical Notes
- Ecological Appraisal
- Landscape and Visual Impact Assessment
- Flood Risk Assessment
- Biodiversity Metric Calculations
- Supporting Planning Statement
- Arboricultural Impact Assessment
- Noise and Vibration Impact Assessment
- Air Quality Assessment
- Statement of Community Involvement
- Archaeological Desk Based Assessment
- Environmental Statement
- Design and Access Statement
- Supporting Planning Statement

APPRAISAL

Key Issues

- Principle of development
- Design
- Highways/Accessibility
- Landscape Impact
- Trees
- Archaeology
- Ecology
- Amenity
- Air Quality
- Contaminated Land
- Flood Risk
- Representations
- Conclusions
- Recommendation

Principle of development

The site is located on the south east side of Wilmslow. The site forms part of the wider LPS 55 strategic site allocation within the Cheshire East Local Plan Strategy adopted in July 2017. The site was originally within the Green Belt, however the allocation of the site removes the site from the Green Belt and the site is no longer afforded the protection provided by its former status.

The application proposes 17162sq.m of employment land, through B1 office space.

LPS 55 at point 1 states:

The delivery of up to 6.3 ha of employment land for an exemplar B1 Business use development in line with the principles of sustainable development, providing around 25,000 square metres of employment space.

This application site covers an area of around 4ha, which makes up a significant parcel of the 6.3ha allocation. The application proposes 17162sq.m of B1 employment land. It is considered therefore that the proposal meets the allocation requirement.

The site specific principles of the development are considered to be achievable through this proposal. All points of the allocation (a-f) are able to be met through this proposal and are not hindered by it.

Point a) requires a high quality and innovative design, which can be achieved through the detail provided at the reserved matters stage.

Point b) requires a comprehensive landscaping scheme, which will be provided at the reserved matters stage.

Point c) requires enhancements to the access point and a pedestrian and cycle link to Wilmslow Railway Station. These are to be provided and are discussed in the highways section of the report.

Point d) the playing fields must be retained. This relates to the northern part of the allocation which does not form part of this proposal, therefore this application does not prevent this.

Point e) requires ecological constraints to be respected. An area of land for biodiversity offsetting is to be secured through this consent and is discussed in the ecology section of the report.

Point f) requires a phase 1 risk assessment for contaminated land to be carried out. This has been carried out and is discussed in the contaminated land section of the report.

This application will provide 17,162 of the 25,000 required by the allocation. Therefore this scheme makes a significant contribution to this aim, and ensures that the allocation is proposed to be developed in an efficient way..

The proposals therefore make a significant contribution to the delivery of site LPS 55, and do not preclude other elements of the allocation from coming forward.

Notwithstanding the fact that the site is no longer within the Green Belt, the landscape context and setting as an edge of town site is important and the transition from rural to urban fringe, particularly when viewed from the railway line and A34 and must be carefully designed, and this will be considered further at reserved matters stage. The parameters will be set out as part of this application.

The proposal makes an important contribution to the Council's requirements to provide employment land - and in particular B1 development - in order to maintain a sustainable economy and economic growth within Cheshire East. The proposals are in line with the aspirations of the Cheshire East Economic Strategy. As an outline application the proposal is acceptable in principle as this has been established through the allocation of the site.

Design

The illustrative plans show the potential use and form of the site, however, as an illustrative plan, this will not be tied to the outline permission and design of the layout and buildings will be expected at the reserved matters stage.

There is an opportunity to provide creative SuDs solutions within the site as part of future flood defence systems.

The treatment of the roofscape is paramount to achieving a high quality design (green roof/garden/amenity space) and the creation of a central hub is welcomed.

Futureproofing further development on the site with the consideration of additional parking (under-croft or additional storey).

The Design and Access Statement sets out high aspirations for the site and used as a design code, sets the bar high for use at the reserved matters stage and material specification/architectural styling should take cues from the local vernacular. There is the opportunity for the proposed development to be energy efficient, and as required by policy SE9 of the Cheshire East Local Plan, all non-residential development must provide 10% of the energy required from decentralised and renewable or low carbon sources unless it is demonstrated robustly that this is unfeasible. This is required by condition.

Connectivity to the town centre and adjacent sites is vital to the success of the site and investment into the local economy and services. The connectivity is to be provided through the footpath/cycle link to Wilmslow which is to be secured by condition, and the direct vehicular link onto the A34 making it easily accessible by car.

The outline proposals show a potentially high quality development which would be supported by CEC policy, albeit at the outline stage. The illustrative layout clearly demonstrates what is able to be achieved on the site. The parameters plan will be approved as part of this proposal.

Highways/Accessibility

This application is in outline form for access only. There is an approved access to this site, this consists of a left in/left out arrangement which is taken from the northbound carriageway of the A34. That same approved scheme is to be considered as part of this outline application so the principle already exists. Although this is an outline application a masterplan has been submitted that indicates a single main internal spine road to serve the development. A possible internal road connection has been identified that would provide a link to the remaining LPS 55 allocation. There are no technical comments on the internal layout as this is a matter for determination at reserved matters.

Accessibility

It is important that this site is readily accessible to both pedestrians and cyclists and it does provide connections to Wilmslow town centre and also the railway station. An internal pedestrian/cycle link has been indicated to the south of the site under the railway bridge and linking into the Royal London site. Whilst, it would be beneficial if this link can be provided there is no certainty that this is possible as it involves third party land.

However, a new footway/cycleway northwards along Pendleton Way can be provided that links the site with Holly Road North, this path would continue past Wilmslow High School and connect with Broadway. The applicant has submitted a plan that indicates this route and that a 3.0m shared pedestrian/cycle facility can be provided that links to the site.

The details of this scheme and delivery will need to be agreed by condition prior to commencement of the development. A plan showing the route has been provided.

Development Impact

Further to the previous comments submitted on the application requiring an additional assessment to be carried out, the applicant has provided additional information in Technical Notes 3 and 4 that assesses the traffic impact of the development at the Melrose and Holly Road roundabouts on the A34.

The assessments have been undertaken using a number of scenarios, scenario 1 Base (existing layout) + Development Traffic no Royal London and scenario 2 Base + Royal London + Wilmslow Business Park + growth + widening of Alderley Road. The applicant was also asked to assess the validation of the models against existing queue lengths at the Melrose Way roundabout in the peak hours.

The results of the modelling presented in technical note 3 and 4 indicate that in scenario 1 Melrose Way roundabout will operate generally within capacity levels but there are capacity problems with increases in queues on Wilmslow Road but generally the same queue lengths on Alderley Road.

Scenario 2 test which included Royal London office development and mitigation indicates a similar type of impact, the capacity of the roundabout has risen generally with the main impact in both peaks being on the Wilmslow Road approach to the roundabout.

The junction models submitted have also been assessed by CEC that has considered the validity of the base traffic flows used and the geometry model inputs of the roundabouts. Whilst, the CEC assessment of both scenario 1 and 2 models show that whilst there is some under estimation of the capacity of the roundabouts, the junctions do not indicate that there will be severe levels of impact resulting from the development. The development does not affect the Melrose Way roundabout to the same extent as the Royal London office scheme and does not require the same mitigation scheme. There is concern regarding the level of queues on Wilmslow Road although given the land constraints there is no identified mitigation scheme that can be implemented.

In summary, as the application is not for the whole allocation, a lower B1 office floorspace is proposed and thereby reducing the level of traffic generation arising from the development. The traffic impact will predominantly be felt at the Melrose Way and Holly Road North roundabouts on the A34, the assessments indicate that generally these roundabouts will operate within capacity but with some arms affected that will see queues increase. In terms of the policy test, it is not considered that the development will have a severe enough impact to warrant a refusal.

Subject to conditions relating to the provision of the pedestrian/cycle infrastructure to be implemented prior to commencement of development; to secure offsite works on Prestbury Road; to ensure that the access is provided to the site; details of cycle parking facilities; and a construction management plan the proposal is acceptable with regard to highways impact.

Landscape Impact

As part of the application a Landscape and Visual Assessment has been submitted, this states that it has been carried out with reference to the guidance found within the 'Guidelines

for Landscape and Visual Assessment' Third Edition, 2013 (GLVIA). This assessment identifies the baseline landscape of the application site and surrounding area, these are the National Character Areas as identified by Natural England, and that although the application is identified as being within the urban area in the 2018 Landscape Character Assessment, although it is bound to the east by the Lower Wooded Farmland, Chonar Character Area. Which is defined in the Wilmslow's Countryside: A Landscape Character Assessment - which forms part of the Wilmslow Neighbourhood Plan - as being; a gently undulating pastoral landscape, defined by medium sized, irregular fields divided by hedgerows and abundant hedgerow trees and is rich in ponds. The area has a strong rural character despite the urban fringe location. The Chonar character area stretches from south Wilmslow to Alderley Edge and to the east to Mottram St Andrew.

The submitted Landscape Assessment identifies that the landscape value of the site and the landscape character of the immediate locality is low, that the susceptibility to change is low and that the resulting sensitivity is low; with a medium value, susceptibility to change and sensitivity for the Chonar Lower Wooded landscape Character Area. The assessment indicates that there would be a neutral magnitude of change for the landscape features of the site and a resulting neutral long term/ permanent significance of effect, and that this would also apply to the immediate landscape; but with a minor adverse significance of effect for the Chonar Lower Wooded landscape Character Area.

The visual assessment identifies a number of receptors including the Wilmslow Scholl playing fields, the A34, the informal nature reserve, a number of footpaths (FPs 51, 50, 47 and 46) and for passengers on the West Coast Main Line. The resulting significance of effects range from negligible – FPs 46 and 50, Minor adverse/negligible –footbridge over A34, minor adverse – West Coast rail Line, FP 51 and Wilmslow playing fields and the A34, and moderate minor adverse for the informal nature reserve and FP 47. FP 47 is located to the immediate south of the site on the southern side of the A34.

Whilst the Landscape Officer broadly agrees with the submitted Landscape and Visual Assessment, this is an outline application, and while there is an Illustrative Masterplan, only access – proposed Junction Improvements and a Parameters Plan which indicates a maximum building height of 4 storeys, are actually definitive features of the proposals. While the Illustrative Masterplan, configuration and associated landscape proposals works well with existing constraints, the very nature and location of the site, in such close proximity to the main west coast line and A34 mean that any significant deviation from the illustrated masterplan could result in an inappropriate and incongruous development. It is important that the proposals retain a bespoke campus style layout surrounded by green spaces.

No landscape objections are raised in respect of the application.

Trees

Trees within the site are not protected by a Tree Preservation Order and the site is not situated within a designated Conservation Area.

The application is supported by an Arboricultural Impact Assessment which states that the site has been colonised by self seeded trees of various young and semi mature species including Hawthorn, Elder, Birch, Oak, Willow, Ash, Blackthorn and Beech.

A single mature Beech (T4) identified as a low (C) category specimen stands to the east of the site and there are a number of scattered moderate (B) and low (C) category mature Oak and Ash to the north and west.

It is recognised that the majority of trees within the site are of low quality and do not merit formal protection. The indicative layout design allows for the retention of moderate (B) quality trees identified and some low value tree cover, although much of the low quality trees, most of which is self seeded will require the removal for access, visibility splay arrangements and level changes.

The indicative design does allow for the retention of higher value trees within the site, although their successful retention will require more detailed scrutiny within the design requirements of BS5837:2012 Trees in Relation to Design, Demolition and Construction – Recommendations.

A condition requiring a scheme for the protection of retained trees to be submitted with any reserved matters application is required. Subject to the condition the arboricultural officer raises no objections to the proposed development.

Archaeology

The application has been accompanied by an Archaeological Desk Based Assessment. The Council's Archaeologist has reviewed the supporting documentation and the information held on the Cheshire Historic Environmental Records, and the old maps and the tithe maps for this proposed development area and there are no archaeological features or indicators of potential archaeological features within the proposed area.

There may be some small archaeological features or artefacts relating to the building of the railway to the West of the site, however, this is likely to be very small features or casual loss items.

Given the information provided and the information the Archaeologist has access to, it is unlikely that that proposed development will impact any significant below ground remains, and therefore, there would be no archaeological observations required for this particular development.

Ecology

Grassland Habitat

Local Plan Policy SE 3(5) and Wilmslow Neighbourhood Plan policy NE5 require all developments to aim to positively contribute to the conservation of biodiversity.

The DEFRA Biodiversity Metric Calculator was used to assess the impact on biodiversity of the proposed development. Calculations were done for the proposed Scenario 2 which, following discussion with the ecologist has been revised to include 0.74ha of other neutral grassland habitat. The results show a loss of 37.85 habitat units post development.

As the Local Plan core strategy requires a net gain for biodiversity, the developer was asked to look first to maximise habitats on site but as it was deemed impossible to deliver all the required units onsite, offsite habitat provision was explored.

Offsite provision was proposed at an area of land c. 600m distant to the southeast of site. An appropriate survey including soil sampling of the proposed site was carried out to inform an outline habitat creation strategy which included an update set of metric calculations (Biodiversity Net Gain Appraisal, Tyler Grange, 24/07/2020). The proposed habitat creation will consist of a matrix of: Temporary Lakes, Ponds and Pools; Neutral Grassland – Fairly Good condition; and mixed scrub.

The indicative plan provided by the ecologist is considered to be an acceptable submission for the outline application. A detailed Habitat Creation and Management Plan which reflects the proposals detailed in the Biodiversity Net Gain Appraisal will need to be secured by appropriate means which will be by way of a Grampian condition following the submission of a blue line edged plan.

Manchester Airport have been consulted on the plans and following some requested alterations to the scheme have indicated that they find the indicative plans broadly acceptable but have requested that they are consulted on the Habitat Creation and Management Plan before its submission.

Breeding Birds

A condition is required with regard to breeding birds and their protection.

Bats

The submitted Ecological Appraisal (Tyler Grange, 10/10/2019) report describes the site as lacking significant bat roosting and foraging habitat. It draws attention to the presence of a mature beech tree which may contain potential roosting features however, it is understood this tree is to be retained under current plans. Should plans change in the future in such a way that the beech tree will be impacted, surveys of the tree may be required.

Great Crested Newts (GCN)

Ponds near the site have been subject to GCN eDNA surveys which indicated no GCN. No further survey effort for this species is required in respect of this application.

Hedgehog

Hedgehogs are a biodiversity action plan priority species and hence a material consideration. There are records of hedgehogs in the broad locality of the proposed development and so the species may occur on the site of the proposed development. If planning consent is granted it is recommended that a condition be added to survey for hibernating hedgehogs between 1st December and 31st March in any year.

Badger

The submitted Ecological Appraisal (Tyler Grange, 10/10/2019) makes recommendations relating to badgers including that an updated badger survey is carried out no more than 3 months prior to the commencement of works. A condition is therefore required for the developer to adhere to the recommendations made in section 4.14 of the report.

Wildlife Sensitive Lighting

In accordance with the BCT Guidance Note 08/18 (Bats and Artificial Lighting in the UK), any future reserved matters application should be supported by details of the proposed lighting scheme.

Ecological Enhancement

Local Plan Policy SE 3(5) requires all developments to aim to positively contribute to the conservation of biodiversity. This planning application provides an opportunity to incorporate features to increase the biodiversity value of the final development in accordance with this policy. It is therefore recommended that a condition is attached which requires the submission of an ecological enhancement strategy.

Amenity

In order for the proposals to be acceptable, it is important that they do not have a detrimental impact on the amenities of existing residents and that the development is not located within an area which would harm the amenities of future residents. The proposal does not affect any neighbouring properties due to the distances involved, however it is important that the proposal does not affect the community or the future users of the site.

Noise

In support of the application the applicant has submitted a noise impact assessment (NIA). The NIA has primarily been prepared to identify key noise sources in the vicinity of the Site which may have the potential to impact upon the proposed development. However, it is a requirement that the noise impact arising from the proposed development on future noise sensitive receptors are identified and addressed.

The author acknowledges that at the time of producing the NIA, the precise details of any operational plant or processes had not been determined. Therefore, the NIA has set noise emission limits for any fixed plant or proposed operations associated with the development in relation to the background sound level and the guidance given in BS4142:2014.

The Environmental Protection Team accepts the background sound level and plant noise emission limit rating levels detailed within the report. The author has concluded that the Rating Level, from any single or combined plant items and operations, shall not exceed the existing background sound level, when measured or calculated at the façade of the closest existing and proposed residential receptors.

The impact of the noise from operational plant or processes upon noise sensitive receptors (existing and future) in proximity to the proposed development have been assessed in accordance with:

- BS4142:2014 Methods for rating and assessing industrial and commercial sound which is an agreed methodology for the assessment of the noise source.

The Environmental Protection Team is satisfied with the findings of the report and has recommended a condition in relation to this. Therefore subject to the condition being fully implemented, it is considered that the proposed development is acceptable in terms of noise impact on existing and future receptors.

Air Quality

Policy SE12 of the Local Plan states that the Council will seek to ensure all development is located and designed so as not to result in a harmful or cumulative impact upon air quality. This is in accordance with paragraph 181 of the NPPF and the Government's Air Quality Strategy.

When assessing the impact of a development on Local Air Quality, this office has regard to (amongst other things) the Council's Air Quality Strategy, the Air Quality Action Plan, Local Monitoring Data and the EPUK Guidance "Land Use Planning & Development Control: Planning for Air Quality January 2017)

This is a proposal for an office development of up to 17,162 sq. m including up to 572 parking spaces. Air quality impacts have been considered within the air quality assessment submitted in support of the application by REC Ltd dated October 2019, reference AQ108170r1. The report considers whether the development will result in increased exposure to airborne pollutants, particularly as a result of additional traffic and changes to traffic flows. The assessment uses ADMS Roads to model NO₂ and PM₁₀ impacts from additional traffic associated with this development and the cumulative impact of committed development within the area.

A number of modelled scenarios have been considered within the assessment. These were:

- Scenario 1: 2018 Model Verification;
- Scenario 2: 2023 Completion Year 'without development'; and
- Scenario 3: 2023 Completion Year 'with development'.

The proposed development is considered significant in that it is highly likely to change traffic patterns and congestion in the area.

An air quality damage cost calculation has also been undertaken. The damage costs associated with emissions arising from vehicle movements from the development for 5 years have been calculated as £123,069 for NO_x and £138,056 for PM₁₀. The cost of mitigation to be implemented to offset the impact of emissions should reflect this value.

The assessment concludes that the impact of the future development on the chosen receptors will be not significant with regards to NO₂ and PM₁₀. Concentrations. Two of the receptors are predicted to experience a slightly adverse impact for NO₂ whilst the rest a negligible impact. For PM₁₀ the predicted impacts are negligible for all the chosen receptors. Emissions factors from 2018 have also been used in the model which can be seen as a worst

case scenario, i.e. the assumption that levels will not drop off in the coming years as predicted.

That being said there is a need for the Local Planning Authority to consider the cumulative impact of a large number of developments in a particular area. In particular, the impact of transport related emissions on Local Air Quality. Taking into account the uncertainties with modelling, the impacts of the development could be worse than predicted.

Poor air quality is detrimental to the health and wellbeing of the public and also has a negative impact on the quality of life for sensitive individuals. It is therefore considered appropriate that mitigation should be sought in the form of direct measures to reduce the adverse air quality impact. The report also states that the developer should implement an adequate construction dust control plan to protect sensitive receptors from impacts during this stage of the proposal.

The Environmental Protection Team is satisfied that the proposal is acceptable subject to conditions relating to the installation of Electric Vehicle Charging Points to aid sustainability and the installation of low emission boilers.

Contaminated Land

The application area has a history of landfill use and therefore the land may be contaminated. This site is on a known landfill site or area of ground that has the potential to create gas.

A Phase I Preliminary Risk Assessment and a Phase II ground investigation report have been submitted in support of the planning application. It is noted that these reports are both over two years old and as such confirmation that site conditions have not changed in the interim period, or otherwise, should be provided.

- The Phase I assessment identified a number of landfills both on and in the vicinity of the site which required further investigation.
- A Phase II site investigation has been completed and encountered suspected reworked material and peat deposits on site.
- Boreholes were installed for ground gas monitoring purposes but it is noted that the peat deposits on site were not targeted by these installations. Peat is capable of generating quantities of ground gas. We would expect some discussion into this aspect in the report.
- Three ground gas monitoring rounds were completed at the time of writing the report, given the nature and proposed use of the site, according to best practice guidance we would expect further ground gas monitoring to have been completed on the site. If only three rounds of gas monitoring have been completed in total, we would expect to see some justification for the reduction of monitoring compared with best practice guidance and any uncertainties or impacts on the ground gas risk assessment as a result of this reduced monitoring period also presented. Therefore further testing is required which is covered by condition.

The contaminated land team has confirmed that they raise no objections to the proposals and has recommended conditions which require the submission of a supplementary phase II ground investigation to address the deficiency of information described above and risk assessment and remediation strategy if required necessary by the phase II ground

investigation. Further conditions are required in relation to the submission of a verification report, the import of soils to the site and unexpected contamination.

With regard to air quality Environmental Health has commented that transport emissions associated with new development has the potential to worsen air quality and affect the health of people. The impact of this can be felt wherever additional vehicles use the highway network. Conditions have been recommended to mitigate this. With regard to land contamination, detailed reports were submitted as part of the planning application process, Environmental Health and the Environment Agency has raised no objections to the proposals subject to conditions. There are no neighbouring residential properties adversely affected by the proposed development.

Therefore the proposals accord with policies in the development plan and the NPPF.

Flood Risk

The site is a greenfield site and to ensure that flooding is not caused by the development, run-off rates must not exceed the current greenfield levels. A Flood Risk Assessment was submitted with the application.

The site is located within Flood Zone 1, indicating that the site is not at risk from fluvial or tidal sources according to the Flood Map for Planning. A watercourse forms the northern boundary of the site. To the south of the site there is a significant area on Pendleton Way itself which is outside of the site in Flood Zones 2 and 3 which indicates that this area is at a medium or high risk of flooding.

The Lead Local Flood Authority has commented on the revised Flood Risk Assessment that was submitted and has no objections to the development subject to conditions.

The Environment Agency has commented and they have no objections in principle to the proposals, and have commented that the site has been the subject of past historical activity which poses a low risk of pollution to controlled waters.

United Utilities has commented on the application and raised no objections to the proposals subject to conditions.

Network Rail has commented on the application and has suggested a drainage condition to ensure that the proposed development does not have a detrimental impact on the railway line by way of flooding, soil slippage and pollution.

It is concluded therefore that the proposals accord with policy SE13 of the CELPS and the NPPF.

Representations

A small number of representations have been received in relation to the application. Issues in relation to highways and flooding have been raised. These issues have been addressed within the main body of the report. The highways and flood risk team, United Utilities and the Environment Agency have raised no objections to the proposals, following the submission of additional information.

The pedestrian/cycle link route to Wilmslow Railway Station has been set out on a plan, which is to be provided prior to the commencement of the scheme.

A representation has been made regarding the type of development proposed and if there was the possibility of it including uses other than B1. The allocation is for B1 use therefore the proposal meets this requirement.

A representation has been made regarding public rights of way. This proposal will include the formation of a new footpath/cycleway which leaves the main access of the site and goes along the A34 into Wilmslow.

A representation has also been received in the lack of requirement for office development in Wilmslow, and the impact this development will have on Wilmslow Town Centre. As part of the local plan process, the site has been allocated for employment development. The evidence provided by Cheshire East has demonstrated a need for B1 employment land to be provided, and forms an important part of delivering the objectives of the CELPS.

Comments relating to this scheme and its merits have been addressed in the main body of the report. Having taken into account all of the representations received including internal and external consultation responses, the material considerations raised have been addressed within the main body of the report.

Paragraph 11 of the NPPF states that development that accords with an up-to-date development plan should be approved without delay.

CONCLUSIONS

The site forms part of the strategic allocation LPS 55 contained within the Cheshire East Local Plan. The application proposes to provide 17162sq.m of employment space to contribute to the allocation at the site. The site will provide B1 office use and associated infrastructure which includes access. The proposal is in outline form, therefore at this stage an illustrative masterplan showing car parking and positioning of buildings and parameters are included. The proposed parameters are considered to be acceptable. The proposal is considered to be acceptable and policy compliant, however this is subject to a large number of conditions required to ensure at the reserved matters stage all technical requirements are met.

The proposed development is required to ensure a sustainable economic position locally, to provide employment, and would be in line with the Cheshire East Economy Strategy.

No objections have been raised by consultees in relation to technical matters, for the reasons mentioned the application is recommended for approval subject to conditions.

RECOMMENDATION

The application is recommended for approval subject to the following conditions:

1. Time Limit
2. Development in accord with approved plan

3. Submission of reserved matters
4. Limitation on use (B1) removal of permitted development rights to other use classes
5. A construction management plan to be submitted prior to commencement.
6. Refuse storage facilities to be provided as part of reserved matters
7. Submission of materials
8. Submission of a scheme at the reserved matters stage showing that 10% of the energy required is from decentralised and renewable or low carbon sources, unless it is demonstrated robustly that this is unfeasible.
9. Low emission Travel Plan
10. Restriction of floorspace to 17,162 square metres
11. Network Rail – trespass proof fencing details to be submitted
12. Network Rail – details of scaffolding works within 10m of railway boundary to be submitted
13. Network Rail – vibro-impact works risk assessment and method statement to be submitted
14. Surface Water Drainage Scheme to be submitted
15. Full details of ground levels, earthworks and excavations details to be submitted
16. A sustainable drainage management and maintenance plan for the lifetime of the development to be submitted.
17. Surface Water Drainage Scheme to be submitted
18. Foul and surface water shall be drained on separate systems.
19. Plant Noise Emission Limits in acoustic report to be implemented.
20. Electric Vehicle Charging Points
21. Low Emission Boilers to be installed.
22. Phase II Ground Investigation Report to be submitted
23. Contaminated land verification report to be prepared
24. Soil to be tested prior to importation onto site
25. Grampian condition to ensure biodiversity net gain on offsite area identified on blue line plan. Detailed Habitat Creation and Management Plan to be submitted.

26. Updated badger survey is carried out no more than 3 months prior to the commencement of works.
27. Breeding Birds survey prior to the removal of any vegetation.
28. Hedgehog Survey to be submitted prior to the removal of any vegetation.
29. Reserved matters application should be supported by details of proposed lighting scheme.
30. Any future reserved matters application to include a strategy for Incorporation of features to enhance biodiversity value of the development.
31. Any future reserved matters application to include a method statement to protect the watercourse as a wildlife corridor.
32. Scheme for the protection of retained trees to be submitted with any reserved matters application.
33. Grampian condition pedestrian/cycle infrastructure to be implemented prior to commencement of development.
34. Offsite works on Prestbury Road to be carried out as identified in transport assessment.
35. Access to the site to be provided prior to occupation
36. Details of cycle parking facilities to be provided as part of any reserved matters application.

In the event of any changes being needed to the wording of the Board's decision (such as to delete, vary or add Conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Head of Development Management has delegated authority to do so in consultation with the Chairman of the Strategic Planning Board, provided that the changes do not exceed the substantive nature of the Board's decision.

1. Network Rail - fencing
2. network rail condition - scaffolding
3. Network Rail condition - vibro impact works method statement
4. Network Rail condition 4 -drainage
5. Network Rail - levels

6. sustainable maintenance and management plan
7. foul and surface separate
8. noise condition bespoke
9. lighting
10. Electric Vehicle Charging Points
11. Low Emission Boilers
12. Contaminated Land 1
13. verification report
14. soil importation
15. unexpected contamination
16. trees

