

Application No: 20/3382N

Location: Former Bae Site/Radway Green Business Park, Radway Green Road, Crewe CW2 5PJ

Proposal: Proposed development of 6 no. commercial units providing up to 74,610 sq.m.GIA of mixed B1c, B2 and B8 (unfettered), of which 34,650 sq.m (Units 1, 2 & 6) will be sought under detailed approval including associated infrastructure, parking, access and circulation areas, maintenance and improvement of existing access into the site south of the level crossing and the existing vehicular access north of the level crossing, cycle and pedestrian access to the whole site, relocation of existing clock tower, new internal roads and drainage infrastructure. Units 3, 4 & 5 (total proposed floorspace of 39,960sqm) seek outline approval for access and scale, reserving appearance, landscaping and layout for later approval

Applicant: Tilstone Industrial Limited and Corbally Group (Radway) Ltd

Expiry Date: 29-Oct-2020

SUMMARY

This proposal would bring economic benefits through the delivery of new jobs on a brownfield site where the land is also partly allocated in LPS 23 for such uses. The proposal is compatible with the surrounding development.

The impact on neighbouring residential amenity would not be significant.

Satisfactory access and parking provision can be provided and the development would not result in 'severe harm' on the local highway network.

An access into LPS 24, for future use is provided as part of the proposals.

Any ecological impacts of the development can be satisfactorily mitigated.

Issues of air quality and contaminated land can be controlled by conditions.

Safety of the buildings in terms of proximity to the neighbouring BAE Systems site can be controlled by condition.

The proposal is therefore found to be economically, socially and environmentally sustainable.

RECOMMENDATION: Approve subject to conditions.

PROPOSAL

This is a hybrid planning application for uses falling within use classes B1c, B2 and B8, part full planning permission and part outline consent.

- Full planning application for three buildings (units 1, 2 and 6) creating 34,650sqm of floorspace and associated parking, access and circulation areas, improvement of the access to the south of the level crossing, improvement of the access to the north of the level crossing to facilitate pedestrian and cycle access, relocation of the clock tower and new internal roads and drainage infrastructure.
- Outline application for three additional buildings (units 3, 4 and 5), with total proposed floorspace of 39,960sqm, including approval of access and scale at this outline stage. Appearance, landscaping and layout are reserved matters for determination at a later date.

It should be noted that as of 1st September 2020, Class B1 (Business) of the Use Classes Order is revoked and replaced with Class E(g) (Commercial Business and Service). This application was submitted prior to this being brought in and therefore the use classes in effect prior to 1st September 2020 are the ones that should be used until the end of July 2021.

SITE DESCRIPTION:

The application site is situated to the southeast of Radway Green Road and part of it formerly housed 2 large industrial buildings belonging to BAE Systems, these have now been demolished and all that now remains is the gatehouse at the head of the access road. In addition the site includes the Radway Green Business Centre to the south of the demolished buildings and west of the BAE systems facility. The main access to be used for the whole site is the existing access to the south of the level crossing. The site is approximately 18.65 hectares in size.

The site is designated as being within Open Countryside in the adopted local plan which also includes land identified as LPS 23 (Radway Green Brownfield, Alsager). To the south west of the site is LPS 24 (Radway Green Extension, Alsager).

RELEVANT HISTORY:

18/3348N - Outline application for proposed commercial development (B1c, B2 & B8 use, including ancillary B1 offices) comprising circa 32,980sqm floor space , vehicular access, service yards, car and cycle parking, drainage, external lighting, landscaping and associated works. – Approved 22nd January 2019

The above application just relates to land wholly within LPS23 and established the principle of development on this part of the site.

15/5412N - Demolition of redundant boiler house, F magazine, gauge test centre, effluent plant and indoor range area – Approved 18th December 2015

17/2421N – Notification of demolition of D Block – Approved 24th May 2017

There are several other historic applications relating to development for operations at BAE Systems, none are relevant to this application.

NATIONAL & LOCAL POLICY

National Policy:

The National Planning Policy Framework establishes a presumption in favour of sustainable development.

Development Plan:

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 this area comprises the recently adopted Cheshire East Local Plan Strategy (CELPS), and the saved policies from the Crewe and Nantwich Replacement Local Plan (CNRLP) and the Congleton Borough Local Plan First Review (CBLPFR).

It should be noted that only a very small area of the site (northwest corner), falls within the former Congleton Borough Council area.

The site is within the Parish of Barthomley but is included in the Alsager Neighbourhood Plan (ANP).

POLICIES

Development Plan

Cheshire East Local Plan Strategy (CELPS)

The following are considered relevant material considerations:

- PG1 – Overall Development Strategy
- PG6 - Open Countryside
- PG7 – Spatial Distribution of Development
- PG2 – Settlement Hierarchy
- EG1 – Economic Prosperity
- EG3 – Existing and Allocated Employment Sites
- 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, Woodland
- SE12 – Pollution, Land Stability and Land Contamination
- SE13 – Flood Risk and Water Management
- IN2 – Developer Contributions
- Site LPS 23 – Radway Green Brownfield, Alsager

It should be noted that the Cheshire East Local Plan Strategy was formally adopted on 27th July 2017. There are however policies within the legacy local plans that still apply and have not yet been replaced. These policies are set out below.

Crewe and Nantwich Replacement Local Plan (CNRLP)

NE.5 – Nature Conservation and Habitats
NE.9 – Protected Species
NE.17 – Pollution Control
NE.20 – Flood Protection
BE.1 – Amenity
BE.4 – Drainage, Utilities and Resources
BE.6 – Development on Potentially Contaminated Land
BE.16 – Development and Archaeology
E.4 – Development on Existing Employment Areas
TRAN3 – Pedestrians
TRAN4 – Access for the Disabled
TRAN5 – Provision for Cyclists

Congleton Borough Local Plan First Review (CBLPFR)

GR6 – Amenity and Health
GR7 – Amenity and Health
GR9 – Accessibility, Servicing and Parking Provision
GR10 - Accessibility, Servicing and Parking Provision
GR13 – Public Transport Measures
GR14 – Cycling Measures
GR15 – Pedestrian Measure
GR16 – Footpath, Bridleway and Cycleway Networks
GR17 – Car Parking
GR18 – Traffic Generation
GR20 – Public Utilities
NR3 – Habitats
NR5 – Non-Statutory Sites
NR6 – Reclamation of Land
E12 Distribution and Storage Facilities

Alsager Neighbourhood Plan (ANP)

EE1 – New Businesses
EE4 – Scale, Design and Amenity of New Employment Development
NBE4 – Woodlands, Trees and Hedgerows
NBE6 – Development Affecting Heritage Assets and their Setting
CW3 – Safe and Accessible Routes
TTS1 – Promoting Sustainable Transport
TTS2 – Congestion and Highway Safety
TTS3 – Car Parking and Electric Vehicle Charging Points
TTS4 – Accessibility
TTS6 – Infrastructure
TTS8 – Improving Air Quality
TTS10 – Surface Water

CONSULTATIONS:

Highways:

No objection subject to conditions relating to the provision of a 'ghost' right turn lane, parking provision available to first occupation and provision of pedestrian/cycle route.

Highways England:

No objection.

Flood Risk Management:

No objection subject to conditions relating to surface water run-off and compliance with the submitted Flood Risk Assessment.

Environmental Health:

No objection subject to conditions/informatives relating to land contamination, noise, hours of construction/operation, pile foundations, dust management, floor floating and electric vehicle infrastructure.

Environment Agency:

No objection subject to conditions relating to a remediation strategy and verification plan for contaminated land, surface water and foundation design.

Health and Safety Executive (Explosives):

Have not responded at the time of report writing. Their response on the previous application set out the criteria for a 'Vulnerable Building' and stated that they have no comment unless the development meets the criteria.

Cadent:

Require an informative relating to easements or wayleaves.

United Utilities:

No objection subject to conditions relating to foul and surface water drainage.

Natural England:

No objection.

Network Rail:

Have concerns about traffic congestion and difficulty with larger vehicles exiting the site. This is addressed by the revised plans.

Alsager Town Council:

Object to the proposal on the grounds of highway safety, impact on the railway, land contamination, loss of ponds, loss of trees and flood risk.

Barthomley Parish Council:

Express concerns that the application only takes into account the existing site.

REPRESENTATIONS:

At the time of report writing one representation has been received from a tenant on Radway Green Business Centre. This offers no objection to the principle of the proposal but expresses concerns about the safety of the existing access.

APPRAISAL:

Principle of Development

The application in hybrid form and seeks outline consent for units 3, 4 and 5 with details of access and scale to be determined at this stage and full planning permission for units 1, 2 and 6.

Policy EG1 of the CELPS states that proposals for employment development (use classes B1, B2, B8) will be supported in principle within key service centres as well as on employment land allocations in the Development Plan.

Policy EE1 of the ANP supports development on Radway Green Brownfield (LPS23) subject to several criteria including providing local employment, impact on the character of the area, parking and traffic.

At a national level the NPPF (para 80) also requires Local Planning Authorities to: *“create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.”*

The Radway Green Business Centre part of the site is within open countryside and is outside the boundary of LPS23. It is however a brownfield site with old buildings no longer of a standard that would be allowed today.

The proposal is therefore acceptable in principle subject to compliance with other relevant considerations.

Design and Height of Buildings

Policy SE1 of the CELPS advises that proposals should make a positive contribution to their surroundings in terms of sense of place, design quality, sustainable architecture, liveability/workability and safety.

The application is in hybrid form with only units 1, 2 and 6 being determined for full planning permission. Units 3, 4 and 5 are to be determined in outline form with only the access and scale to be considered at this point.

Units 1, 2 and 6 would be constructed from profiled wall cladding of three different colours (Silver, Basalt Grey and Anthracite), with metal profiled roof cladding. In the context of an employment development such as this, it is considered that the appearance of the buildings would be appropriate and acceptable.

Unit 1 would have a ridge height of 18.3m and would have a small area of glazing on the south elevation and glazing on approximately half of the east elevation.

Unit 2 would have a ridge height of 15.5m and would have a small area of glazing on the west elevation and glazing on half of the south elevation.

Unit 6 would have a ridge height of 10.4m and would have 3 small areas of glazing at the entrances to the individual units.

The glazing would be to the offices, circulation areas and toilet and kitchen facilities.

The application only seeks outline approval for units 3, 4 and 5, therefore details of scale and appearance do not form part of the proposals.

Proximity to a Licensed Explosive Facility

The proposed development falls within the vulnerable building consultation zone of the nearby licensed explosives facility (BAE Systems). It is advised by the Health and Safety Executive (HSE), that the term 'Vulnerable Building' means a building or structure of vulnerable construction as set out below:

- a) a building of more than three storeys above ground or 12m in height constructed with continuous non-load bearing curtain walling with individual glazed or frangible panels larger than 1.5sqm and extending over more than 50% or 120sqm of the surface of any elevation;
- b) a building of more than three storeys above ground or 12m in height with solid walls and individual glass panes or frangible panels larger than 1.5sqm and extending over at least 50% of any elevation;
- c) a building of more than 400sqm plan area with continuous or individual glazing panes larger than 1.5sqm extending over at least 50% or 120sqm of the plan area; or
- d) any other structure that, in consequence of an event such as an explosion, may be susceptible to disproportionate damage such as progressive collapse.

The BAE Radway Green site is licensed by the HSE to store and process a specific quantity of material. This quantity is assessed and reviewed by the HSE to ensure that the site remains safe and that the risk to the surrounding population/area is acceptable under the worst case accidental explosion condition. Where new developments occur in close proximity to the site, HSE have a duty to review the impact and ensure that the risk remains acceptable.

The applicants engaged a specialist blast engineering consultancy (Patrick Mann & Associates). They have visited BAE to discuss the license conditions, the blast hazard, how it varies across the site and operational requirements. This information was used within their preliminary assessment, which is summarised in the "Radway Green Development, Crewe, Blast Design Summary". The review concluded that the peak blast demand to the buildings would be 11kPa and that current design concepts had the potential to resist this magnitude of load. (kPa is a unit of pressure measurements that replaces psi (pounds per square inch))

It must be recognised that the license conditions require BAE to maintain a strict safety culture such that the potential for an explosion is remote. However, as accidental explosions cannot be discounted, the design must consider the maximum credible worst case explosion on the site. Hence, the blast hazard that we are dealing with has a return frequency in excess of 1 in 10,000 years, which is very low in comparison with the 1 in 50 years return frequency that normal design standards adopt for wind, snow, etc. For these very low return frequencies events, the structures would at worst experience the hazard only once. Consequently, normal design practice is to allow controlled levels of damage as long as risk to the building occupants remains low.

As stated in the Ref. "Radway Green Development, Crewe, Blast Design Summary", all design works will be undertaken to be compliant with international best practice and the standard by which explosives licensed sites must be designed.

As part of the design process, ongoing engagement with BAE and the HSE will take place in order to ensure that the safety goals are achieved. However, to ensure that this is secured, conditions should be imposed requiring detailed design features, designed to resist the peak accidental explosion hazard to the building without exceeding a Minimal Hazard response condition. The discharge of these conditions would be subject to consultation with the HSE.

Amenity

Policy GR6 of CBLP and Policy SE12 of CELP require development to ensure that there would be no unduly detrimental effects on amenity due to loss of privacy, loss of sunlight and daylight, visual intrusion, environmental disturbance or pollution, traffic generation, access and parking. Policy SE12 also requires development to ensure that it is designed and located 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.

The nearest residential properties to the site are on Radway Green Road north of the level crossing. The main access to the site will be to the south of the level crossing and it is anticipated that the majority of vehicles would turn left onto the B5078 towards Junction 16 of the M6 motorway and the A500. As such it is considered that there would be very limited impact on the amenity of these properties in terms of increased vehicle movements passing them.

Given the distance between the development site and the residential properties on Radway Green Road, which is in excess of 150m it is not considered that there would be any adverse impact in terms of light or outlook.

The applicant has submitted an acoustic report undertaken in support of the application. The impact of the noise from the proposed development has been assessed in accordance with BS4142:2014 (Methods for rating and assessing industrial and commercial sound). This is an agreed methodology for assessing noise of this nature.

The report recommends mitigation designed to ensure that occupants of nearby properties are not adversely affected by noise from the proposed development. These measures include the use of low noise plant, sound insulation and directing ducting of airflows to and

from generators via attenuators, within enclosures. The conclusions of the report and methodology used are acceptable.

As such, and in accordance with the acoustic report, a condition should be imposed requiring the implementation of the mitigation measures recommended in the report.

Air quality impacts have been considered within the air quality assessment submitted in support of the application. 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, PM₁₀ and PM_{2.5} impacts from additional traffic associated with this development and the cumulative impact of committed development within the area. ADMS is software for road traffic pollution modelling.

The assessment concludes that the impact of the future development on the chosen receptors will be not significant with regards to NO₂, PM₁₀ and PM_{2.5} concentrations. A sensitivity analysis has also been undertaken which makes the assumption that real world driving emissions will not reduce as much as predicted over the coming years. This can be taken as a “worst case scenario” assessment and the results of this also show that the impacts on the receptors are predicted to be not significant with two of the receptors predicted to see a slight impact and one, R14, a moderate. R14 is predicted to be above the annual mean objective for both scenario 2 and 3 although this has been attributed to the model overestimating the concentrations due to the proximity to the M6 and not taking into account the recent smart motorway alterations which will reduce these concentrations at the receptor.

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 significantly 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.

A condition should therefore be imposed requiring the provision of electric vehicle charging points.

In terms of contaminated land, conditions are required to ensure that the proposed remediation measures are carried out and verified.

Highways

Pedestrian and Cycle Access

A 3.0m wide shared pedestrian/cycleway to link the site to footpath network is proposed this would use the BAE northern access that connects with Radway Green Road. In addition, a 1.2m advisory cycle lane on both sides of the BAE access to the site will be provided.

Parking

In regards to the level of parking provided across the whole site a B2 standard has been used to assess demand although it is highly likely that the units would be used as B8 uses which has a lower standard. In total there are 1,233 parking spaces provided for the 6 separate units, this level of parking provision is considered sufficient to cater for the likely parking demand. There would be 186 cycle spaces in total, the spaces being allocated according to the size of the units.

Development Traffic

In response to concerns expressed by the Highways officer, the applicant has submitted a technical note to assess the traffic impact of the proposed development in comparison with the extant planning consent 18/3348N at the level railway crossing.

This assessment has now included a facility to reduce the amount of light traffic that would need to use the level crossing, the trips generated from Units 1 and 2 would be able to use the site internal roads and enter/exit via the northern access and thereby not impact on the crossing. The provision of this internal link is beneficial in reducing the development impact on the crossing by providing an alternative means of access, the assessments indicate that there would be slightly less movements than the already consented application. There is an increase in car traffic in the PM peak but this is not a material increase in flow that would lead to significantly longer PM northbound queues.

Development Traffic (Extant Permission vs Proposed Development) - Cars/hr

	Extant Permission		Proposed Development		Difference	
	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound
AM	8	60	55	9	+47	-51
PM	35	4	5	45	-30	+41

Development Traffic (Extant Permission vs Proposed Development) - HGVs/hr

	Extant Permission		Proposed Development		Difference	
	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound
AM	4	4	2	3	-2	-1
PM	0	0	1	0	+1	0

All Peak Hour movements (Extant Permission vs Proposed Development) - PCUs/hr

	2025 Base + Committed + Extant Permission + Sensitivity Test		2025 Base + Committed + Development + Sensitivity Test		Difference	
	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound
AM	644	365	641	306	-3	-59
PM	340	455	298	488	-42	+33

As the existing southern access point will be used by the majority of traffic going to and from this development it is important that this access point is improved to provide a safer arrangement for vehicles especially for HGV's waiting to turn into the site.

A ghost right turn lane improvement has been submitted and this incorporates improved kerb radii for HGV vehicles.

Highways Summary

Originally, one of the main points of concern was the impact this application would have upon the length of queues at the railway level crossing. The ability to use the existing bridge over the railway and the northern access for some of the proposed units is considered to be beneficial and allows the additional development without increasing the number of vehicles having to use the level crossing above that already consented.

With these measures in place including the improved access arrangements this application would not impact upon the existing queue lengths at the level crossing and is considered to be acceptable subject to conditions.

LPS23 refers to on site provision, or where appropriate, relevant contributions towards transport and highways.

The outline approval required a contribution to signage directing vehicles towards junction 16 of the M6. The primary access to the site would now be to the south of the level crossing and this is therefore no longer considered to be necessary.

In terms of the impact on junction 16 of the M6, there are no issues in terms of capacity and improvements have already been carried out here. In addition there are no existing schemes that any contribution could be put towards.

Conditions should be imposed requiring provision of the ghost right turn line, the car park links to units 1 and 2 to the northern access road and the internal pedestrian/cycle route prior to first occupation

Ecology

Statutory Designated Sites

The proposed development is located within 1km of Oakhanger Moss SSSI which forms part of the Midland Meres and Mosses Phase 2 Ramsar.

Natural England have advised that the proposed development is not likely to have an adverse impact upon European designated sites.

Under the Habitat Regulations the Council is required to undertake an 'Assessment of Likely Significant effects'. This assessment has been undertaken and concludes that the proposed development is not likely to have a significant impact upon the features for which the RAMSAR site was designated. Consequently, a more detailed Appropriate Assessment is not required.

The site specific Habitat Regulations Screening report produced in respect of The Radway Green Brownfield Site to inform the examination in public of the Cheshire East Local Plan concludes that no significant effects are anticipated from the development of this site.

Pond

The proposed development will result in the loss of a pond. Little information is provided about this pond in the submitted preliminary ecological appraisal due to a lack of access, but it appears to have formed in concrete lined settling tanks, but supports some unmanaged vegetation.

The revised site layout plan now shows a replacement pond to the west of unit 6 as requested by the Council's Nature Conservation Officer.

Bats

No trees on site were identified as being suitable for roosting bats. A single group of buildings were identified as having potential to support roosting bats and were consequently subject to a bat activity survey. No evidence of roosting bats was recorded. It is therefore considered that roosting bats are not reasonably likely to be directly affected by the proposed development.

Lighting

A lighting scheme has been submitted in support of the planning application. In terms of ecological interests the area of the site most sensitive to light pollution are the mature trees to the south and the block of woodland adjacent to the railway line to the north.

It is considered that the lighting as proposed would have very minor impact upon foraging and commuting bats. The level of impact resulting from the lighting is highly unlikely to result in an offence under the Habitat Regulations.

If the application is approved, a condition would be required to ensure that the lighting on site is implemented in accordance with the submitted strategy lighting strategy.

Great Crested Newt

An eDNA survey was undertaken of the on-site pond to determine the presence of Great Crested Newts. This survey yielded a negative result. It is therefore considered that Great Crested Newts are not reasonably likely to be affected by the proposed development.

Non-native Invasive Plant Species

Non-native plant species are present on site. If planning consent is granted it is recommended that a condition be attached to secure the submission of a method statement for their control.

Nesting Birds

If planning consent is granted the following Condition is required to safeguard nesting birds.

Biodiversity Net Gain

If additional habitat creation measures are required to ensure the site achieves a net gain for biodiversity consideration should be given to the creation of additional ponds and species rich

grassland. Offsite habitat creation may be required if an appropriate level of habitat creation cannot be delivered on site.

This planning application provides an opportunity to incorporate features to increase the biodiversity value of the final development in accordance with Local Plan Policy SE 3.

It is therefore recommended that the applicant submits an ecological enhancement strategy prior the commencement of development. The submitted strategy should include proposals for the provision of features for nesting birds including house sparrow and roosting bats (as specified in the Cheshire East Design guide), gaps in to facilitate the movement of hedgehogs, brash/deadwood piles, and native species planting.

Any future reserved matters application for units 2, 4 and 5 should be supported by a strategy for the incorporation of features to enhance the biodiversity value of the proposed development. The submitted strategy should include proposals for the provision of features for nesting birds including house sparrow and roosting bats (as specified in the Cheshire East Design guide), gaps in fences to facilitate the movement of hedgehogs, brash/deadwood piles and native species planting.

Landscape

As part of the submission a Landscape and Visual Impact Assessment has been submitted, this indicates that it has been derived from the Guidelines for landscape and Visual Impact Assessment 3rd Edition 2013 (GLVIA3).

The assessment identifies the baseline landscape including the National Landscape Character – NCA 61 – Shropshire, Cheshire and Staffordshire Plain, as well as the character as defined by The Cheshire East Landscape Character Assessment 2018, namely LCT 7 Lower Wooded Farmland and specifically LCA 7f Barthomley. The assessment also identifies footpaths and topography, which is relatively flat. The site itself is a brownfield site, part of the former Royal Ordnance Factory. The site itself is characterised by industrial units, roads and existing hedgerows and trees.

The landscape assessment identifies that there would be a minor adverse significance, a negligible neutral significance of effect on the site itself and for the locality and wider landscape, a minor adverse significance initially, reducing to a negligible neutral significance at year 10. The visual assessment identifies 12 viewpoints and with the moderate/minor or lower significance of effect for all viewpoints.

Whilst this is accepted, this application reserves appearance, landscaping and layout for a later approval for units 3, 4 and 5. This should be addressed in any reserved matters application.

Trees

The site lies to the south west of Alsager and is covered in part by LPS 23 – Radway Green Brownfield, Alsager in the Cheshire East Local Plan Strategy. Site LPS 24 adjoins the south western boundary. The policies require the incorporation of green infrastructure for the purposes of screening and environmental improvement.

There is tree, shrub and hedgerow cover on and adjoining the application site. The site is not in a Conservation Area and none of the trees are afforded TPO protection.

The northern area of the site has been cleared of built development leaving extensive areas of hard surfacing. A belt of young to early mature trees lies adjacent to the railway to north of the site provides some screening of the site when viewed from Crewe Road. There are groups of trees around the body of the cleared site, mainly remnants of the former development's soft landscaping. The northern tree belt has collective value and there are some ornamental standards along access roads and groups of trees which have moderate value. The quality of other tree groups on the cleared land is low.

The remainder of the site has existing development and associated landscaped areas and some undeveloped land. There is some established tree cover with mature trees particularly to the south and west. Elements of the tree cover have moderate to high value as part of the existing green infrastructure of the site and are considered to be worthy of retention as part of future development.

As originally submitted, the tree losses that were considered excessive by the Forestry Officer. A revised layout and associated Arboricultural Addendum has subsequently been submitted.

The revised layout would allow some additional trees to be retained. The development would now require the loss of 49 trees recorded as individual specimens (a reduction of 17 losses), comprising 1 grade A tree (previously 3), 21 grade B (previously 29), 27 Grade C (previously 34).

It is acknowledged that the revision would reduce overall losses cited previously. The impacts on the tree population and limited opportunities for planting in mitigation of losses remain a concern. However, on balance it is considered that the economic benefits of the proposed development outweigh the limited harm caused by the loss of trees.

Should planning consent be granted on the basis of the proposals as submitted, it is necessary to secure adherence to the submitted tree protection measures for the area of the site for which detailed approval is sought, and to apply a condition for the submission of an arboricultural method statement.

A condition should also be applied to require any future reserved matters application for units 3, 4 and 5 to be supported by a comprehensive package of arboricultural information including an Arboricultural Impact Assessment, a tree protection scheme and an Arboricultural Method Statement.

Flood Risk

The Council's Flood Risk Manager has assessed the application and is satisfied that, subject to conditions, the proposal is acceptable in flood risk terms.

CONCLUSIONS

This proposal would bring economic benefits through the delivery of new jobs on a brownfield site where the land is also partly allocated in LPS 23 for such uses. The proposal is compatible with the surrounding development.

The impact on neighbouring residential amenity would not be significant.

Satisfactory access and parking provision can be provided and the development would not result in 'severe harm' on the local highway network.

An access into LPS 24, for future use is provided as part of the proposals.

Any ecological impacts of the development can be satisfactorily mitigated.

Issues of air quality and contaminated land can be controlled by conditions.

Safety of the buildings in terms of proximity to the neighbouring BAE Systems site can be controlled by condition.

The proposal is therefore found to be economically, socially and environmentally sustainable.

RECOMMENDATION:

Approve subject to the following conditions:

- 1. Full time limit for Units 1, 2 and 6.**
- 2. Outline time limit for Units 3, 4 and 5.**
- 3. Reserved matters to include appearance, landscape and layout.**
- 4. Approved plans.**
- 5. The occupied buildings within the development shall be designed to ensure that structure and façade are designed to resist the peak accidental explosion hazard to the building without exceeding a Minimal Hazard response condition. The explosion hazard varies across the development. For the nearest building, Unit 2, the peak hazard equates to a shock front with a peak overpressure of 11kPa with a 121ms duration.**
- 6. Prior to commencement of the construction of any of the buildings, the design calculations, drawings and other submitted information for the primary building frames and façades shall be submitted to and approved in writing by the LPA, in consultation with the HSE. Development shall be carried out in accordance with the approved details.**
- 7. Prior to first occupation of any of the units, the ghost right turn lane at the southern access to the site shall be provided and available for use.**
- 8. Prior to first occupation the car park links to units 1 and 2 to the northern access road shall be provided and available for use.**
- 9. Prior to first occupation of any of the units, the combined pedestrian/cycle route shall be provided and available for use.**
- 10. External lighting in accordance with the submitted external lighting details.**
- 11. Method statement for the control of non-native invasive plant species.**
- 12. Protection of nesting birds.**

13. Strategy for the inclusion of features to enhance biodiversity including nesting birds, roosting bats, gaps for Hedgehog movements, brash/deadwood piles and native species planting.
14. Any future reserved matters application for units 2,4 and 5 to be supported by a strategy for the inclusion of features to enhance biodiversity including nesting birds, roosting bats, gaps for Hedgehog movements, brash/deadwood piles and native species planting.
15. Compliance with the submitted tree protection measures.
16. Arboricultural Method Statement.
17. Any reserved matters application to be supported by an Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Scheme.
18. Development in accordance with the Flood Risk Assessment.
19. Detailed drainage/design strategy to limit surface water run off.
20. Foul and surface water drained on separate systems.
21. Updated Remediation Strategy (contaminated land).
22. Verification Report (contaminated land).
23. Soil and soil forming materials for soft landscaping areas to be tested and verified.
24. If, during the course of development, contamination not previously identified is found to be present, no further works shall be undertaken in the affected area and the contamination shall be reported to the Local Planning Authority as soon as reasonably practicable (but within a maximum of 5 days from the find). Prior to further works being carried out in the identified area, a further assessment shall be made and appropriate remediation implemented in accordance with a scheme also agreed in writing by the Local Planning Authority.
25. Mitigation in the Noise Assessment to be implemented.
26. Prior to first occupation, submission of an electric vehicle infrastructure plan.
27. No development shall take place within the area indicated until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority. The work shall be carried out strictly in accordance with the approved scheme.
28. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended), the development hereby approved shall be limited to Use Class E(g)(i) (Offices), E(g)(ii) (Research and Development) and E(g)(iii) (Industrial Processes).

Informatives:

1. Hours of noise generative works
2. Duty to adhere to the regulations of Part 2 of the Environmental Protection Act 1990
3. Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.
4. If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The

Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays. If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required. All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

- 5. Noise generative works to be limited to the following times:**

Monday – Friday	08:00 to 18:00 hrs
Saturday	09:00 to 14:00 hrs
Sundays and Public Holidays	Nil

- 6. Piling work shall be undertaken using a system which will cause the least possible degree of noise and vibration in the locality - given the ground conditions – as a means to minimise the impact of noise and vibration to the occupiers of nearby dwellings. It is recommended that nearby residents and the Regulatory & Health Services are provided following full details of any piling operations**
- 7. Dust management measures to be provided.**
- 8. Details of floor floating to be provided.**

In order to give proper effect to the Board's intentions and without changing the substance of the decision, authority is delegated to the Head of Planning, in consultation with the Chairman (or in their absence the Vice Chairman) of the Strategic Planning Board, to correct any technical slip or omission in the wording of the resolution, between approval of the minutes and issue of the decision notice.

