

# Strategic Planning Board

## Agenda

---

**Date:** Wednesday, 29th May, 2024  
**Time:** 10.00 am  
**Venue:** The Capesthorne Room - Town Hall, Macclesfield, SK10 1EA

---

Please note that members of the public are requested to check the Council's website the week the Strategic Planning Board meeting is due to take place as Officers produce updates for some or all of the applications prior to the commencement of the meeting and after the agenda has been published

---

The agenda is divided into 2 parts. Part 1 is taken in the presence of the public and press. Part 2 items will be considered in the absence of the public and press for the reasons indicated on the agenda and at the top of each report.

It should be noted that Part 1 items of Cheshire East Council decision making meetings are audio recorded and the recordings will be uploaded to the Council's website

### **PART 1 – MATTERS TO BE CONSIDERED WITH THE PUBLIC AND PRESS PRESENT**

1. **Apologies for Absence**

To note any apologies for absence from Members.

2. **Declarations of Interest/Pre Determination**

To provide an opportunity for Members and Officers to declare any disclosable pecuniary interests, other registerable interests, and non-registerable interests in any item on the agenda and for Members to declare if they have a pre-determination in respect of any item on the agenda.

---

For requests for further information

**Contact:** Sam Jones

**Tel:** 01270 686643

**E-Mail:** [samuel.jones@cheshireeast.gov.uk](mailto:samuel.jones@cheshireeast.gov.uk)

3. **Minutes of the Previous Meeting** (Pages 3 - 12)

To approve the minutes of the meeting held of 24 April 2024 as a correct record.

4. **Public Speaking**

A total period of 5 minutes is allocated for each of the planning applications for the following:

- Ward Councillors who are not members of the Strategic Planning Board
- The relevant Town/Parish Council

A period of 3 minutes is allocated for each of the planning applications for the following individuals/groups:

- Members who are not members of the Strategic Planning Board and are not the Ward Member
- Objectors
- Supporters
- Applicants

5. **18/3672M - Tatton Bluebell Village, Land East of Manchester Road, Knutsford, WA16 0NS** (Pages 13 - 70)

To consider the above planning application.

6. **23/0539N - Land in the Western Part of Basford East, Crewe** (Pages 71 - 126)

To consider the above planning application.

7. **23/2419M - Adlington Business Park, London Road, Adlington, SK10 4NQ** (Pages 127 - 162)

To consider the above planning application.

**Membership:** Councillors M Brooks, S Edgar, K Edwards, S Gardiner, M Gorman, T Jackson, N Mannion, G Marshall, H Moss, B Puddicombe (Chair), H Seddon, L Smetham and L Braithwaite



**CHESHIRE EAST COUNCIL**

Minutes of a meeting of the **Strategic Planning Board**  
held on Wednesday, 24th April, 2024 in the Council Chamber - Town Hall,  
Macclesfield, SK10 1EA

**PRESENT**

Councillor B Puddicombe (Chair)  
Councillor S Gardiner (Vice-Chair)

Councillors M Brooks, J Clowes, S Edgar, D Edwardes, K Edwards,  
T Jackson, H Seddon, L Braithwaite and L Smetham

**OFFICERS IN ATTENDANCE**

David Malcolm, Head of Planning  
Paul Wakefield, Principal Planning Officer  
Gareth Taylerson, Principal Planning Officer  
Daniel Evans, Principal Planning Officer  
Deborah Ackerley, Principal Planning Officer  
Robert Law, Senior Planning Officer  
Paul Griffiths, Major Projects Officer  
James Thomas, Senior Planning and Highways Lawyer  
Sam Jones, Democratic Services Officer

**48 APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors N Mannion and G Marhsall. Councillor L Braithwaite was present on behalf of Councillor N Mannion.

**49 DECLARATIONS OF INTEREST/PRE DETERMINATION**

In the interest of openness the following declarations were made:

Councillor B Puddicombe declared that, in relation to application 23/4152M, Members of the Strategic Planning Board had received communications from Richard Buxton Solicitor, and Councillor Puddicombe had received an email from Tim Roca, Parliamentary Candidate. Councillor B Puddicombe declared that he knew Tim Roca as a friend and Party colleague and friend, but they had not discussed the application.

Councillor B Puddicombe declared that, in relation to application 23/4152M, he knew public speaker Geoff Thompson, but had not discussed the application.

Councillor B Puddicombe declared that, in relation to application 22/0785N, all Members of the Strategic Planning Board had received communications from public speaker Peter Chapman.

Councillor B Puddicombe declared that, in relation to application 24/0130C, all Members of the Strategic Planning Board had received correspondence from the agent / applicant.

Councillor B Puddicombe declared that, in relation to application 23/1174M, he had been present as substitute Member on the Northern Planning Committee on 10 April 2024 where this application was previously heard and referred to Strategic Planning Board, and had spoken and voted on this application, whilst he was only predisposed to the application, to avoid any appearance of predetermination, he would vacate the chair for this item.

Councillor D Edwardes declared that, in relation to application 23/1174M, he had arrived late to the site visit on 19 April 2024 after other Members had left. Councillor D Edwardes spoke to the farmer on site but not in relation to the application.

Councillor L Braithwaite declared that, in relation to application 23/4152M, she had been present at the Economy and Growth Committee meeting on 26<sup>th</sup> January 2024 where the Poynton Pool Petition was presented but had not predetermined the application.

Councillor K Edwards declared that, in relation to application 23/1174M, he had been present as Member on the Northern Planning Committee on 10 April 2024 where this application was previously heard and referred to Strategic Planning Board and had spoken in favour of the application at that stage but was not predetermined on the application.

Councillor J Clowes declared that, in relation to application 23/1174M, she had been present at the Economy and Growth Committee meeting on 26<sup>th</sup> January 2024 where the Poynton Pool Petition was presented but had left the room for the discussion and had not predetermined the application.

Councillor H Seddon declared that, in relation to application 23/4152M, all Members of the Strategic Planning Board had received literature via the post.

Councillor T Jackson declared that, in relation to application 23/1174M, she had been present as Member on the Northern Planning Committee on 10 April 2024 where this application was previously heard and referred to Strategic Planning Board and had voted for refusal for the item and would leave the meeting for the item.

## **50 MINUTES OF THE PREVIOUS MEETING**

### **RESOLVED:**

That the minutes of the meeting held on 27 March 2024 be approved as a correct record.

**51 PUBLIC SPEAKING**

**RESOLVED:**

The public speaker procedure was noted.

In advance of the meeting the Chair, Councillor B Puddicome, had agreed the speaking time for Item 5, application 23/4152M, would be extended to 5 minutes.

In advance of the meeting the Vice Chair, Councillor S Gardiner, had agreed the speaking time for Item 9, application 23/1174M, would be extended to 5 minutes.

**52 23/4152M - THE DAM EMBANKMENT OF POYNTON POOL RESERVOIR, POYNTON PARK, LONDON ROAD NORTH (B5092), POYNTON**

**Minutes:**

Consideration was given to the above planning application.

The following attended the meeting and spoke in relation to the application:

**Ward Councillor:** Councillor Jos Saunders

**Parish Councillor:** Councillor Laurence Clarke

**Adjacent Member:** Councillor Mike Sewart, Councillor Beanland

**Objectors:** Stewart Tennant, Geoff Thompson

**Agent / Applicant:** Alan Brown

**RESOLVED:**

That the application be **DEFERRED** for the following reasons:

1. To consider and update where necessary any inaccuracies in the submitted data to ensure modelling is accurate.
2. To review the current condition and risks associated with the existing dam wall, and the impact caused by removal of trees on the dam.
3. Encourage engagement with third parties to consider / explain alternatives.
4. To instigate a further independent view, if necessary.
5. To review the location of the proposed mitigation and consideration of any alternatives

In order to give proper effect to the Board`s/Committee`s intent and without changing the substance of its decision, authority is delegated to the Head of Planning in consultation with the Chair (or in their absence the Vice Chair) to correct any technical slip or omission in the resolution, before issue of the decision notice.

**53 22/0785N - LAND AT, BRADELEY GREEN LANE, WIRSWALL**

**Minutes:**

Consideration was given to the above planning application.

The following attended the meeting and spoke in relation to the application:

**Objectors:** Peter Chapman

**Agent / Applicant:** Robert Ashbrook

**RESOLVED:**

For the reasons set out in the report, the application be **APPROVED** as recommended, subject to the following conditions:

1. 3 year time limit
2. Development in accordance with the approved plans
3. Details of proposed materials
4. Surface water drainage design
5. Electric Vehicle Charging provision
6. Landscaping scheme submission to include more species diversity in the tree planting scheme
7. Landscaping implementation
8. Hours of operation of driving range and flood lights
9. Angling/cowling of flood lights
10. Detailed specification, including depths, contours and side gradients of the proposed pond
11. Implementation of reasonable avoidance measures detailed within Appendix 7 of the Ecological Impact Assessment (eyebright ecology, October 2022)
12. A habitat creation method statement and a 30 year habitat management plan for the newly created habitats on site
13. Breeding birds to restrict development during nesting periods
14. Prior to development above foundation level, details of the proposed lighting scheme shall be submitted to and approved in writing by the Local Planning Authority.  
The scheme should consider both illuminance (lux) and luminance (candelas/m<sup>2</sup>). It should include dark areas and avoid light spill upon bat roost features, bat commuting and foraging habitat (boundary hedgerows, trees, watercourses etc.) aiming for a maximum of 1lux light spill on those features.

The scheme should also include a modelled lux plan, and details of:

- a. Proposed lighting regime;
- b. Number and location of proposed luminaires;
- c. Luminaire light distribution type;
- d. Lamp type, lamp wattage and spectral distribution;
- e. Mounting height, orientation direction and beam angle;
- f. Type of control gear.

Any lighting shall only be installed in accordance with the agreed details/specification. Any change to the lighting specification shall be agreed in writing with the Local Planning Authority prior to any changes being made.

15. Contaminated land – Risk Assessment
16. Contaminated land – Verification Report
17. Contaminated land – Soil Importation
18. Contaminated land – Unexpected Contamination

In order to give proper effect to the Board`s/Committee`s intent and without changing the substance of its decision, authority is delegated to the Head of Planning in consultation with the Chair (or in their absence the Vice Chair) to correct any technical slip or omission in the resolution, before issue of the decision notice.

**54 24/0130C - FORMER TWYFORD BATHROOMS SITE, LYNLEY LANE, ALSAGER**

**Minutes:**

Consideration was given to the above planning application.

The following attended the meeting and spoke in relation to the application:

**Ward Councillor:** Councillor Rod Fletcher – Ward Councillor Rod Fletcher was unable to attend but provided a short statement which was read out by Sam Jones.

**Agent / Applicant:** Gary Morris

**RESOLVED:**

For the reasons set out in the report, and the update report, the application be **APPROVED** as recommended, subject to the following conditions:

1. Approved Plans – AS AMENDED
2. Proposed land levels to be in accordance with the approved plans – AS AMENDED
3. Surface water run-off details to be submitted and approved
4. A scheme to manage the risk of flooding from overland flow of surface water to be submitted and approved.
5. The construction of the petrol filling station hereby permitted shall not be commenced until such time as a scheme to install underground tanks associated with the petrol filling station has been submitted to,

and approved in writing by, the local planning authority. The scheme shall include the full structural details of the installation, including details of: excavation, the tanks, tank surround, associated pipework and monitoring system. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme, or any changes as may subsequently be agreed, in writing, by the local planning authority.

6. A scheme to dispose of surface water to be submitted and approved.
7. Unexpected contaminated land
8. Contaminated Land compliance with the details submitted as part of application 16/0454D. Site completion report to confirm validation works to be submitted.
9. Construction hours, and associated construction deliveries to the site, shall be restricted to 08.00 to 18.00hrs Monday to Friday and 09.00 to 14.00hrs on Saturdays. There shall be no working on Sundays or Bank Holidays.
10. All piling operations shall be restricted to: Monday – Friday 09:00 – 17:30 hrs, Saturday 09:00 – 13:00 hrs, Sunday and Public Holidays Nil
11. Construction Management Plan compliance with the details approved as part of application 16/1305D.
12. External Lighting Details
13. Hours of Deliveries to the Store to be submitted and agreed.
14. Details of Fixed Plant and Equipment to be submitted and agreed.
15. Scheme of security barriers/CCTV for the proposed car park to be submitted and agreed.
16. Materials as application
17. Breeding birds – timing of works
18. Nesting Bird Mitigation Measures
19. The proposed development shall proceed in accordance with the General Avoidance and Mitigation Measures detailed in paragraph 4.1.12 of the submitted Survey Report prepared by Ground Control dated March 2024. If development has not commenced by the 12th October 2024 an updated survey for other protected species and any revised mitigation and compensation measures required to be submitted to the LPA prior to commencement
20. Boundary Treatment Details including details of all retaining structures
21. Tree/Hedgerow protection measures in compliance with the details approved as part of 16/2762D.
22. Arboricultural Method Statement compliance with the details approved as part of 16/2762D.
23. Submission of a revised landscaping plan and implementation of the approved landscape proposals.
24. Cycle parking to be submitted and approved.
25. The net sales area shall be limited to 2,322sqm of which a maximum of 348sqm shall be for the display of comparison goods
26. Prior to first use all access roads and car parking will be constructed and formally marked out.
27. Travel Plan details to be submitted and approved.
28. Details of the culvert works to be submitted to the LPA for approval in writing

- 29. Minor structures details to be submitted and approved.
- 30. Solar panels to be provided prior to the store first opening
- 31. Prior to the store first being brought into use a scheme for the control and management of the car park; with a maximum 2-hour stay permitted shall be submitted and approved.

And the additional condition:

- 32. Construction traffic to be accessed via Linley Lane only.

And subject to completion of a Section 106 Agreement with the following Heads of Terms to replace the S106 Agreement completed as part of application 13/4121C:

<b>S106</b>	<b>Amount</b>	<b>Triggers</b>
<b>Bus Service Contribution</b>	£100,000	The full sum should be paid prior to the commencement of the above ground works of the store building. If the above ground works have commenced on the date the decision is issued, the sum shall be paid within 1 calendar month of the date of decision.
<b>Linley Lane/B5077 junction improvement works and Linley Lane footway widening works</b>	£300,000	The full sum should be paid prior to the commencement of the above ground works of the store building. If the above ground works have commenced on the date the decision is issued, the sum shall be paid within 1 calendar month of the date of decision.
<b>Local Highway Works</b>	£100,000	The full sum should be paid prior to the commencement of the above ground works of the store building. If the above ground works have commenced on the date the decision is issued, the sum shall be paid within 1 calendar month of the date of decision.

Should this application be the subject of an appeal, authority be delegated to enter into a S106 Agreement with the following Heads of Terms to replace the S106 Agreement completed as part of application 13/4121C:

<b>S106</b>	<b>Amount</b>	<b>Triggers</b>
<b>Bus Service Contribution</b>	£100,000	The full sum should be paid prior to the commencement of the above ground works of the store building. If the above ground works have commenced on the date the decision is issued, the sum shall be paid within 1 calendar month of the date of decision.
<b>Linley Lane/B5077 junction</b>	£300,000	The full sum should be paid prior to the commencement of the above ground works of

<b>improvement works and Linley Lane footway widening works</b>		the store building. If the above ground works have commenced on the date the decision is issued, the sum shall be paid within 1 calendar month of the date of decision.
<b>Local Highway Works</b>	£100,000	The full sum should be paid prior to the commencement of the above ground works of the store building. If the above ground works have commenced on the date the decision is issued, the sum shall be paid within 1 calendar month of the date of decision.

In the event of any changes being needed to the wording of the Committee'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 Planning 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 Committee's decision.

## 55 **PLANNING ENFORCEMENT PERFORMANCE UPDATE**

### **Minutes:**

Consideration was given to the above performance update report.

### **RESOLVED:**

That the report be noted.

Councillors B Puddicombe and T Jackson left the meeting prior to the next Item as they had been present at Northern Planning Committee.

The application had been referred from meeting of the Northern Planning Committee on 10<sup>th</sup> April 2024 as the Committee resolved to approve the application subject to conditions, contrary to officer recommendation.

Under the terms of the Council's Constitution and Terms of Reference, it was therefore referred to the Strategic Planning Board for a decision as approval of the development would represent a significant departure from planning policies within the Development Plan, regarding development in the open countryside, design and those affecting protected species.

Vice Chair Councillor Gardiner took the Chair for Item 9.

## 56 **23/1174M - DAWSON FARM, BUXTON ROAD, BOSLEY**

### **Minutes:**

Consideration was given to the above planning application.



The following attended the meeting and spoke in relation to the application:

**Adjacent Member:** Councillor Fiona Wilson

**Agent / Applicant:** Alan Budden

**RESOLVED:**

For the reasons set out in the report, the application be **REFUSED** as per the officer's recommendations in the report.

The meeting commenced at 10.00 am and concluded at 4.36 pm

Councillor B Puddicombe (Chair)  
Councillor S Gardiner (Chair - Item 9)

This page is intentionally left blank

Application No: 18/3672M

Location: Tatton Bluebell Village, Land East of Manchester Road, Knutsford, WA16 0NS

Proposal: Outline application (with all matters reserved for future approval) for a residential-led (Use Class C3) development, including a local/neighbourhood centre comprising of retail/commercial, takeaway, residential and community uses (Use Class E, Sui-Generis and C3 uses); and a care home/elderly accommodation (C2 Use); alongside any associated recreational space, car parking, cycle parking, landscaping and other works for all proposed uses.

Applicant: Mrs Rachel Wilbraham, Tatton Estate Management Ltd

Expiry Date: 31-May-2024

**SUMMARY:**

The application seeks outline planning permission, with all matters reserved, for residential-led development of up to 275 residential units (Use Class C2 and C3) of which no more than 250 shall fall within C3 Use Class. C2 units to no more than 50. In addition, a 'Local Centre' is proposed which will provide for small retail, café, professional services, takaway(s) as well as a larger medical/dental facility.

The wider LPS36 site is allocated to provide around 500 dwellings with this site in particular earmarked to provide 250. As up to the full allocation of the Local Plan policy is being sought for permission, the principle of this aspect of the scheme is deemed acceptable.

The application also proposes a 50-bed C2 care home and a 'Local Centre'. Neither of these are express requirements of the site allocation. However, as part of LPS36, Criterion 2 supports '*appropriate retail provision to meet local needs*'. In addition, within the Site Specific Principles of LPS sets out that the site should achieve '*a mix of housing types, sizes and tenures*' and the '*Provision of additional community facilities*'. It is deemed that the provision of the 'Local Centre' would provide appropriate retail provision to meet local needs (subject to controls) and a cumulatively, would provide a community facility, as would the medical/dentist facility. Any C2 care home that may come forward would contribute to the mix of housing types, sizes and tenures. It has been calculated that there is sufficient space within the site to provide these additional provisions.

Although matters of 'Access' are not sought for approval at this stage, the Council's Highways Officer raises no objections to the proposed development in principle, subject to a commuted sum which will contribute to an active travel scheme to assist in alleviating the impact of the development on surrounding roads. In the event of approval, it is proposed that this commuted sum be secured via S106 Agreement.

With regards to heritage and design, as all matters are reserved, there is little to consider with this application. In consideration of landscaping and trees, subject to the required landscape buffers being secured by condition and the conditions proposed by the Council's Tree and Landscape Officer's being included, no issues in relation to these matters are raised. With regards to Ecology, the proposals will result in a Biodiversity Net Gain and subject to conditions, no objections are raised. No issues in relation to neighbouring amenity, the amenity of future occupiers or environmental amenity are raised, subject to conditions.

The Council's Public Right of Way Officer advises that the development should not directly impact any Public Right of Way and the additional indicative footpaths proposed offer health and wellbeing benefits. Subject to conditions to ensure these are provided & maintained along with the submission of a scheme of improvements for the existing closest PROW (Knutsford FP1), no objections are raised.

Contributions based on set formulas are required towards mitigating the development's impact upon local health facilities and schools. The health contribution would be pooled with other contributions with the intention that it would help part fund a desired larger medical hub in Knutsford in the future. It is calculated that there is sufficient local school capacity for primary and secondary education however, there is a shortage of SEN provision. The education contribution would go towards SEN only.

The minimum required quantum of affordable housing (30%) is proposed, and this will be secured as part of the S106 Agreement in line with a required Affordable Housing Statement which will sets out the detail along with triggers for provision.

There is sufficient space within the site to deliver the minimum required quantum of open space provision, including children's play. This will be secured through the S106 Agreement. The S106 Agreement will also secure the management and maintenance of this space, a commuted sum towards off-site allotment improvements/additions as well as a commuted sum towards off-site indoor sport provision. A Sports Needs Assessment is required to determine the level of contribution required towards outdoor sport in the area along with where that money is most needed. This too would be secured by the S106.

Subject to the above requirements being secured by S106, along with planning conditions, the application proposals are recommended for approval.

### **RECOMMENDATION**

**APPROVE subject to a S106 Agreement to secure contributions towards; off-site highway improvement works, health, education, allotments, sport, and on-site open space, its management and affordable housing, along with conditions.**

### **DESCRIPTION OF SITE AND CONTEXT**

The application site consists of a number of fields that are primarily currently used for agricultural purposes and together measure approximately 14.5 hectares. Manchester Road forms the western boundary of the site, with a hedgerow and some trees being located along the boundary. On the opposite side of Manchester Road some existing residential properties are present and the land to the north of these properties is currently in agricultural use but allocated for housing and employment use beyond that.

At the north-western corner of the application site an existing residential property adjoins the site. Agricultural land within the applicant's ownership beyond the site to the north remains as Green Belt. The eastern boundary is irregular with the site extending up to Mereheath Lane at the north-eastern corner of the site and then extends around the periphery of Egerton Youth Club. Beyond the southern boundary of the site is further land within the applicant's ownership and comprises of Knutsford Football Club.

### **PROPOSAL**

Outline planning permission is sought, with all matters reserved, for:

- Up to 275 residential dwellings (Use Class C2 and C3) of which no more than 250 shall fall within C3 Use Class.
- 50-bed (max) Care home (C2 use)
- 'Local Centre' comprising of:
  - 1000m2 gross commercial floorspace (E Use Classes including E(a) retail E(b) sale of food and drink on premises and E(c) services and takeaway (sui generis)) with following restrictions:
    - No individual unit shall be more than 450m2 gross.
    - Convenience goods floorspace in any one retail unit will not exceed 280m2.
    - 800m2 medical or dental facility (E(e) use class)

- First-floor apartments and/or offices above shops (C3 and offices in a residential area E(gi) use classes) (*accounting for maximum residential unit numbers above*)

Note that the possible permutations of the residential element of the scheme would be:

- 250 C3 dwellings with no C2
- 250 C3 dwellings with 25-unit C2 care home
- 225 C3 dwellings with 50-unit C2 care home

This application was considered by Strategic Planning Board (SPB) on the 27<sup>th</sup> February 2019. SPB resolved to approve the application, with the exception of the proposed public house and hotel, subject to a S106 legal agreement to secure; 30% on-site affordable housing, an education, health, recreation open space and indoor recreation contribution, the provision of scheme of improvement of nearby allotments, a landscape buffer, the establishment of a management company for Open Space management and a contribution towards travel plan monitoring. A number of conditions were also proposed.

The S106 has not been signed to date for various reasons and the applicant now wishes to make changes to the scheme last considered by committee. As such, no decision notice has ever been issued and the application is to be reassessed accordingly.

The main changes between the scheme last considered by SPB and the current scheme include:

- Reduction in site area – omitting the sports clubs and adjacent paddock to the south of the site. Extent of site now reflects that of the site allocated for development by the Local Plan (14.5ha).
- Revised description of development – omitting reference to the previously sought hotel and public house not supported by the Council last time and to account for the new use class order.
- Proposed financial contribution towards sport/outdoor recreation in lieu of on-site provision previously proposed.
- Further footpath and cycle connectivity – new footpath network added within the proposed woodland buffer to the north of the site to connect with existing Public Right of Way and new footpath and cycle paths are proposed within the site, adjacent to Manchester Road and Mereheath Lane.
- More on-site Public Open Space provision
- Re-location of proposed 'Local Centre' – closer to Manchester Road
- Proposed voluntary contributions/provisions towards a Toucan crossing on Manchester Road and towards Traffic Regulation Orders (TRO's) to reduce speed limits on parts of Manchester Road and Mereheath Lane.

## PLANNING HISTORY

**18/4145S** - EIA screening opinion relating to 18/3672m - Outline application for a residential-led (Use Class C3), mixed-use development, including a local centre comprising of flexible Use Classes (A1, A2, A3, A4, A5, D1 and D2); a mixed commercial use area of flexible Use Classes to allow for a C1 (Hotel) with A3/A4 (Pub/Restaurant); and/or a C2 Care Home with D1 Medical Centre; and/or Sui Generis (car showroom); alongside any associated ancillary office and service space, recreational space, car parking, cycle parking, landscaping, and other associated works for all proposed uses – EIA not required

**09/1329M** - Single Storey Rear Extension to Form Changing Rooms/Canteen, All Weather Pitch, Extension/Alteration to Car Parking & Access Alterations & Change Of Use Of Neighbouring Agricultural Field To Football/Rugby Pitches – Approved 12<sup>th</sup> August 2009

**08/0494P** - Change of Use of Agricultural Land To 4 No. Football Pitches – Approved 20<sup>th</sup> May 2008

### **ADOPTED PLANNING POLICY:**

The Cheshire East Development Plan comprises of the following plans relevant to this application; The Cheshire East Local Plan Strategy (CELPS), the Cheshire East Site Allocations and Development Policies Document (SADPD) and the Knutsford Neighbourhood Plan (KNP). The relevant policies within these plans relevant to the application proposals include:

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

##### LPS 36 – North West Knutsford

MP 1 – Presumption in favour of sustainable development, PG 1 – Overall Development Strategy, PG 2 – Settlement hierarchy, PG3 – Green Belt, PG6 – Open Countryside, PG 7 – Spatial Distribution of Development, SD 1 – Sustainable Development in Cheshire East, SD 2 – Sustainable Development Principles, IN 1 – Infrastructure, IN 2 – Developer contributions, SC 3 – Health and Well-Being, SC 4 – Residential Mix, SC 5 – Affordable Homes, SE 1 – Design, SE 2 – Efficient Use of Land, SE 3 – Biodiversity and Geodiversity, SE 4 – The Landscape, SE 5 – Trees, Hedgerows and Woodland, SE 6 – Green Infrastructure, SE7 – The Historic Environment, SE 12 – Pollution, Land Contamination and Land Instability, SE 13 – Flood Risk and Water Management, CO 1 – Sustainable Travel and Transport and CO 4 – Travel Plans and Transport Assessments

##### Appendix C – Parking Standards

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

PG9 - Settlement Boundaries, GEN1 - Design principles, GEN5 - Aerodrome safeguarding, ENV1 - Ecological network, ENV2 - Ecological implementation, ENV3 - Landscape character, ENV5 - Landscaping, ENV6 - Trees, hedgerows and woodland implementation, ENV7 - Climate Change, ENV12 - Air quality, ENV13 – Aircraft Noise, ENV14 - Light pollution, ENV15 - New development and existing uses, ENV16 - Surface water management and flood risk, ENV17 - Protecting water resources, HER1 - Heritage assets, HER4 – Listed buildings, HER5 – Registered Parks and gardens, HER7 – Non-designated heritage assets, RUR6 - Outdoor sport, leisure and recreation outside of settlement boundaries, HOU1 – Housing mix, HOU8 – Space, accessibility and wheelchair housing standards, HOU12 - Amenity, HOU13 – Residential Standards, HOU14 – Housing density, HOU15 – Housing delivery, INF1 - Cycleways, bridleways and footpaths, INF3 -Highways safety and access, INF6 - Protection of existing and proposed infrastructure and INF9 - Utilities

#### Knutsford Neighbourhood Plan 2019 (KNP)

C4 – Utilities, D1 – The Knutsford Design Guide, D2 – Local Distinctiveness, D3 – Landscape in New Development, D4 – Sustainable Residential Design, E1 – Connections to the Countryside, E2 – Green and Blue Corridors, E3 – Habitat Protection and Biodiversity, E5 – Pollution, HW1 – Health and

Wellbeing, HE1 – Landmarks, Views, Vistas and Gateways, HE2 – Heritage Assets, H1 – Housing mix, SL1 – Open Space in New Developments, SL3 – New Sport and Leisure Facilities, T1 – Walking in Knutsford, T2 – Cycling in Knutsford, T3 – Public Transport and T4 – Parking

## **Other Material Policy Considerations**

### National Planning Policy Framework (NPPF) (2023 update)

Of particular relevance are chapters in relation to; Achieving sustainable development, Decision making, Delivering a sufficient supply of homes, Building a strong, competitive economy, Ensuring the vitality of town centres, Promoting healthy and safe communities, Promoting sustainable transport, Making efficient use of land, Achieving well design places, Protecting Green Belt land, Meeting the challenge of climate change, flooding and coastal change, Conserving and enhancing the natural environment and Conserving and enhancing the historic environment.

National Planning Policy Guidance (NPPG)  
Adopted SPDs

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

**Head of Strategic Transport (CEC Highways)** – No objections, subject to a S106 Agreement for a contribution of £1.3 million pounds towards highway mitigation/active travel works on the A50 corridor in Knutsford.

**Environmental Protection (CEC)** – No objections, subject to the following conditions; reserved matters to be accompanied by an acoustic report for internal and external noise, submission/approval of a acoustic validation report via to occupation, provision of electric vehicle charging infrastructure (mode 3), submission/approval of an Construction Environmental Management Plan, submission/approval of low emission boiler details, submission/approval of a Phase II contaminated land report, submission/approval of contaminated land verification report, submission/approval of soil verification report and that works should stop should contamination be identified.

**Public Rights of Way (PROW)** – No objections, but request that a) the proposed paths extending north and linking into Knutsford FP1 be secured through the planning process b) that the surface of the proposed paths and FP1 be designed, constructed and improved to ensure year-round availability e.g. compacted stone c) that the maintenance of these footpaths be secured within the arrangements for the management of the proposed off-site woodland planting d) that upgrades to the path furniture (stiles/gates) on FP1 be secured. Recommend the developer/applicant submit a detailed scheme of path improvements.

**Environment Agency** – No updated comments received.

*Previous comments: Not necessary to consult as scheme does not trigger and EA consultation requirement (15/05/2023)*

**Lead Local Flood Risk Authority (LLFA)** – No objections, subject to a condition requiring the submission/approval of a detailed surface water drainage scheme based on the principles set forward within the approved Flood Risk Assessment and Drainage Strategy.



**United Utilities** – No further comments to those previously provided.

Previous comments: Request the following conditions: Submission/approval of a surface water and foul water drainage scheme & the submission/approval of a drainage management and maintenance plan.

**Children's Services (CEC)** – No objections, subject to a contribution of £482,484.00 towards offsetting the impact of the development upon Special Educational Needs children based on 250 dwellings.

**Housing (CEC)** – No objections, subject to 30% affordable housing being provided with a 65%/35% split for rental/intermediate to be secured by S106 Agreement. Affordable Housing Statement also required.

**ANSA Greenspace (CEC)** – No objections, subject to a requirement to secure the required on-site open space provision, its on-going management and maintenance, provide an Open Space Strategy which sets out the detail, provide a commuted sum towards off-site Allotment improvements/enhancements/additions and provide a Sports Needs Assessment to determine the required contribution towards outdoor sport and where it should be spent locally.

**Indoor Sport (CEC)** – Require a contribution of £65,000 to be used at Knutsford Leisure Centre, in line with the Indoor Built Facilities and/or the Sports Need Assessment produced for the site by the applicant where other sites are indicated.

**NHS Cheshire CCG** – Require a financial contribution to offset the impact of the proposed development based on the number of dwellings. Should the full amount of both C3 and C2 units sought by this application be built out, based on existing formulas this contribution will range from anything in between £353,912.50 through to £391,975.

**Historic England** – *'Do not wish to offer any comments'*

**Manchester Airport** – No objections, subject to a number of conditions including; the submission/approval of measures to minimise dust during construction works, that if any future development proposes a flat-roof design, that Manchester Airport should be consulted, the submission/approval of a SUDS scheme, that any exterior lighting should be capped at the horizon and no solar thermal or solar PV equipment should be installed without further permission. A number of informatives are also proposed.

**Cheshire Archaeology Planning Advisory Service** – Recommend a condition requiring the submission/approval of a programme of archaeological work in accordance with a written scheme of investigation.

**Campaign to Protect Rural England (CPRE)** – Have 'strong concerns' regarding the proposals including: 1. Size of local centre and range of uses proposed could exceed the 'appropriate retail provision to meet local needs'. The scale should be tightly limited; 2. Would like to see more affordable housing provision and robust controls to ensure delivery of the affordable housing that is proposed; 3. Concerns about the impact of the development on the local landscape character and quality of the area; 4. Request that other matters raised by the local community (e.g. schools, healthcare, public transport, traffic impact, impact on adjacent sporting facilities and flood risk).

**Natural England** – No objections, subject to appropriate mitigation being secured through a condition to secure a Construction Environment Management Plan (CEMP) and a detailed drainage strategy operated and managed in perpetuity.

**Cheshire Brine Subsidence Board** – Recommend a condition relating to foundations, services and the superstructure.

**Sport England** – No statutory objection. However, object on non-statutory grounds because the existing sporting provision within an area may not be able to accommodate this increased demand without exacerbating existing and/or predicted future deficiencies and this has not been addressed within the Sports Strategy.

**Knutsford Town Council** – No further comments to those made on the 15<sup>th</sup> November 2022. The 2022 comments are summarised as follows:

Object to the proposed development for the following reasons:

Overdevelopment of site

- Proposals should be restricted to 250 residential units, inclusive of the proposed care home.
- Not satisfied that there is a need for additional housing above the allocation.
- Consider that the numbers jeopardise the amount of available Public Open Space
- Consider that only one convenience retail unit should be permitted. Anything further would be contrary to KNP Policy ER2.

Insufficient infrastructure

- Request that the allotment improvement include a requirement to provide additional allotments.
- Proposals for the highway works involving the widening of King Edward Road is not supported as works fail to prioritize active travel.
- Recommend series of other improvements including; creation of segregated walking/cycle path along the A50; installation of a Toucan crossing at the junction of Manchester Rd/Garden Rd/Tabley Rd; installation of Toucan crossing at Junction of Manchester Rd/Sugar Pit Lane; Creation of segregated walking/cycle path along Mereheath Lane.

Public Open Space (POS)

- Proposals provide insufficient amount of POS. Masterplan does not show a network of green space within the development.
- Ponds not suitable as part of functional part of POS.
- LEAP should be provided on site as site is beyond 5-10 walk from next closest one
- Sports pitch should be provided within the curtilage of the site to prevent incursion into the Green Belt.

## **OTHER REPRESENTATIONS:**

In response to the most recent re-consultation (25/03/2024 – 15/04/2024), comments were received from 61 addresses. Of these, 60 raised objections or concerns for the below, summarised reasons:

### Procedural matters

- Due to age of the application, it should have lapsed by now.
- Plans are vague.
- Proposed description is not in line with the intended allocation of the site.

### Principle of development

- No need for the additional housing given the Council's robust 5-year housing land supply position.
- Too many houses proposed.
- Loss of Green Belt land

### Comments relating to proposed 'Local Centre'

- Need to ensure that they are purely local shops and does not turn into a retail park
- Need to consider parking implications
- Need to consider light pollution implications
- Concerned about the ambiguity of what is proposed. Should exclude retail and commercial as it will detract from the town centre
- The breadth of the uses within this area could go beyond 'appropriate retail provision to meet local needs'
- A 'community building' should be included
- Can the quantum of development, plus parking, fit into the 'Local Centre'?
- 'Takeaway' was excluded from previous approved resolution (Condition 27)
- Recommend a condition that the Local Centre be restricted to F2 use with a maximum of 1000sqm with convenience stores restricted to no more than 280sqm.

### Sustainability / Lack of infrastructure

- Limited school availability
- Limited access/capacity to doctor's GP surgeries
- Limited dentist availability
- Limited town centre parking
- Poor road maintenance
- Poor public transport connections
- Should all be provided before development is proposed, not after through contributions

### Highways

- Existing congestion will be made worse by more cars e.g. on Manchester Road towards the town centre and Mereheath Lane; already difficult to turn right at the Toft Road/Adams Hill junction when travelling from Toft
- The revised proposals do not do enough to promote walking and cycling

- Manchester Road should have a 20/30mph restriction.
- Manchester Road is dangerous – have already been accidents
- There has been no assessment on the congestion impact closer to town
- Pedestrian safety – Sugar Pitt Lane is a narrow residential street with a children's nursery that already gets congested
- Suggest the re-siting of the proposed Toucan crossing to avoid Sugar Pit Lane being used as a rat-run
- Why is main access proposed to be on Manchester Road when Mereheath Lane is quieter.
- Traffic volume data supplied is inaccurate / not robust enough – does not account for times when there are problems on the M6
- Traffic data is out-of-date
- No bus stop or service subsidy proposed
- Mechanism to secure contributions Via S106 process instead of S278 works seems inappropriate. Should be a condition and a S278.

### Housing & Affordable housing

- Not convinced that there is a 'local' need for affordable housing
- The provision of C2 conflicts with the requirements of the policy
- More housing is sought than allocated by policy
- The 'affordable' housing, will not be affordable

### Ecology

- Proposals do not enhance the natural environment & wildlife
- Proposals do not offer a net gain in biodiversity

### Landscaping, boundary treatments & trees

- Boundary treatments to Knutsford Sports Club and Knutsford Football Club should be retained as existing and not be labelled as 'new' on the plans due to maintenance and established 'rights of way'.
- Request that all Manchester Road trees be undisturbed.

### Public Rights of Way and Footpaths

- Oppose the provision of the new footpath introduced to the immediate north of the development site due to; impact on security of closest neighbour (Bluebell Farm); connectivity is already catered for; conflict with the proposed 'landscaped belt'

### Heritage & Design

- Proposals do not enhance existing vistas or the gateway into the town
- Congestion will detract from the defining heritage characteristics of the town
- Overdevelopment of site

### Amenity

- Impact of aircraft noise

- Concerns over air pollution
- Impact of building work on residents
- Lack of information to assess privacy concerns

#### Open Space / Sport and Leisure

- Inadequate on-site open space proposed within red line boundary
- Areas such as ponds included as 'open space' even though they are not accessible by people
- Scheme should contribute towards new sports and leisure facilities
- Clarity needed as to how contribution will be spent
- Concerns that the contribution will be invested in football disproportionately. Money should be more widely spread so it covers a range of sports
- Future of Knutsford Football Club compromised by the development. Restricts future expansion. Concerned that the development could include the football club in the future. Football Club on a short-term lease
- New residents may object to future expansion of the Football Club
- Proposals do not satisfy the requirements of policy regarding open space and local sport provision
- Play area and informal play area should not be within an area with a pond
- Whether there is a desire or need to expand Mereheath Lane allotments

#### Flood Risk and drainage

- Uncertainty over surface water flooding which should be resolved before planning permission is granted
- Land often floods (near Knutsford Football Club)
- What happens is the development site results in flooding of neighboring gardens?
- Existing flooding concerns on Mereheath Lane
- Sewerage system already at capacity

1 of the consultation responses was in favour of the development for the following reason:

- It will increase business in town

In response to the re-consultation that took place between the 3<sup>rd</sup> and the 24<sup>th</sup> October 2022 and comments received beyond this consultation period but before the final re-consultation, objections were received from approximately 133 addresses.

In response to the application last considered by planning committee, comments were reported to be received from 57 addresses along with representations from the Cheshire Football Association, Knutsford FC, Knutsford Sports Club and 5 Knutsford resident's groups.

### **OFFICER APPRAISAL**

#### **Principle of development**

This application seeks outline planning permission with all matters reserved for up to 275 residential units (Use Class C2 and C3) of which no more than 250 shall fall within C3 use class and the number of C2 units (care home) are restricted to 50, up to 1000sqm of retail/commercial floorspace, a

community/medical/dental building of 800sqm and any associated recreational space, car parking, cycle parking, landscaping, and other works for all proposed uses.

This development is proposed on part of a site allocated for development within the development plan. More specifically, LPS 36 North West Knutsford.

LPS 36 sets out that this site allocation will achieve the phased provision of *around* 500 new homes and 7.5 hectares of high-quality Class B1 business park development. In order to achieve this, the site allocation is split-up into 3 parcels. These parcels comprise of:

- LPS 36(A) Land North of Northwich Road (175 dwellings);
- LPS 36(B) Land West of Manchester Road (75 dwellings and the development of a new 7.5 hectare high quality Class B1 business park; and
- LPS 36(C) Land East of Manchester Road 250 dwellings;

The application subject to this application relates specifically to LPS 36 (C) Land East of Manchester Road, where the site is allocated to achieve the delivery of 250 dwellings.

To understand the status of the delivery of the wider strategic site at present, LPS 36(A), Land North of Northwich Road which was expected to achieve 175 dwellings, has planning permission and is currently under construction for the erection of 190 dwellings.

LPS 36(B), Land West of Manchester Road, expected to achieve 75 dwellings and 7.5ha of B1 commercial development received outline planning permission to achieve up to 60 dwellings and a 7.5ha business park. However, this expired on the 14<sup>th</sup> May 2024.

Policy LPS 36 of the CELPS sets out that collectively, the sites will deliver, as appropriate, a number of provisions. These include:

- Appropriate retail provision to meet local needs;
- Appropriate:
  - contributions towards educational facilities; and
  - Provision of open space, and provision of / contributions toward sports and leisure facilities;
- Incorporation of green infrastructure where required, including:
  - Allotments; and
  - Community orchard or community gardens; and
- Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities;
- The existing sports grounds situated between Mereheath Lane and Manchester Road to the south of LPS 36(C) are removed from the Green Belt. These are identified as protected open space within LPS 36 as shown on Figure 15.43 and will be retained in their entirety as such, and enhanced if possible. The existing allotment gardens to the east of Mereheath Lane remain in the Green Belt as protected open space.

Additionally, there are numerous 'Site Specific Principles of Development' which proposals should be assessed against as they may apply to that particular site. Those which are deemed relevant to the application proposals include;



- (a) Protection and enhancement of the setting of Tatton Park.
- (b) The sites will deliver housing which will contribute to the local character of Knutsford through the use of appropriate density, architecture, style, form and materials and reference to CEC most up to date Design Guidance.
- (c) A mix of housing types, sizes and tenures to comply with Policy SC 4
- (d) Proposals will be expected to be of a high quality design that respects the setting of nearby designated heritage assets, parkland and the character of the surrounding area.
- (e) Proposals will be expected to include a Landscape Character Assessment to guide the scale and massing of new development.
- (f) Provide a comprehensive landscaping scheme which retains existing mature trees and hedgerows where possible, or provide appropriate mitigation.
- (g) Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 '*Indoor and Outdoor Sports Facilities*'.
- (h) Provision of additional community facilities.
- (i) Contributions to health infrastructure
- (j) Improve the connectivity and accessibility into and out of the sites to the town centre and wider local area with the provision of, or contribution to, cycle paths and pedestrian linkages.
- (k) Creation of a network of green infrastructure and accommodation of SuDS requirements.
- (l) Provision of high quality landscaping to enhance ecological features.
- (m) Provision of new woodland belts within the sites and to create site boundaries.
- (n) Contribute to road infrastructure in the area including roundabout improvements at the junction of A50/Northwich Road and Canute Place and Improvement to the A50 Corridor.
- (o) An archaeological pre-determination evaluation will be required for these sites in addition to a desk based archaeological assessment.
- (p) The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- (q) A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the sites are, or could be made, suitable for use should they 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 sites.
- (r) The sites will be developed only where it can be demonstrated that there is no adverse impact on the Midland Meres and Mosses Phase 1 Ramsar, Rostherne Mere Ramsar and Tatton Mere SSSI particularly in relation to changes in water levels and quality and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of the sites.
- (u) The development of site LPS 36(C) should:
  - be planned in a comprehensive way,
  - provide for open space and landscaping (and no built development) within the area removed from the Green Belt and identified as 'protected informal open space' – this area to comprise informal open space incorporating landscaped belts along both Mereheath Lane and the eastern edge of built development on the site, each landscaped belt to be a minimum of 15 metres wide and complementary to the landscape character of the surrounding area; and
  - provide a suitable landscape screen within the area allocated for housing adjacent to its eastern boundary with the 'protected open space'. The details of this landscape screen should be informed by the required Landscape Character Assessment and provide appropriate mitigation as part of a comprehensive landscape scheme; and

- include the provision of a wide landscaped belt on the Green Belt land to its northern side, with an average width of around 100m to soften the transition between built development and the adjacent open countryside and to respect the setting of Tatton Park, its Registered Historic Park and Garden, and the visitor approach to Tatton; and
- provide for the long-term future management of the informal open space and landscaped belts.

The application site was released from the Green Belt in order to assist the Council in achieving a five-year supply of housing. The policy also allows for retail provision to meet local needs and community facilities. Therefore, the principle of development is acceptable on this part of the site subject to all other matters being satisfied, including the criteria listed above. These will be considered as part of the relevant sections of the below assessment.

### C3 Housing

The previous application approved by committee included the following draft condition *‘The development hereby approved shall include a total of no more than 275 residential dwellings (Use Class C2 and C3) of which no more than 250 shall fall within C3 Use Class. C2 units to no more than 50’.*

The applicant still wishes to proceed on this basis. 30% of the C3 units would be required as affordable housing. As such, the residential element of the proposals will comprise of market, affordable and care home development.

The application site is specifically allocated to achieve 250 dwellings and as such, up to the full allocation of the Local Plan policy is being sought for permission. Subsequently, the principle of this aspect of the scheme is deemed acceptable.

### C2 Care home

The application also proposes a Class C2 care home of no more than 50 beds, depending on the final make-up of the Reserved Matters and the split between market dwellings and care home. Such a use is not a requirement of the LPS 36 site allocation. However, there is a general need for such development in Cheshire East and its provision would be in a sustainable location as determined by the site being allocated for residential development.

There appears sufficient space within the site to accommodate this as well as the C3 housing provision given the relative low-density of a development of this nature. If the development proposed is built-out in full, in any permeation, within the ‘residential zones’ shown on the indicative Masterplan, including any spaces above commercial units within the local centre where apartments could be provided, the scheme could achieve the generally expected net density for residential proposals of at least 30 dwellings per hectare as detailed within Policy HOU14 of the SADPD. Going above this density on certain parts of the site is not of great concern. Policy HOU14 of the SADPD details that development proposals will be expected to achieve a higher density in the settlement boundaries of Key Services Centres of which Knutsford represents.

In addition, the provision of C2 development would assist in achieving Site Specific Principle (c) which requires future development to provide a mix of housing types, sizes and tenures to comply with Policy



SC 4 of the CELPS. This would also align with Policy HOU1 (Housing mix) of the SADPD. Policy H1 of the Knutsford Neighbourhood Plan supports the provision of C2 nursing and care homes.

### 'Local Centre'

Within the proposed 'Local Centre', the submission proposes:

- 1,000 m2 of commercial (*E (a), (b) and (c) use class and takeaway unit(s) (sui generis)*) floorspace, with:
  - no single retail unit to exceed 450 m2 gross
  - no unit selling convenience goods to exceed 280 m2
- 800 m2 medical or dental facility (*E(e) use class*)
- Possible apartments and/or office space above the ground-floor commercial units

In terms of overall density, the area on the indicative Masterplan for this 'Local Centre' provision measures approximately 5,778 m2. As proposed, the above facilities would account for 1,800sqm of this area (approximately 31%). Although allowance would need to be made for parking areas, internal roads, footpaths, service areas and landscaping, this suggests that there is sufficient space for this amount of commercial floorspace to be provided within this area. This was the amount of floorspace previously supported by Officers and committee.

### *Commercial, Business, Service (Use Class E) and takeaway (Sui generis)*

Part of LPS 36 states the development of the sites at North West Knutsford should provide for '*Appropriate retail provision to meet local needs*'.

The applications for the site on the opposite side of Manchester Road and the site off Northwich Road, the other sites which make up LPS 36, make no such provision for retail use and therefore the retail provision on this site is acceptable in principle, particularly given its absence elsewhere.

The provision of retail units is also supported in Policy ER2 of the KNP that states '*New small-scale convenience retail development may be permitted as part of large residential schemes to meet an identified localised need, specifically in the north and the west of the Town where significant growth is proposed but no local shopping currently exists.*'

Policy RET2 of the SADPD details that retail and convenience floorspace for the borough over the plan period (up to 2030), will partially be met through the '*delivery of sites allocated in the LPS that include an element of retailing to meet local needs*'. Indeed table 9.2 within the SADPD, which details the need for convenience retail floorspace at town level up to 2030, shows that Knutsford has the largest need for such provision in the whole of Cheshire East.

It was agreed when this application was originally assessed, that the amount of retail floorspace will be restricted to a total of 1000 m2 with the largest commercial unit being no more than 450m2. It is understood that the 450m2 restriction was to ensure that the retail space was not delivered as one single unit. Units offering convenience goods floorspace were restricted by condition in any one retail unit to 280m2 net as this is the maximum size of store that is not restricted by Sunday trading laws. This increases their degree of convenience to residents.

It was (and still is) considered that this level is appropriate to serve local needs as only the larger unit(s) would be subject to restricted opening hours law with the intention that the majority be smaller units below 280m<sup>2</sup> which can open unrestricted hours. Additionally stores of this size are not a retail destination and serve mainly the local population with some passing trade.

The proposed 'E' use classes proposed comprising of retail E(a), the sale of food and drink on premises e.g. café (E(b)) and E(c) services e.g. accountants, are uses typically found in parades of local centres and would be acceptable in such a location.

In terms of takeaways (sui generis), there is no requirement to provide this within LPS 36. Policy RET5 of the SADPD considers takeaways. Overall, they are deemed appropriate so long as they result in no adverse effect, either individually or cumulatively on the character of the area, amenities of residential occupiers, community safety and/or highway safety.

It is deemed that the provision of takeaway unit(s) within a local centre would act as a complementary use to the retail offering proposed and would be acceptable in principle.

A condition will be included on the decision notice in the event of approval restricting the level of Commercial, Business, Service (Use Class E) and takeaway (Sui generis) floorspace within the Local Centre to 1000m<sup>2</sup> gross with the largest commercial unit being no more than 450m<sup>2</sup>. Units offering convenience goods floorspace will be restricted in any one retail unit to 280m<sup>2</sup>. In addition, a condition is proposed that will control the types of uses proposed within the Local Centre.

Subject to these conditions, this element of the proposal is therefore considered to comply with LPS 36 of the CELPS and Policy ER2 of the Knutsford Neighbourhood Plan.

#### *Medical or dental facility unit*

In the 'Site Specific Principles of Development' the '*Provision of additional community facilities*' is listed amongst the criteria within part (h). The applicant has sought agreement in principle for E uses on the site, specifically for a medical or dental facility. Within the E use class, E(e) specifically relates to the provision of medical or health services.

The provision of such a use on the site is considered appropriate and consistent with the LPS policy as well as Policy HW2 in the Knutsford Neighbourhood Plan. A condition will be included on the decision notice requiring the provision of an 800m<sup>2</sup> gross floorspace Class E(e) facility within the Local Centre as well as restricting its use as such.

#### *Residential and/or Offices above shops*

It is not uncommon to find either uses above retail units in local centres. The space above the units could allow for the provision of some smaller residential properties to help to the overall mix of the dwellings proposed. Any concerns regarding noise for the future occupiers of such units would be considered at reserved matters stage.

Office development primarily falls within use class E. The applicant has clarified that this would be Use Class E(gi). This use relates to Office uses to carry out any operational or administrative functions which can be carried out in a residential area without detriment to its amenity. The principle of such uses within the Local Centre proposed would be acceptable, subject to its impact on amenity and highway safety (parking), all of which would be considered at reserved matters stage.

### Principle conclusions

The amount of residential development proposed generally aligns with the requirements of LPS 36. In addition, the retail provision sought is deemed to adhere with one of the overall provisions of the wider North West Knutsford site allocation which requires 'appropriate retail provision to meet local needs', particularly given its absence elsewhere within the planning permissions approved to date elsewhere.

The care home, whilst not stated as a requirement of the policy, is considered appropriate as it will add to the mix of housing types and tenures. Takeaway unit(s) are considered to represent a complimentary use to the Local Centre and the provision of medical/dental unit is supported by the Neighbourhood Plan. Subject to conditions ensuring the provision and restriction of the uses proposed it is deemed that the application proposals would be acceptable in principle.

### **Highways**

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

Policy CO2 refers to enabling business growth through transport infrastructure. It states that the Council will support transport infrastructure that will mitigate the potential impact of development proposals including; supporting measures to improve walking, cycling and sustainable travel environment on routes relieved of traffic and by supporting schemes outlined within the Transport Delivery Plan.

Policy T1 of the KNP relates to walking in Knutsford, Policy T2 relates to cycling, T3 public transport and T4 parking. SADPD Policy INF3 considers highways safety and access and Policy INF1 considers cycleways, bridleways and footpaths.

Highways related requirements of LPS 36 are considered to include:

The wider strategic site delivery of:

- *Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities;*

And the following Site Specific Principles of Development:

*(j) Improve the connectivity and accessibility into and out of the sites to the town centre and wider local area with the provision of, or contribution to, cycle paths and pedestrian linkages.*

*(n) Contribute to road infrastructure in the area including roundabout improvements at the junction of A50/Northwich Road and Canute Place and Improvement to the A50 Corridor.*

The application, as originally submitted, is supported by various highways documentation, the most recent of which is a Transport Statement Addendum, dated March 2024.

### Access

Access to the site is a Reserved Matter to be determined at a later stage. However, it is likely that it would be via a new roundabout on the A50 Manchester Road. A secondary access to Manchester Road is also shown which it is indicated, could provide access to initial phases or sustainable travel access. The assessment of the access points would be undertaken on the submission of a reserved matters application.

Pedestrian linkages are shown the proposed Masterplan.

An indicative proposed Toucan Crossing is also indicated on Manchester Road, that links to Sugar Pit Lane.

### Development Impact

Although the applicant has submitted a Transport Assessment (and subsequent documents) in support of the proposal that assess the likely traffic impact of the development this is not for determination in this application.

As part of the consideration of this application at the previous committee, three conditions were proposed that required the delivery of mitigation works at various junctions within Knutsford (Canute Place/Hollow Ln/ Brook St, Adams Hill/ Toft Road). More specifically;

- Improvements at Canute Place implement before occupation of 100 houses or 1000m2 of commercial floor space
- Improvements at Toft Rd / A537 junction implement before occupation of 100 houses or 1000m2 of commercial floor space
- Improvements at Hollow Lane / A537 junction - implement before occupation of 100 houses or 1000m2 of commercial floor space

However, in the intervening period, there have been further considerations on the type of improvements required at these junctions to improve traffic flows. In addition, there has been further S106 receipts for the proposed works at these junctions.

It is now considered that additional contributions are no longer required at the junctions referred to in the previously recommended conditions, but the development should contribute to the active travel scheme along the A50 King Edward Road and link into the new roundabout scheme being delivered at the Canute Place roundabout.

The design of the active travel scheme includes providing a segregated pedestrian/cycle path on the eastern side of King Edward Road (town centre side) from Canute Pace to Adams Hill. There are associated junction improvement works being provided as part of the scheme.

The active travel scheme has been assessed in regard to the effect on capacity at the main road signal junctions along King Edward Road, the results indicate that introduction of the scheme would not result in excessive queueing occurring along King Edward Road.

Whilst the delivery of the mitigation scheme would normally be secured via a S278 Agreement, it is agreed that a S106 contribution in this application is acceptable as there may be some design changes required in the future and also, other secured contributions from other developments are required to fund this scheme. This application is required to contribute £1.3 million pounds towards the highway improvement proposals.

The applicant has offered additional voluntary contributions/provision for a Toucan Crossing on Manchester Road and for reduced speed limits on Manchester Road and Mereheath Lane.

A proposed Toucan Crossing would serve multiple purposes. It would allow safe access across Manchester Road for the future residents of the scheme and residents on the opposite side of the road looking to access the site for facilities provided in the proposed Local Centre or the open space. In addition, in a location similar to where the Toucan Crossing is proposed, the neighbourhood plan identifies that as a location where junction improvements are sought for cycling. However, matters of 'Access' are not sought for determination at this stage and the need for such a development, including its linkages into the wider network and its costings have not yet been undertaken. As such, in the event of approval, it is proposed that this voluntary provision be secured by condition and S278 agreement.

Exploring whether a reduction speed limits on both Manchester Road and Mereheath Lane can be also controlled as part of a planning condition, but this would have to be considered in accordance with the Council's Speed Management Strategy.

To conclude, the Council's Highways Officer advises that the revised application is acceptable subject to a S106 contribution for highway mitigation works on the A50 corridor in Knutsford.

Subject to securing the proposed contribution, the proposals are deemed to adhere with the requirements of the relevant highways policies of the development plan.

## Design

All matters of design (layout, scale and appearance) are not sought for permission as part of this application. The acceptability of this detail, including residential mix, position of affordable housing, appearance etc, would be considered at Reserved Matters stage only.

Design related requirements of LPS 36 are considered to include the following 'Site Specific Principles of Development':

*(b) The sites will deliver housing which will contribute to the local character of Knutsford through the use of appropriate density, architecture, style, form and materials and reference to CEC most up to date Design Guidance.*

*(c) A mix of housing types, sizes and tenures to comply with Policy SC 4*

*(d) Proposals will be expected to be of a high-quality design that respects the setting of nearby designated heritage assets, parkland and the character of the surrounding area.*

These LPS considerations are also Reserved Matters considerations.

Issues of layout, scale and appearance are matters that are reserved for future approval.

The site is a key gateway site for Knutsford and the design expectations for the site are high. A bespoke solution will be required to meet the high expectations and requirements of Cheshire East Council and to create a unique sense of place. As such, as part of the assessment last time this application was considered, it was agreed that a condition be imposed in the event of approval requiring the submission/approval of a design code in advance of any reserved matters application being submitted.

This would also enable the developer to design to these more detailed constraints such as the required low density along the eastern edge of the site where its relationship is close to Tatton Park as detailed below. In the event of approval again, it is deemed that this condition is once again appropriate.

## Heritage

Policy SE7 of the CELPS states that *'All new development should seek to avoid harm to heritage assets and make a positive contribution to the character of Cheshire East's historic and built environment, including the setting of assets and where appropriate, the wider historic environment.'*

Policy HE2 of the KNP relates to Heritage Assets. The crux of this policy is that application which result in the loss of, cause unacceptable harm to, or negatively impact on the significance of heritage assets will be resisted. Policy HER1 of the SADPD refers to heritage assets and sets out what should be included in submissions that possibly impact heritage assets.

Policy HER5 of the SADPD refers to Registered Parks and Gardens. This policy sets out that development proposals affecting such assets will be expected to preserve the heritage asset, its setting and any features of special interest that contribute to its significance.

Heritage related requirements of LPS 36 are considered to include the following Site Specific Principles of Development:

*(d) Proposals will be expected to be of a high quality design that respects the setting of nearby designated heritage assets, parkland and the character of the surrounding area.*

And within (u):

- *include the provision of a wide landscaped belt on the Green Belt land to its northern side, with an average width of around 100m to soften the transition between built development and the adjacent open countryside and to respect the setting of Tatton Park, its Registered Historic Park and Garden, and the visitor approach to Tatton;*

The proposed development has the potential to impact upon the setting of Tatton Park, a Grade II\* registered parkland. The application, as originally submitted, was accompanied by a desk-based Heritage Assessment dated July 2018.

As part of the scheme previously considered by committee, it was acknowledged that to protect the historic setting of the Tatton Park estate, care must be taken to ensure the density along the eastern



boundary is reflective of a low-density edge. The spatial design code document (July 2018) indicated that the built edge along this edge would be predominantly of medium density. As such, as part of the previous assessment of this application a condition was proposed that required the submission/approval of an updated Design Code document ensuring that the eastern edge of the site would indeed be low-density and not medium density.

In response to the requirement to provide a wide, landscaped belt on the Green Belt land to the northern side, with an average width of 100 metres, in order to respect the setting of Tatton Park ((u) above), the indicative Masterplan shows this being provided, but split-up into two, 50-metre parcels, one to the far north and the other also to the north, but immediately beyond the development parcel. This solution represents an area of disagreement between the Council's Heritage Officer and the applicant. The Council's Heritage Officer is not satisfied with the solution because as proposed, this would leave a void in the middle which doesn't provide the required level of depth to mitigate the impact of the development on the park. The agent for the application considers the LPS 36 policy to be poorly worded. The agent notes that the policy does not seek a 'continuous' 100m buffer, but an 'average' 100 metre buffer. The agent also notes that the accompanying figures for allocation LPS 36 (Figures 15.42 and 15.43) do not show how this landscape belt should be indicatively set out. The agent also advises that the supporting Heritage assessment concludes that the proposals will not cause any harm to the significance of the grade II\* Registered Park and Garden of Tatton Park.

The proposal to split-up this landscape buffer was the same as proposed when the application was last considered and approved by planning committee in February 2019. The agent for the applicant advises that the previous planning officer agreed that the two 50-metre buffers were appropriate and in line with policy as the wording of the policy was unclear. Upon review, it is noted that the Council's Landscape Officer was satisfied with this as a solution also.

It is noted that there appears to be no comments on file previously from the Council's Heritage Officers in relation to this concern. It is important to note that full landscape and layout details will be provided and determined at the Reserved Matters stage.

Given that the situation remains unchanged from that previously accepted, it is considered that the requirement to provide a 100m buffer will be secured by condition in the event of approval.

## **Archaeology**

Policy HER1 of the SADPD refers to heritage assets and sets out what should be included in submissions including demonstrating an understanding of archaeological significance.

Policy HER8 of the SADPD specifically refers to archaeology. This sets out that proposals affecting areas of archaeological interest will be considered against Policy HER 7 – non-designated heritage assets.

Policy HE2 of the KNP refers to heritage assets. It details that below ground archaeology should be considered as a heritage asset and great weight should be afforded to the their conservation.

Archaeology related requirements of LPS 36 include the following 'Site Specific Principles of Development':

*(o) An archaeological pre-determination evaluation will be required for these sites in addition to a desk based archaeological assessment.*

The application is supported by a heritage assessment that has been prepared by the Pegasus Group and which considers the effect of the proposals on the historic environment.

With regards to archaeology, the assessment has looked at all of the usual sources of information, including data held in the Cheshire Historic Environment Record (CHER), historic maps, aerial photographs, and readily available secondary sources. It concludes that the area has a generally low archaeological potential, and it may be noted that the only two sites currently recorded on the CHER (western limits of a 19th-century brickworks and a Royal Observer Corps) site are beyond the recently revised limits of the application area.

However, this is a sizable block of previously undeveloped land and the Cheshire Archaeology Planning Advisory Service (APAS) advise that there must be some potential for archaeological remains to be present within the area. ASAS do not suggest that this potential is sufficient to justify an archaeological objection to the development or to require comprehensive evaluation trenching. It is advised however that, in the event that planning permission is granted the site should be subject to an initial programme of non-invasive survey. Over the last few years, the APAS has secured a number of such surveys, which have taken the form of a programme of supervised metal detecting. This work has been carried out by suitably experienced detectorists working under direct archaeological supervision.

On occasions, the survey has not identified anything more significant than material resulting from casual loss over the centuries, information that is not without interest. However, where concentrations of material have been identified, further targeted investigation has allowed the recognition of archaeological deposits, including a Roman farmstead at Sandbach.

The programme of work outlined above, which will also require the preparation of a report, may be secured by condition in the event of approval.

Subject to this condition, the proposed development is deemed to adhere with the requirements of the archaeology policies of the development plan.

### **Landscape**

All matters of 'Landscape' are not sought for permission as part of this application. The acceptability of this detail would be considered at Reserved Matters stage. However, certain landscaping matters can be considered based on the Parameters Plan.

Policy SD2 of the CELPS states that development will be expected to respect and, where possible, enhance the landscape character of the area. Policy SE4 of the CELPS specifically relates to landscape considerations. It states that all development should conserve the landscape character and quality and where possible, enhance and effectively manage the historic, natural and man-made features that contribute to local distinctiveness.

Policy D3 of the KNP relates to landscape in new development. Policy ENV3 of the SADPD is largely reflective of this policy. Policy ENV5 of the SADPD sets out what should be included in landscaping plans.

Landscape related requirements of LPS 36 are considered to include the following 'Site Specific Principles of Development':



*(e) Proposals will be expected to include a Landscape Character Assessment to guide the scale and massing of new development.*

*(f) Provide a comprehensive landscaping scheme which retains existing mature trees and hedgerows where possible, or provide appropriate mitigation.*

And within (u)

- provide for open space and landscaping (and no built development) within the area removed from the Green Belt and identified as 'protected informal open space' – this area to comprise informal open space incorporating landscaped belts along both Mereheath Lane and the eastern edge of built development on the site, each landscaped belt to be a minimum of 15 metres wide and complementary to the landscape character of the surrounding area;*
- provide a suitable landscape screen within the area allocated for housing adjacent to its eastern boundary with the 'protected open space'. The details of this landscape screen should be informed by the required Landscape Character Assessment and provide appropriate mitigation as part of a comprehensive landscape scheme;*

The application as submitted, was accompanied by a Landscape and Visual Note (July 2018) and a Consultation Masterplan.

The effects on views and visual amenity will need to be assessed once designs for the scale, mass and composition of buildings have been proposed as part of any subsequent Reserved Matter's applications.

Further to the planting belts being correctly allowed for, sufficient space should be allowed for light and views both into and out of the built developments, particularly along the northern site boundary where trees are proposed for mitigation of views into the site and outward-facing housing areas are proposed right up to the boundary. It is subsequently determined that the proposals adhere with the landscape policies of the development plan, subject to the landscape buffers being secured and conditions.

It is noted on the submitted Consultation Masterplan that the 15 metre-buffers required by Site Specific Principle (u) can be achieved. These too, need to be secured.

The Council's Landscape Officer has recommended the following conditions; that a Landscape & Visual Appraisal be carried out and be used to inform the detailed proposals and that a more detailed landscaping scheme for the site be conditioned that takes account of the Landscape & Visual Appraisal. In the event of approval, a condition relating to levels is also recommended. These conditions will ensure that the remaining landscape-related Site Specific Principles of Development (e), (f) and (u) are adhered too.

## **Trees & Hedgerows**

Policy SE5 of the CELPS states that development which will result in the loss of, or threat to, the continued health and life expectancy of trees, hedgerows or woodlands, that provide a significant

contribution to the amenity, biodiversity, landscape character or historic character of the surrounding area, will not normally be permitted. Policy ENV6 of the SADPD are largely reflective of this policy.

Tree & Hedgerow related requirements of LPS 36 are considered to include the following 'Site Specific Principles of Development':

*(f) Provide a comprehensive landscaping scheme which retains existing mature trees and hedgerows where possible, or provide appropriate mitigation.*

*(m) Provision of new woodland belts within the sites and to create site boundaries.*

The application, as originally submitted, was accompanied by a preliminary Arboricultural Impact Assessment (July 2018). An updated AIA was received in November 2023.

The site is traversed by hedgerows with the principal tree cover being largely contained to the site boundaries, including an arrangement of mature, roadside (Manchester Road) Oak Trees (T1-T5). There are belts of structure planting and screening vegetation located across the edges of the Egerton Youth Club grounds (G1, G5). Scattered young tree planting and naturalized, self-seeded strands of unmanaged vegetation are clustered internally around the site (G2, G3).

#### Tree Preservation Orders (TPO's)

Three (3) Oak trees on the boundary of the application site are afforded protection by the Cheshire East Borough Council (Knutsford – Land to the East of Manchester Road) Tree Preservation Order 2018. The trees are identified as T3, T4 and T5 of the First Schedule of the TPO.

#### Other possible constraints

The site does not lie within a designated Conservation Area, is not a Local Wildlife Site (LWS), does not comprise of any Priority Woodland Habitat, includes no Ancient Woodlands or Ancient and Veteran Trees.

#### Development impact

The AIA identifies 7 No. individual trees, 6 No. groups of trees and 8 hedgerows within or immediately adjacent to the application site.

All High (A Category) and Moderate (B category) trees (5 Oak including those protected by the TPO) are shown to be retained within open green space adjacent to Manchester Road.

A moderate (B category) group of Aspen along the eastern boundary (G1) is to be retained with new planting as a buffer to the adjacent playing fields.

The Council's Tree Officer advises that at the Reserved Matters stage appropriate separation of these trees from the development should be achieved having regard to Root Protection Areas (RPA's) and social proximity, including assessment of shading from trees having regard to BS5837:2012.

The accommodation of pocket groups of trees (G2 and G3) and hedgerows H2-H8 within the development is welcomed.

The proposed open space to the north-east of the site to accommodate retained trees G5; T12 and hedgerow H7 is also welcomed.

The removal of sections of the hedgerow along Manchester Road to accommodate two new site access points is noted. Should planning consent be granted, the Council's Tree Officer advises that a landscape condition should be included requiring the replacement of those sections lost to development and retention and enhancement of existing hedgerows to be retained. Any reserved matters application should be accompanied by plans showing existing hedgerows to be retained and proposed hedgerows on site. In the event of approval, a condition requiring the submission/approval of an Arboricultural Report be submitted with the Reserved Matters is also proposed.

Subject to these conditions, the proposed development is deemed to adhere with the requirements of policies SE5 of the CELPS and ENV6 of the SADPD and the tree related requirements of LPS 36.

## Ecology

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

Ecology related requirements of LPS 36 are considered to include the following Site Specific Principles of Development:

*(l) Provision of high quality landscaping to enhance ecological features.*

*(r) The sites will be developed only where it can be demonstrated that there is no adverse impact on the Midland Meres and Mosses Phase 1 Ramsar, Rostherne Mere Ramsar and Tatton Mere SSSI particularly in relation to changes in water levels and quality and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of the sites.*

The application is supported by various ecology documentation. An assessment of the various ecology considerations is broken down into the sections below.

### Tatton Meres SSSI Impact Zone

The proposed development falls within Natural England's impact zone for Tatton Meres SSSI, Midland Meres and Mosses Phase 1 (RAMSAR).

The application is supported by a 'Shadow' Habitat regulations assessments prepared by the applicant's ecological consultant. The assessment concluded that the application proposals are unlikely to lead to a likely significant effect, either alone or in combination, for the following reasons:

- The surface water drainage strategy being adopted
- The control of foul water through the existing sewerage network
- The reduction in diffuse pollution as a result of the development on the land

- The negligible contribution via air emissions.

Natural England have advised that they do not object provided conditions/planning obligations were attached to any consent granted relating to drainage and the submission and implementation of a Construction Environmental Management Plan.

#### Nutrient Neutrality

The application site falls within the catchment of Rosthere Mere RAMSAR which is subject to Nutrient Neutrality requirements.

The Council's Nature Conservation Officer advises that there are no Waste Water Treatment works in Cheshire East located within the catchment of any designated site subject to Nutrient Neutrality (NN). Therefore, wastewater discharges from the application site will not result in nutrient pollution of any site subject to Nutrient Neutrality.

The February 2019 Flood Risk Strategy proposes that surface water from hard standing and roofs would be directed to the existing sewer system. The Nutrient Neutrality impact assessment has been undertaken on this basis and does not identify any effects resulting from surface water discharge. The applicant has confirmed that it remains their intention for the surface water drainage from hard standing and roofs to be directed to the existing sewer.

If outline consent is granted, the Council's Nature Conservation Officer advises that a condition will be required that the detailed drainage design submitted at the Reserved Matters stage comes forward in accordance with the submitted Flood Risk and Drainage Strategy 2019.

#### Bats

The submitted *Ecological Appraisal* (Bowland Ecology, July 2018) observes that some trees on the proposed site, in the hedgerow and around the pond, contain potential bat roost features. Based upon the submitted Arboricultural Impact Assessment it does not appear likely that any of these trees would require removal. The Council's Nature Conservation Officer advises that a condition should however be applied that requires a bat survey to be undertaken if any trees proposed for removal as part of any future Reserved Matters application.

#### Great Crested Newts (GCN)

Evidence of two small populations of GCN has been recorded in ponds on and adjacent to the site. Proposed changes to this site in the absence of mitigation is likely to have a medium impact on GCN at the local level and a low impact upon the conservation status of the species as a whole.

The submitted 2018 report recommends the enhancement of ponds 3 and 2, the addition of artificial refugia, and the creation of insect friendly habitat in the public open space section of the proposed site as a means of compensating for the proposed changes. It also recommends advance vegetation management, temporary amphibian fencing and pitfall trapping, hand searching and supervised removal of aquatic habitat to reduce the risk posed to any GCN that may be present when the works are completed.

The updated *Ecological Appraisal Review* (Bowland Ecology, August 2022) found the ponds to be in a broadly similar condition to that on previous surveys. The report recommends that either the standard mitigation licensing process or District Level Licensing (DLL) route could be considered. The applicant in this instance intends to enter natural England's DLL scheme.

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

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

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

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

- The proposed development is in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment
- There is no satisfactory alternative
- There is no detriment to the maintenance of the species population at favourable conservation status in its natural range.

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

*Overriding Public Interest*

Given that the application site is allocated for housing under LPS 36, this represents an overriding public interest. The provision of mitigation would assist with the continued presence of Great Crested Newts.

*Alternatives*

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

- No development on the site

Without any development, all the wider social and economic benefits of the application proposals would not be delivered.

The Council's Nature Conservation Officer advises that entry into Natural England's District Level Licencing scheme is sufficient to maintain the favourable conservation status of the species. Evidence of acceptance onto the scheme has been provided. In the event of approval, a condition is proposed requiring the that prior to commencement of development, the consented development be entered into Natural England's DLL scheme for Great Crested Newts.

#### Ecological Mitigation and Enhancement

This planning application provides an opportunity to incorporate features to increase the biodiversity value of the final development. In the event of approval, the Council's Nature Conservation Officer recommends an ecological enhancement strategy be conditioned for approval.

#### Hedgerows

Native hedgerows are a priority habitat and hence a material consideration. The proposed development is likely to result in the loss of two sections of hedgerow to facilitate the site access points. The submitted biodiversity metric anticipates that the retained hedgerows would be enhanced to increase their biodiversity value. The revised metric shows that the development is anticipated to provide a net gain of 13.04% in respect of hedgerow. Therefore, if the loss of sections of hedgerow to facilitate the access roads is considered unavoidable, the Council's Nature Conservation Officer advises that the sufficient replacement planting could be provided to compensate for that lost.

#### Breeding Birds

If planning consent is granted, a condition to protect nesting/breeding birds is required.

#### Wildlife sensitive lighting

The Council's Nature Conservation Officer, in the event of approval, recommends a condition that requires the submission/approval of an exterior lighting scheme. This should include dark areas and avoid light spill upon bat roost features, bat commuting and foraging habitat (boundary hedgerows, trees, watercourses etc.) aiming for a maximum of 1lux light spill on those features.

#### Biodiversity Net Gain (BNG)

Policy SE3(5) of the CELPS requires all developments to aim to positively contribute to the conservation of biodiversity and ENV2 requires developments to achieve a Biodiversity Net Gain.

Policy SE3(5) requires all development proposals to seek to contribute positively to the conservation of biodiversity. In order, to assess the biodiversity losses and gains resulting from the proposed development the applicant has undertaken a calculation using the Biodiversity Metric methodology.

This calculation, as submitted, shows that the proposed development would result in a net gain for biodiversity. Target conditions for the creation of grassland and scrub habitats have been entered as 'good', which may be overly optimistic, however amending the target condition to 'moderate' does not present the development from delivering a net gain.

The delivery of a BNG is however dependent upon woodland planting being undertaken within the blue line land of the application. In the event of approval, the Council's Nature Conservation Officer



recommends a condition be included which requires each Reserved Matters application to be accompanied by a habitat creation method statement, ecological monitoring strategy and a 30-year habitat management plan for retained, enhanced and newly created habitats.

In addition, it is required that the woodland planting proposed within the blue edge (off-site) be delivered as part of the implementation of the first phase of the development.

### Schedule 9 Species

The applicant should be aware that Japanese Knotweed is present on the proposed development site. Under the terms of the Wildlife and Countryside act 1981 it is an offence to cause this species to grow in the wild.

Disturbance of soil on the site may result in increased growth of Japanese Knotweed on the site. If the applicant intends to move any soil or waste off site, under the terms of the Environmental Protection Act 1990 any part of the plant or any material contaminated with Japanese Knotweed must be disposed of at a landfill site licensed to accept it and the operator should be made aware of the nature of the waste. An informative to this effect will be added to the decision notice in the event of approval.

Subject to the above-mentioned conditions, the proposed development is deemed to adhere with the requirements of the ecology policies of the development plan and the ecology related requirements of LPS 36.

### **Amenity**

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

Policy SE1 of the CELPS states that development should ensure an appropriate level of privacy for new and existing residential properties. Policies ENV12 (Air quality), ENV13 (Aircraft noise), ENV14 (Light pollution) and ENV15 (New development and existing uses) of the SADPD consider environmental amenity matters.

Amenity related requirements of LPS 36 are considered to include the following 'Site Specific Principles of Development':

*(h) Provision of additional community facilities.*

*(q) A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the sites are, or could be made, suitable for use should they 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 sites.*

### Neighbouring amenity

Any possible issues relating to overlooking, impact on privacy, and overshadowing will be addressed as part of any Reserved Matters application because at this stage, we don't know the layout, scale or appearance of the dwellings and other development proposed. The only adjoining residential properties to the application site are at the north-western corner, the occupiers of Bluebell Barn and the occupiers of Bluebell Farm adjacent. The indicative Masterplan shows a landscaped buffer between 12 and 18 metres between these properties and the proposed 'Residential Zones'. The detail of this would be agreed at Reserved Matters stage. Any reserved matters application will have to consider the relationship between the proposed development and the existing properties.

It is noted that the occupiers of Bluebell Farm have raised concerns about the proximity of the proposed new footpath/pedestrian link to the far north of the site for security reasons. The detail of this would be assessed at Reserved Matters.

### Amenity of future occupiers

Whether sufficient private amenity space will be provided for the occupiers of the future development will also be determined at reserved matters stage.

### Environmental amenity

These considerations are subsequently broken down into noise, air and land pollution considerations.

#### *Noise pollution*

The application site falls within the noise contours of Manchester Airport and subsequently, is subject to Policy ENV13 of the SADPD. Policy ENV13 seeks to protect the amenity of the future occupiers of development from excessive aircraft noise. The application is supported by a Noise Constraints Assessment (August 2023). This has been reviewed by the Council's Environmental Protection Officer who advises that on the whole, they agree with the report that the site can be developed in compliance with the requirements of policy. However, the Council's Environmental Protection Officer does have the following concerns, but also notes that he considers that they can be designed out as part of the future Reserved Matters application.

- Whilst there is mention of the window design in the report there is no mention of the acoustic insulation to the roof which can also be another path for noise from the aircraft. As such, the Council would expect to see some information addressing this issue in the final scheme.
- Care needs to be taken when orientating properties along the roads as this is normally good acoustic design, but this may not be as effective due the aircraft noise which will be present across the site.
- With regards to external aircraft noise in gardens, there is no mention of including additional shelters in the gardens, which the right type of shelter can provide suitable acoustic insulation. Therefore, in the final design the Council expect these to be evaluated to provide a suitable area as per Policy ENV13 of the SADPD.
- With regards to the care home element, the applicant needs to be aware that part 3 of Policy ENV13 would be relevant. This has not been referenced in the acoustic report. This states the following – *Due to the potential for residents of such developments to have difficulties with their*



*hearing and limited mobility, schemes **must** incorporate easily accessible external amenity areas that are subject to noise levels at or below 55 dB LAeq, 16hour.*

To ensure that these matters are effectively addressed, in the event of approval, the Council's Environmental Protection Officer recommends the following conditions; that the Reserved Matters be accompanied by an acoustic report demonstrating how the detailed scheme will achieve the requirements for both internal and external noise as set out in Policy ENV13 of the SADPD and prior to occupation and an acoustic validation report to demonstrate that all acoustic measures agreed for the development are providing the predicated level of acoustic insulation for the development.

In consideration of non-aircraft noise matters, it is also recommended in the event of approval that an Environmental Construction Management Plan (CEMP) be conditioned in order to partly control the impact of noise and vibration (as well as dust generation) during construction on neighbouring properties.

#### *Air pollution*

In addition to the impact of dust generated by the new development during construction being controlled by the requirement to submit and have approved a CEMP, the Council's Environmental Protection Officer's also recommends a condition requiring the provision of electric charging infrastructure and low emission boilers.

#### *Contaminated Land*

With regards to contaminated land, a Phase 1 Preliminary Risk Assessment accompanies the submission, satisfying Site Specific Principle (q).

Upon review of the submitted documentation, the Council's Environmental Protection Officer raises no objections on contaminated land grounds, subject to the following conditions; the submission/approval of a Phase II ground investigation and risk assessment, the submission/approval of a contaminated land verification report, the submission/approval of a soil verification report should any soil or soil forming material be brought onto the site for use in garden areas or soft landscaping and that works should stop should contamination be identified.

#### Amenity conclusions

The acceptability of any future development on this site with regards to the impact on the neighbouring properties in terms of loss of privacy, light or an overbearing impact and the acceptability of the garden sizes upon the future occupiers and how they would be impacted by their proximity to other aspects of the scheme would all be considered as part of future reserved matters applications.

A number of conditions are proposed in relation to environmental amenity to ensure that the scheme does not detrimentally impact the amenity of neighbouring occupiers of the future occupiers of the proposed development in terms of noise and air pollution and contaminated land. Subject to these conditions, minus the proposed gas boiler condition which is not deemed to be enforceable and minus the electric charging condition which is now a requirement of building regulations, the proposals are deemed acceptable with regards to the amenity policies of the development plan.

The community facility sought by Site Specific Principle (h) is also being provided through the provision of a Local Centre and medical/dental facility as already considered.

### **Flood Risk and Drainage**

Policy SE13 of the CELPS relates to flood risk and water management. It states that all development must integrate measures for sustainable water management to reduce flood risk, avoid an adverse impact on water quality and quantity within the borough and provide opportunities to enhance biodiversity, health and recreation in line with national guidance.

Policy ENV16 of the SADPD seeks to manage surface water drainage effectively and reduce the risk of flooding elsewhere. Policy ENV17 of the SADPD seeks to protect water resources.

According to the Environment Agency flood risk maps, the site falls entirely within a Flood Zone 1, the lowest of the flood risk categories and means that the land has less than a 1 in 1,000 annual probability of river flooding. There is no requirement to undertake a sequential test given that the application is for development on an allocated site of which the proposed use is consistent with the allocation.

Notwithstanding the above, as the site exceeds 1ha in size there is a requirement that the application is accompanied by a Flood Risk Assessment (FRA). An FRA dated February 2019 was submitted and due to the passing of time, a Flood Risk and Drainage Strategy Review was submitted in September 2022.

This documentation has been reviewed by the Council's Flood Risk Officer and United Utilities. The Environment Agency have advised that the development does not hit any of the triggers that require them to be consulted and as such, have not commented.

The Council's Flood Risk Officers have raised no objections to the proposed development subject to a condition requiring the submission/approval of a detailed surface water drainage scheme referencing the FRA.

United Utilities have advised that whilst the strategy for the disposal of foul and surface water is acceptable in principle, they cannot support the detail submitted at this stage for various reasons because there are elements of the detailed drainage design that might not be acceptable. However, United Utilities advise that the following conditions be imposed in the event of approval; The prior submission/approval of a surface and foul water drainage scheme and the submission/approval of a drainage management and maintenance plan.

Subject to a combined condition requiring the submission of a surface and foul water drainage scheme and a separate drainage management and maintenance plan condition, the application proposals are not deemed to create any flood risk or drainage concerns and would adhere with the requirements of the flood risk and drainage policies of the development plan.

### **Public Rights of Way (PROW)**

The Council's PROW Officer has advised that the development does not appear to directly affect a recorded Public Right of Way. Knutsford FP1 runs parallel with the northern boundary of the application site but over 300 metres beyond the red-line boundary. Knutsford FP2 lies on the opposite side of Manchester Road to the northwest and is linked to FP1 by a footpath on Manchester Road itself.

Criterion 5 of LPS36, which relates to the wider site allocation, seeks pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities. Site Specific Principle (j) of LPS 36 details that the wider site allocation should improve connectivity and accessibility into and out of the sites to the town centre and wider local area with the provision of, or contribution to, cycle paths and pedestrian linkages.

On the indicative Masterplan and expanded upon within the Design and Access (D&A) Statement, a series of footpaths and cycle paths are proposed. This includes two footpaths extending northwards that would link into the closest PROW (Knutsford FP1). One of these would run on the development side of Manchester Road, running parallel with the road itself northwards and link into FP1 at its juncture with Manchester Road. The other extends out from the northern edge of the development site, turns eastwards to where it meets Mereheath Lane and then extends northwards parallel with Mereheath Lane where it too, would link into Knutsford FP1. The Council's PROW Officer advises that this creation of a circular route would provide a key health and wellbeing facility.

The Council's PROW Officer advises that this may, unless secured through the planning process, require either a permissive path agreement or a public path creation agreement, which may require decision by the Council's Public Rights of Way Sub Committee should any liabilities fall to the Council. If either agreement is fulfilled, the developer would be required to cover the Council's costs in arranging that, and the developer would be required to install the path and provide future maintenance of the route. To ensure that these are secured, it is proposed that this detail, including surfacing, be secured by condition. The PROW Officer advises that the developer will also be required to install these paths and provide for their future maintenance. This can be secured as part of the S106 Agreement.

The PROW Officer advises that given the proximity of the proposed footpaths to the proposed development and the likely high usage, that the surface of the proposed paths (and FP1) should be designed, constructed and improved to ensure year-round availability e.g. compacted stone.

The developer is also requested to upgrade the path furniture (i.e. stiles/gates) on FP1 to that of the most accessible and least restrictive option, in line with the Council's Structures (path furniture) for Public Rights of Way Policy to maximise the accessibility of the network to and from the site. A gap is currently available where the Footpath meets Mereheath Lane. A stile is currently in place where the Footpath meets Manchester Road and would require removal. An assessment of road safety and visibility may require a bollard or other demarcation of the boundary. In addition, a break in the boundary of the site on the Manchester Road opposite to FP2, as indicated on the Consultation Masterplan, would enable walkers to connect from the site to the wider Public Rights of Way network.

The Council's PROW Officer advise that the most appropriate way to secure this would be through a detailed scheme of path improvements with a subsequent requirement that the developer implement.

This request for these improvements to FP1 which falls within the 'blue edge' of the application, signifying the land's ownership by the applicant, would align with the above-mentioned policy requirements. The agent for the application has agreed to these.

## Health

Health related requirements of LPS 36 are considered to include the following Site Specific Principles of Development:

### *(i) Contributions to health infrastructure*

Knutsford Medical Partnership (KMP) is a GP partnership, currently working across 4 sites to deliver care to 22,950 patients of Knutsford and its surrounding areas. The sites are referred to as Toft Road, Manchester Road, Annandale and Town Lane (Mobberley).

The NHS advise that these Practices operate from buildings that do not meet the modern-day healthcare standards and are non-compliant in many areas, with access to some consulting rooms on the upper floors being restricted due to steep staircases and lack of lift access, together with the usable space in the buildings falling well below the recommendations set out in the Department of Health Primary and Community Care Health Building Note 11-01: Facilities for primary and community care services.

The 2019 NHS Long Term Plan and Primary Care Network contract both identify the need for primary and community care providers to work together even more effectively to best support the health and well-being of our population. The Department of Health and Social Care priorities include the development of a social care strategy to address sustainability, quality and fairness. Responding to this challenge, NHS Cheshire CCG and KMP are working with partners to develop a place-based care model to provide more proactive, better coordinated care with expanded and integrated primary and community services, focused on promoting wellbeing throughout life.

The NHS Officer advises that patients are currently limited in terms of their accessibility to the building and the services that are available to them, since the existing buildings are working at full capacity, so with a growing population in this geographical area, the future accommodation for developing healthcare, will be unsustainable. By investing in a new, fit for purpose, Health Centre, this would not only improve the primary care services provided for patients in this area, but would also start to meet the Regional and National NHS Policies, as well as also meeting local aims and objectives.

The Practices are now working as a successful partnership, but within the confines of unsuitable accommodation, so the purpose of this is to highlight the key constraints in respect of the current premises, in order to provide further justification as to why the consolidation of these Practices into an Integrated Primary and Community Care setting, is essential, in order to facilitate the effective delivery enhanced patient services, at scale, for the patients within this locality.

The existing premises occupied by Knutsford Medical Partnership have been documented as being unable to support the current and future provision of services by the GP Practices therein. The condition of the various GP premises involved requires significant improvement, as there are numerous aspects of the premises that are noncompliant with modern regulatory requirements, and the available space is restricting the amount and type of services that can be provided. The Lease of one of the existing premises is also due to expire in 2026 with no options to extend.

The national and regional drive is now for new Primary Care developments to be publicly owned assets that are free at the point of use for operators. This removes the circular payment process, reduces the increasing revenue cost for GP Premises, negates the need for rent reviews, and keeps

the long-term ownership of the facility in public ownership. Annandale is one of the four sites occupied by KMP. These are leased premises with the current property lease due to expire in July 2024 with no opportunity for an extension to the lease terms with the landlord. This will be a significant fixed milestone point that must be considered in the programme for the development of new premises. The sites at Toft Road, Manchester Road, and Town Lane do not have the same restrictions created by Lease terms but are presenting continued compromises to the provision of services due to a lack of appropriate infrastructure.

The NHS Officer has advised that space utilisation analysis across all three Knutsford GP premises has demonstrated a significant shortfall of space, to adequately provide primary care services to the existing patient population across the locality. Additional growth in patient numbers will add further pressures to the GP Partnership, with an increase in clinical and nonclinical staff required in order to meet these future patient needs. Such an increase in clinical and non-clinical staffing numbers requires expansion and development of suitable accommodation for the three GP practices involved.

Building size estimates have been provided based on using the NHS Project Appraisal Unit Primary Care Consulting/Examination and Treatment Room Estimator Tool, however further space analysis will be undertaken with the GP's should this new build development gain approval, as it is anticipated that there may be some areas for economies of scale within the new building.

The NHS Officer advises any further development in Knutsford will significantly compound the overall capacity and the ability to provide good quality care/appointments to newly registered patients in the area. An outline business case is in development surrounding the reprovision of Healthcare services in Knutsford and its been identified works to the existing sites will not be sufficient to support this, and other developments identified within the Local Plan. To support this, the NHS are requesting Section 106 monies under the following stipulations:

- Necessary - the existing GP practice infrastructure within Knutsford will struggle to accommodate additional patients as a result of the development proposals.
- Directly related to the development - the impact will affect GP and community services as a direct consequence of the development.
- Reasonable - the request is deemed to be fair and reasonable, with Section 106 health funding calculations based on guidance provided to other CCG areas by NHS Property Services.

In order to determine the required contribution to offset the impact of the development upon local health infrastructure, and existing formula is used as per below.

Size of Residential Unit	Developer contribution per unit at April 2023
Health Infrastructure - 1 bed unit	£713.00 per 1 bed unit
Health infrastructure - 2 bed unit	£1,019.00 per 2 bed unit
Health infrastructure - 3 bed unit	£1,426.50 per 3 bed unit
Health infrastructure - 4 bed unit	£1,783.00 per 4 bed unit
Health infrastructure - 5 bed unit	£2,445.50 per 5 bed unit

As the housing mix is not yet identified at this outline stage, it is proposed to include the above table to determine the ultimate figure required to offset the impact of the development upon local health provision. This will relate to both C2 (care home) and the C3 dwellings. As such, should the full allocation be built out to one of the following scenario's, below provides an indication of the required contributions. This will be influenced by the size of the dwellings eventually proposed.

- 250 C3 dwellings with no C2 care home - £ 391,975
- 250 C3 dwellings plus a 25-bed C2 care home - £365,525
- 225 C3 dwellings plus a 50-bed C2 care home - £353,912.50

The applicant has confirmed that they are satisfied with the proposed contribution requirements.

## Education

Education related requirements of LPS 36 are considered to include;

The wider strategic site delivery of:

- *Appropriate contributions towards educational facilities;*

The development of 250 dwellings is expected to generate:

73 - Primary children (250 x 0.29)

35 - Secondary children (250 x 0.14)

7 – Special Educational Needs (SEN) children (250 x 0.60 x 0.047)

A housing impact assessment has been carried out and it has been concluded that no contribution is required for Primary or Secondary pupil places. This is due to there being sufficient school capacity, in the locality, to accommodate the expected children coming from the development.

Special Education provision within Cheshire East Council currently has a shortage of places available with at present over 47% of pupils educated outside of the Borough. The service acknowledges that this is an existing concern, however the 7 children expected from the Tatton Bluebell Village, Land East of Manchester Road, Knutsford, WA16 0NS will exacerbate the shortfall. As such, to alleviate forecast SEN pressures, a contribution will also be required.



Overall, the following contribution would be required:

$$7 \times £74,920 / 1.08695622 = £482,484.93 \text{ (SEN)}$$

Without the contribution the Council's Children's Services raise an objection to this application.

Given that the final number of dwellings is yet to be determined, in the event of approval, it is proposed to include the formula used to establish the contribution amount for education to ensure an accurate contribution is secured based on the final scheme.

The applicant has advised that they are agreeable to the requirement which would be secured as part of a S106 Agreement.

### **Affordable Housing**

Policy SC5 of the CELPS states in Settlements with a population of 3,000 or more the percentage for affordable housing for all allocated sites will be a minimum of 30%, in accordance with the recommendations of the Strategic Housing Market Assessment carried out in 2013. This percentage relates to the provision of both social rented and/or intermediate housing, as appropriate. A ratio of 65/35 between social rented and intermediate housing is required.

Affordable housing related requirements of LPS 36 include the following Site Specific Principles of Development:

*(p) The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.*

This application triggers the requirement to provide 30% on-site affordable housing with a 65%/35% split for rental/intermediate.

As the specific details of the proposed care home are unknown at this stage, it is unknown whether this element of the proposal would also be subject to affordable housing requirements.

Paragraph 8.12 of the Housing Supplementary Planning Document (SPD) details that reference to 'dwellings' in policy is not only confined to C3 uses (termed 'dwelling houses' in the UCO) in applying affordable housing requirements. Policy SC5 of the CELPS refers to affordable housing requirements applying to 'residential developments' and this reference can include class C2 (residential institutions) and class C3 (dwelling houses) uses.

As this is an outline application, the true make-up of the type of care home accommodation is yet to be determined. As such, it is proposed that the S106 be worded carefully to ensure that it picks-up any such requirements should the care home be deemed subject to contributions.

The Council's Housing Officer advises that due to current rental need in the Knutsford Area, they would ask for consideration for the provision of 1-bed homes and a 4-bed property on the site. The final number of dwellings that would be subject to an affordable housing contribution will not become apparent until reserved matters stage. The agent has confirmed a commitment to providing the policy required provision and this would be secured via a S106 Agreement in the event of approval.

An Affordable Housing Statement is required. This will include details such as; the number of affordable to be provided on site, the mix, how the scheme adheres with affordable housing policy, a plan showing the distribution of the affordable housing with an explanation, the trigger for when it needs to be delivered by and design details. This information should tie-in with the Reserved Matters applications of the various phases which is the time the details become clear. This will be conditioned in the event of approval.

Subject to 30% of the eligible housing being delivered being affordable and secured through a S106 Agreement and a condition requiring the submission/approval of an Affordable Housing Statement, the proposals would adhere with the requirements of policy SE5 of the CELPS and the LPS36 requirements.

### **Public Open Space (POS)**

The proposed development will be subject to the Open Space requirements of the development plan and the specific requirements of the Strategic Site Allocation.

Policy SE6 of the CELPS requires all developments to protect and enhance existing open spaces and recreation facilities, encourage improvements in their quality and provide adequate open space. Policy REC3 of the SADPD sets out that there is an expectation that all open space provision be provided on site. It details that a contribution towards off-site provision maybe acceptable in limited instances. The policy specifies that management of the open space should be in perpetuity and the applicant should demonstrate this.

Policy SL1 of the KNP details that Open Space is required in line with the CELPS. It details that for all new development, the open space should be of high-quality design and provide improvements in the connection between people and nature and should meet the 10 principles of Active Design set out by Sport England or other relevant guidance.

For new residential development in particular, proposals should demonstrate how they will complement existing spaces and facilities within the Town in line with Policy SL3. It details that all proposals should demonstrate how these spaces will be maintained and managed in the long term and retained in public use in perpetuity.

Open Space related requirements of LPS 36 are considered to include;

The wider strategic site delivery of:

- *Appropriate provision of open space, and provision of / contributions toward sports and leisure facilities*
- *Appropriate Incorporation of green infrastructure where required, including Allotments; and Community orchard or community gardens*
- *The existing sports grounds situated between Mereheath Lane and Manchester Road to the south of LPS 36(C) are identified as protected open space within LPS 36 and will be retained in their entirety as such, and enhanced if possible.*
- *The existing allotment gardens to the east of Mereheath Lane remain in the Green Belt as protected open space.*



Open Space related requirements of LPS 36 are considered to include the following 'Site Specific Principles of Development':

*(g) Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.*

*(k) Creation of a network of green infrastructure and accommodation of SuDS requirements.*

And within (u):

- *provide for the long-term future management of the informal open space and landscaped belts.*

#### General Open Space in new developments (SE6, REC3 and SL1)

Policy SE6 of the CELPS requires all developments to protect and enhance existing open spaces and recreation facilities, encourage improvements in their quality and provide adequate open space. Policy REC3 of the SADPD sets out that there is an expectation that all open space provision be provided on site. It details that a contribution towards off-site provision maybe acceptable in limited instances. The policy specifies that management of the open space should be in perpetuity and the applicant should demonstrate this.

Policy SL1 of the KNP details that Open Space is required in line with the CELPS. It details that for all new development, the open space should be of high-quality design and provide improvements in the connection between people and nature and should meet the 10 principles of Active Design set out by Sport England or other relevant guidance.

For new residential development in particular, proposals should demonstrate how they will complement existing spaces and facilities within the Town in line with Policy SL3. It details that all proposals should demonstrate how these spaces will be maintained and managed in the long term and retained in public use in perpetuity.

#### *On-site provision*

In order to assess the adequacy of the open space proposed by the application, table (13.1) is provided within the subtext of Policy SE6 which sets out open space standards.

	Children's Play Space	Amenity Green Space	Allotments	Outdoor Sports Facilities	Green Infrastructure Connectivity
Quantity (per 1,000 population)	0.8ha	0.8ha	0.2ha	Developer Contribution	0.8ha
Quantity (per family home)	20m <sup>2</sup>	20m <sup>2</sup>	5m <sup>2</sup>	Developer Contribution	20m <sup>2</sup>

Table 13.1 Open Space Standards

It should be noted that a 'family dwelling' referred to in this table is defined as being of 2 bedrooms or more within the recently adopted 'Developer Contributions' SPD (March 2024).

The above table sets out that for every 'family home', 20m<sup>2</sup> of Children's Play Space (CPS), 20m<sup>2</sup> of Amenity Green Space (AGS), 5m<sup>2</sup> of Allotments and 20m<sup>2</sup> of Green Infrastructure (GI) Connectivity should be provided, along with a developer contribution towards Outdoor Sports Facilities.

As it is unknown until reserved matters stage what the total amount of C3 dwellings will be on this site and what the make-up of these dwellings will be and therefore the number of 'family dwellings', it is not yet known what the numerical required amount of Open Space will yet be.

As the possible 25-50 bed, C2 care home would not be classified as a 'family dwelling' and based on the event that all 250 dwellings will be provided and the unlikely scenario that all 250 would be classified as 'family homes', therefore a worst-case scenario, this would equate to a requirement to provide 5,000sqm of CPS, 5,000sqm of AGS, 1,250m<sup>2</sup> of 'Allotments' and 5,000sqm of GI. Total 'worst-case' requirement for on-site open space would be 16,250sqm.

Upon review of the LPS 36 (c) allocation, two parcels of Open Space are identified. A large portion of the allocation (to the south and east) is defined as 'Protected Open Space' and another, smaller parcel to the north-east, is identified as 'informal protected open space'. Criterion 6 of LPS 36 refers to the 'Protected Open Space.' It clarifies that the existing sports grounds situated between Mereheath Lane and Manchester Road to the south of LPS 36 (c) are removed from the Green Belt and will be *'...retained in their entirety as such, and enhanced if possible.'* All of this parcel of land is excluded from the application proposals.

With regards to the identified 'informal protected open space' to the north-east, this does fall within the scope of the application proposals. Site Specific Principle (u) details that this space should *'comprise informal open space incorporating landscaped belts.'*

The indicative Masterplan shows that this space would include x2, minimum 'Approx 15m' belts, one on the eastern boundary with Mereheath Lane and one of the western boundary with the developable part of the application site. Site Specific Principle (u) also details that development should *'provide for the long-term future management of the informal open space and landscaped belts.'*

Site Specific Principle (u) is clear that within this space there should be *'no built development'*.

Paragraph 15.447 of the CELPS which forms the subtext to LPS 36 details that the presence of the identified informal protected open space *'...enables new built development to be set back from Mereheath Lane and allows for appropriate landscaping, in the interests of protecting the setting of, and approach to, Tatton Park. The informal open space and landscaped belts could accommodate sustainable drainage features and they provide an opportunity to create new ecological habitats to provide net gains in biodiversity for the allocated site as a whole.'*

There is no definition within the development plan as to what constitutes 'informal protected open space'. However, there is an assumption that this parcel of land be used for its primary purpose to provide a buffer between the proposed development and Tatton Park to the east. However, it could also be used to form Open Space such as Green Infrastructure.

Upon review of the submitted latest indicative Masterplan, the 'Protected Open Space' would not be impacted by the proposed development.

The indicative Masterplan shows that within the application site, two parcels of non-descript, larger areas of open space are proposed within the residential zones as well as one smaller parcel on the Manchester Road site frontage. In addition, the 'informal protected open space' to the far north-east is identified to be 'new informal open space'. This is shown to be the largest single area of open space proposed.

The applicant has provided figures regarding the sizes of these parcels of land on their indicative Masterplan. These equate to a total of approximately 27,800sqm. This is well in excess of the 16,250sqm minimum, worst-case scenario requirement. This suggests that the application site can accommodate the required on-site open space provision.

However, given that LPS 36 restricts any built form within the larger, informal open space to the north-east, this leaves the indicative two parcels of open space within the residential zones as the only realistic areas which can provide the 5,000sqm of Childrens Play Space (CPS) as this will require built form and the more formal aspects of the total 5,000sqm of AGS e.g. useable, manicured areas. The strip of open space on the Manchester Road frontage is deemed too narrow to represent a realistic option for the CPS.

The indicative Masterplan shows that these two parcels of land will contain retained existing water bodies and possible SuDS infrastructure. One of the parcels would also include a retained tree. The scale of some of these features is unknown at this time.

Combined, the indicative Masterplan shows that these two parcels equate to 7,300sqm. As such, it is not clear whether there is scope to provide the full provision of the CPS and a decent proportion of useable Amenity Green Space as well as retaining existing water bodies, a tree and providing SuDS infrastructure, within these two indicative parcels.

The Council's ANSA Greenspace Officer advises that both CPS and AGS should be provided within the development parcels in order to best serve the local community, be accessible and convenient, have good surveillance, be close to walking routes and convenient to use, especially when considering the needs of toddlers and young families. The locations for the necessary level and mix of play and amenity green space should be an integral part of any evolving design and layout process for the entire site.

Whilst the indicative Masterplan does not show this to be achievable, the layout is not fixed and because there is scope to increase the density of the development on parts of the site e.g. through the provision of apartments, smaller units, flats above shops etc, which in turn would also reduce the on-site Open Space requirement, overall it is deemed that the application site can accommodate the proposed quantum of development alongside the required quantum of CPS and formal, useable AGS within the development parcels. In the event of approval, the quantum of the required amount of CPS, AGS & GI will be secured by S106 Agreement.

An Open Space Strategy will also be required which would need to be submitted with the first Reserved Matters application. The Open Space Strategy would identify how all the SE6 open space requirements can be met and when in relation to the phasing of the development (if applicable). It should identify the design concepts for the various areas of provision, the quality of materials,

opportunities for bespoke elements and interpretation to enhance sense of place and character development and how this works in relation to wider landscape requirements, active travel, public realm. This should identify the location of and mix of play provision within development parcels in line with SE6 with detailed schemes for each. This should consider and include LAP's LEAPS and NEAPS where appropriate to meet best practice in terms of quantity of play and including amenity green space including, pocket parks and landscape features. All play and amenity green space should be provided prior to the occupation of any adjoining unit. This can be secured by condition in the event of approval. The management and maintenance of the Open Space and a requirement for a private management company to be established to undertake this will be secured by S106 Agreement.

The remaining requirement to provide 1,250m<sup>2</sup> of 'Allotments' is addressed later in this section.

The 10 principles of active design referred to in Policy SL1 of the KNP include; Activity for all, walkable communities, connected walking and cycling routes, co-location of community facilities, network of multi-functional open space, high quality streets and spaces, appropriate infrastructure and active buildings.

In response, the scheme will include a variety of open space types for all to enjoy. It will include recreational footpaths, will provide pedestrian & cycle linkages and it would group community facilities (Local Centre). Matters in relation to the quality of streets and spaces and active buildings would be considered at Reserved Matters stage. As such, the first set of requirements of Policy SL1, which relates to all new development are deemed to have been satisfied for the purposes of this outline application.

#### *Off-site provision*

##### Allotments:

With regards to allotment provision, 250 dwellings (if that is what is eventually delivered) would require the provision of 1,250sqm of allotments. Criterion 4 of LPS 36 details that the site allocation should incorporate green infrastructure where required, including allotments and community orchard or community gardens.

The Council's ANSA Greenspace Officer advises that the formal allotment provision, in this case, will be best achieved by way of an offsite commuted sum for use at Mereheath Lane Allotments for works of enhancement, improvement and addition in order to increase capacity and opportunity. This allotment site is within easy walking distance of the application site. The commuted sum will be calculated at a rate of £586.70 per family dwelling or £293.35 per apartment. This will be spent over a 20-year period. This will be secured via a S106 Agreement in the event of approval.

##### Outdoor Sport:

With regards to a contribution towards off-site outdoor sports facilities as required by Policy SE6 of the CELPS, in terms of calculating the level of commuted sums and identifying the uses, a Sports Needs Assessment is required. This is required in line with the Developer Contributions SPD as the development could potentially impact on existing sports facilities and with the involvement of Sport England as a non-statutory consultee. This will use the newly adopted Playing Pitch and Outdoor Sports Strategy and Sports England Sports Facility and Playing Pitch Calculators to

identify need arising from the development for which sports and how this need can be met. This will help address Sport England's non-statutory concerns.

Sport England, in the event of approval, in their role as a statutory consultee (because the site lies immediately adjacent playing pitches), recommend a condition that a noise assessment be submitted/approved including any mitigation measures to ensure future residents occupying the new housing do not have unreasonable risk of noise and disturbance from the use of the adjacent fields. In addition, a condition is required that a ball trajectory impact assessment report be submitted and approved to ensure future residents have no unreasonable risk of ball strike from use of the adjacent playing fields.

In their role as a non-statutory consultee, Sport England as well as the recommendation that an updated Sports Strategy be provided, also recommend a condition requiring the submission/approval of an Active Environment Strategy which will provide details of pedestrian and cycle networks to be provided through the site.

#### Indoor Sport:

In relation to indoor sport, Policies SC1 and SC2 of the CELPS provide a clear development plan policy basis to require developments to provide or contribute towards both outdoor and indoor recreation where development will increase demand and/or there is a recognised shortage in the locality that would be exacerbated by the increase in demand arising from the development.

The Cheshire East Indoor Built Facilities Strategy has shown there is a shortfall in indoor sports provision in Knutsford and that any that commuted sums arising from this development should be used to make improvements to the health and fitness stations at Knutsford Leisure Centre. Previously comments also highlighted the possibility that any commuted sums could be used to improve indoor sports opportunities adjacent to the site.

As detailed above, the applicant is required to prepare and submit a Sports Needs Assessment to address outdoor sports concerns and identify level of commuted sums capital and revenue and how and where this should be spent in Knutsford. This will be developed in line with the Playing Pitch and Outdoor Sports Strategy and in consultation with Sport England and the NGB's. Similarly, the SNA should address indoor sports and identify any opportunities should they be relevant local to the application site alongside those at Knutsford Leisure Centre.

The level of commuted sums required are, based on the full 250 dwellings being built out would be £65,000. The commuted sums are required on commencement of development, will be used at Knutsford Leisure Centre, in line with the Indoor Built Facilities strategy and/or the SNA produced for the site by the applicant where other sites are indicated. The spend period is 20 years.

The final number of dwellings that would be subject to this contribution will not become apparent until reserved matters stage. However, subject to the required contribution being secured based on the number of dwellings, through a S106 Agreement, the proposals would adhere with the requirements of Policy SE6 of the CELPS.

The agent has confirmed a commitment to providing the policy required provision and this would be secured via a S106 Agreement in the event of approval.



### LPS 36 requirements

In response to these policy requirements, subject to a S106, appropriate provision of on-site open space, its management and off-site contributions in line with policy and the Council's sports strategies, will be achieved.

### Open Space conclusions

Overall, subject to the detail being secured by S106 Agreement, the proposed open space provision as detailed on the submitted plans is deemed to adhere with the requirements of policies SE6 of the CELPS, REC3 of the SADPD and SL1 of the KNP.

### **Manchester Airport**

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

The Safeguarding Authority for Manchester Airport advise that they do have some concerns regarding this development. However, they advise that they will not object providing that a number of conditions are imposed in the event of approval. These conditions are; the submission/approval of measures to minimise and manage the creation of dust during construction works; that the Safeguarding Authority be re-consulted if any buildings are proposed with a flat roof design; the submission/approval of a SuDS scheme; that any exterior lighting be capped at the horizontal with no upward light spill and that no solar thermal or solar photovoltaic equipment be installed without prior approval. A number of informatives are also proposed.

### **Other matters**

The Cheshire Brine Board have commented on the application proposals and advised that the application site is within an area which has previously been affected by brine subsidence and the possibility of future ground movements cannot be completely discounted. As such, in the event of approval, it is proposed that a condition be imposed that structural precautions be utilised in all infrastructure such as foundations, services and superstructures. It is recommended that this be included as an informative in the event of approval.

### **Heads of Terms**

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

- Contribution of £1.3 million to active travel scheme along the A50 King Edward Road and link into the new roundabout scheme being delivered at the Canute Place roundabout.
- Contribution towards offset the impact of the proposed development upon the NHS
- Contribution towards offsetting the impact of the development upon Special Educational Needs children
- Provision of 30% affordable housing provided entirely on-site
- Secure appropriate on-site Open Space
- Management and maintenance of Open Space, off-site landscape buffers and footpaths

- Contribution towards off-site Allotment enhancement, improvement and addition
- Submission/approval of a Sports Need Assessment & associated contribution towards mitigating the increased demand upon Outdoor Sport
- Contribution towards Indoor sport

### **Levy (CIL) Regulations**

Policy IN2 of the CELPS details that developer contributions will be sought to make sure that the necessary physical, social public real, economic and green infrastructure is in place to deliver development. The policy continues, to say that contributions will be used to mitigate the adverse impacts of the development (including any cumulative impact).

Paragraph 57 of the NPPF clarifies that Planning Obligations must only be sought where they meet all of the following tests as set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010:

- a) necessary to make the development acceptable in planning terms
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

### Highways

- Contribution of £1.3 million to active travel scheme along the A50 King Edward Road and link into the new roundabout scheme being delivered at the Canute Place roundabout.

With regards to the development's impact, when this application was last assessed, conditions were imposed that required the delivery of mitigation works at various junctions within Knutsford (Hollow Ln/ Brook St, Adams Hill/ Toft Road. However, in the intervening period there has been further considerations on the type of improvement required at these junctions to improve traffic flows. In addition, there has been further S106 receipts for the proposed works at these junctions.

It is now considered that additional contributions are no longer required at the junctions referred to in the previously proposed conditions but the development should contribute to the active travel scheme along the A50 King Edward Road and link into the new roundabout scheme being delivered at the Canute Place roundabout.

It is accepted that the contribution is necessary to mitigate the additional traffic impact that would be generated by the development. It would directly relate to the development as the scheme would commence on the opposing side of Longridge to the proposed development and it is deemed to be reasonably related in scale and kind.

### Health

- Contribution towards offset the impact of the proposed development upon the NHS

Knutsford Medical Partnership (KMP) is a GP partnership, currently working across 4 sites to deliver high quality care to 22,950 patients of Knutsford and its surrounding areas. The sites are referred to as Toft Road, Manchester Road, Annandale and Town Lane (Mobberley). The NHS have advised that these Practices operate from buildings that do not meet the modern-day healthcare standards and are non-compliant in many areas, with access to some consulting rooms on the upper floors being restricted due to steep staircases and lack of lift access, together with the usable space in the

buildings falling well below the recommendations set out in the Department of Health Primary and Community Care Health Building Note 11-01: Facilities for primary and community care services. Space utilisation analysis across all three Knutsford GP premises (Toft Road, Manchester Road and Annadale) has demonstrated a significant shortfall of space, to adequately provide primary care services to the existing patient population across the locality. Additional growth in patient numbers will add further pressures to the GP Partnership, with an increase in clinical and nonclinical staff required in order to meet these future patient needs. Such an increase in clinical and non-clinical staffing numbers requires expansion and development of suitable accommodation for the three GP practices involved.

For the above reasons, the NHS have advised that the existing GP practice infrastructure within Knutsford will *'struggle to accommodate additional patients.'* They have advised that a contribution request would be directly related to the proposed development as the impact of the application scheme would affect GP and community services. It is deemed that the contribution request is fairly and reasonably related in scale and kind to the development because the funding calculations are based on a set formula.

As the final number of the proposed dwellings is yet to be identified until Reserved Matters stage, it is proposed that the NHS contribution requirements be added to a S106 Agreement based on the set formula used to establish the contribution amount for Health to ensure an accurate contribution is secured based on the final scheme.

### Education

- Contribution towards offsetting the impact of the development upon Special Educational Needs (SEN) children.

It has been calculated by the Council's Children's Services that the proposal to construct 250 dwellings is expected to generate 73 primary school children, 35 secondary school children and 7 Special Educational Needs (SEN) children. The Council's Children's Services have advised that a housing impact assessment has been carried out and it has been concluded that no contribution is required for primary or secondary pupil places, but there is a shortage of SEN places available within Cheshire East with 47% of SEN children currently educated outside of the borough. Whilst this is an overall issue for Cheshire East, the Council's Children's Services advises that the additional 7 SEN children that would be generated by the proposed development would exacerbate this issue. As such, a commuted sum is required to offset this impact.

For this reason, this sought contribution is deemed to directly relate to the development and mitigate the impact of the proposed development upon local SEN provision, it is deemed that it is indeed necessary to make the development acceptable, directly related and fairly and reasonably related in scale and kind.

As the final number of the proposed dwellings is yet to be identified until Reserved Matters stage, it is proposed that the Council's Children's Services contribution requirements be added to a S106 Agreement based on the set formula used to establish the contribution amount for education to ensure an accurate contribution is secured based on the final scheme.



### Affordable Housing

- Provision of 30% affordable housing provided entirely on-site.

The proposed development triggers the requirement to provide 30% affordable housing provision (Policy SC5 of the CELPS). The amount of affordable housing required will be determined by the amount dwellings that ultimately benefit from Reserved Matters approval and what amount of the C2 provision (if any) would be subject to the requirement.

The latest published Cheshire East Annual Monitoring Report (AMR) 2022/2023, reports on the number of completed affordable dwellings each year up to the end of the 2022/2023 reporting period. It details that since 2010/2011, 23,183 (net) dwellings have been completed. Based on the net number of dwellings, the average number of dwellings built each year between 2010/11 and 2022/23 is 1,783.

It goes on to detail that in 2022/23 20% of the total number of dwellings built were affordable and that the average proportion over the last 5 years is 21%.

Despite high delivery to date, the LPA are still short of 1,222 affordable dwellings based on the latest published figures.

To summarise, there is a policy requirement for the provision of 30% affordable housing triggered by Policy SC5 of the CELPS due to the number of dwellings sought. Despite the latest published evidence showing a strong delivery of affordable housing in the borough, there still remains a need. Furthermore, not many residential strategic sites have not yet been developed in Knutsford itself, suggesting that the strong delivery of affordable housing in Cheshire East to date has been achieved elsewhere in the borough.

For a combination of the above reasons, the proposed 30% on-site affordable housing requirement is deemed necessary, directly related to the application scheme and fairly and reasonably related in scale and kind.

### Open Space

- Secure appropriate on-site Open Space
- Management and maintenance of Open Space, off-site landscape buffers and footpaths
- Contribution towards off-site Allotment enhancement, improvement and addition
- Submission/approval of a Sports Need Assessment & associated contribution towards mitigating the increased demand upon Outdoor Sport
- Contribution towards Indoor Sport

The submitted indicative Masterplan demonstrates that the required on-site open space requirements as detailed within policies SE6, REC3, SL1 and LPS36 of the development plan are achievable. Securing the required provision would be achieved through the S106 Agreement.

A requirement to provide a management and maintenance plan for all open space, including off-site landscape buffers and footpaths and to establish a private management company to manage and maintain the open space in perpetuity is also necessary to make the development acceptable, directly related and fairly and reasonably related in scale and kind. Without such a regime, the open space could fall into disrepair and result in unusable open space.

The securing the requirement to provide a commuted sum towards the enhancement, improvement and addition to the nearby existing allotments necessary to make the development acceptable in

order to meet the policy requirements of SE6. It too would be directly related to the development and reasonably related in scale and kind.

The trigger to provide a Sports Need Assessment within the Cheshire East Developer Contributions SPD is 300 dwellings or more *or* where a smaller development would have an impact on existing sports facilities. Although the quantum of development falls short of this figure, the Council's Open Space Officer advises that because the development could potentially impact on existing Sports Facilities, a concern also raised by Sport England in their non-statutory role, this should be a requirement in this case. This will determine the level of commuted sums required and identify the uses. For this reason, it is deemed necessary in this case in order to make the development acceptable and would be directly related to the development and reasonably related in scale and kind.

The requirement for a commuted sum towards indoor sports would be required to mitigate the impact of the development upon local provision and adhere with relevant development plan policy. It would be directly related to the development as it would assist in alleviating the impact on this local provision by the additional people that would move into the area. It would also be reasonably related in scale and kind.

## Conclusions

The application seeks outline planning permission, with all matters reserved, for residential-led development of up to 275 residential units (Use Class C2 and C3) of which no more than 250 shall fall within C3 Use Class. C2 units to no more than 50. In addition, a 'Local Centre' is proposed which will provide for small retail, café, professional services, takeaway(s) as well as a larger medical/dental facility.

The wider LPS36 site is allocated to provide around 500 dwellings with this site in particular earmarked to provide 250. As up to the full allocation of the Local Plan policy is being sought for permission, the principle of this aspect of the scheme is deemed acceptable.

The application also proposes upto a 50-bed C2 care home and a 'Local Centre'. Neither of these are express requirements of the site allocation. However, as part of LPS36, Criterion 2 supports *'appropriate retail provision to meet local needs'*. In addition, within the Site Specific Principles of LPS sets out that the site should achieve *'a mix of housing types, sizes and tenures'* and the *'Provision of additional community facilities'*. It is deemed that the provision of the 'Local Centre' would provide appropriate retail provision to meet local needs (subject to controls) and a cumulatively, would provide a community facility, as would the medical/dentist facility. Any C2 care home that may come forward would contribute to the mix of housing types, sizes and tenures. It has been calculated that there is sufficient space within the site to provide these additional provisions.

Although matters of 'Access' are not sought for approval at this stage, the Council's Highways Officer raises no objections to the proposed development in principle, subject to a commuted sum which will contribute to an active travel scheme to assist in alleviating the impact of the development on surrounding roads. In the event of approval, it is proposed that this commuted sum be secured via S106 Agreement.

With regards to heritage and design, as all matters are reserved, there is little to consider with this application. In order to ensure that a high-quality scheme comes forward at Reserved Matters stage,

a condition is proposed ensuring that a design code comes forward for each phase. This will also require the eastern edge of the development to have a lower density for heritage reasons. A condition requiring an initial programme of non-invasive archaeological investigation is also required.

In consideration of landscaping and trees, subject to the required landscape buffers being secured by condition and the conditions proposed by the Council's Tree and Landscape Officer's being included, no issues in relation to these matters are raised.

With regards to Ecology, the proposals will result in a Biodiversity Net Gain and subject to conditions, no objections are raised.

No issues in relation to neighbouring amenity, the amenity of future occupiers or environmental amenity are raised, subject to conditions.

The site lies within a Flood Zone 1, the lowest of the flood categories in England. Both the Council's Flood Risk Officer's and United Utilities have no express objections, subject to the inclusion of conditions in the event of approval.

The Council's Public Right of Way Officer advises that the development should not directly impact any Public Right of Way and the additional indicative footpaths proposed offer health and wellbeing benefits. Subject to conditions to ensure these are provided & maintained along with the submission of a scheme of improvements for the existing closest PROW (Knutsford FP1), no objections are raised.

Contributions based on set formulas are required towards mitigating the development's impact upon local health facilities and schools. The health contribution would be pooled with other contributions with the intention that it would help part fund a desired larger medical hub in Knutsford in the future.

It is calculated that there is sufficient local school capacity for primary and secondary education however, a there is a shortage of SEN provision. The education contribution would go towards SEN only.

The minimum required quantum of affordable housing (30%) is proposed and this will be secured as part of the S106 Agreement in line with a required Affordable Housing Statement which will sets out the detail along with triggers for provision.

There is sufficient space within the site to deliver the minimum required quantum of open space provision, including children's play. This will be secured through the S106 Agreement. The S106 Agreement will also secure the management and maintenance of this space, a commuted sum towards off-site Allotment enhancements/improvements/additions as well as a commuted sum towards off-site indoor sport provision. A Sports Needs Assessment is required to determine the level of contribution required towards outdoor sport in the area along with where that money is most needed. This too would be secured by the S106.

Subject to the above requirements being secured by S106, along with planning conditions, the application proposals are recommended for approval.

## **RECOMMENDATIONS**

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

<b>S106</b>	<b>Amount</b>	<b>Trigger</b>
<b>Highways</b> – Contribute to the active travel scheme along the A50 King Edward Road and link into the new roundabout scheme being delivered at the Canute Place roundabout.	Commuted sum of £1.3 million pounds	Prior to occupation
<b>Health</b> – Commuted sum	Amount to be determined based on standard formula and by number of dwellings that ultimately gain approval. Index linked.	Prior to commencement
<b>Education</b> – Commuted sum	Amount to be determined based on standard formula and by number of dwellings that ultimately gain approval.	Prior to commencement
<b>Affordable Housing</b> - On-site provision	30% of total number of dwellings (rounded-up) shall be affordable.	In accordance with triggers detailed within required Affordable Housing Statement
<b>Open Space &amp; sport</b> <ul style="list-style-type: none"> <li>Open Space – on-site provision</li> <li>Open Space - Management</li> <li>Commuted Sum – Allotments</li> </ul>	<p>Secure the required on-site open space requirements.</p> <p>Submission/approval of a Management and maintenance plan (incl off-site landscape buffers &amp; footpaths)</p> <p>Establishment of a private management company</p> <p>Contribution towards off-site Allotments - £586.70 per</p>	All - Prior to occupation

<ul style="list-style-type: none"> <li>• Commuted Sum –Outdoor sport</li> <li>• Commuted Sum – Indoor sport</li> </ul>	<p>family dwelling or £293.35 per apartment</p> <p>Submission/approval of Sports Needs Assessment to determine contribution amount and where it should be spent.</p> <p>Amount to be determined based on standard formula and by number of dwellings that ultimately gain approval.</p>	
--	---	--

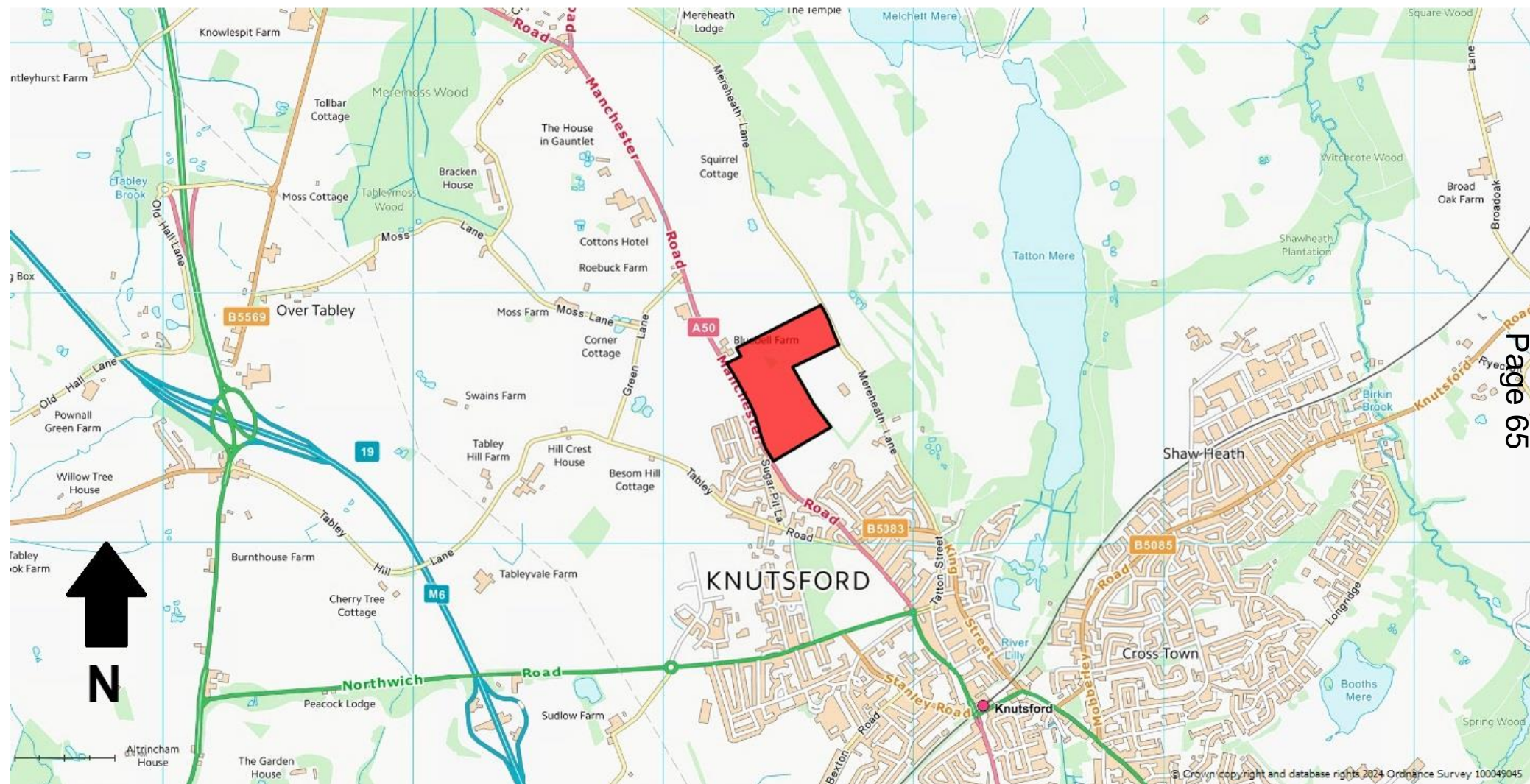
**And the following conditions:**

1. Outline (commencement of development)
2. Requirement to submit Reserved Matters application(s)
3. Time limit on submission of Reserved Matters
4. Approved plan/s
5. Submission/approval of a Phasing Plan
6. The development shall include a total of upto 275 residential units (Use Class C2 and C3) of which no more than 250 shall fall within C3 Use Class. C2 units to be no more than 50.
7. The proposed 'Local Centre' shall comprise of no more than 1,000m<sup>2</sup> gross of commercial floorspace. No individual unit shall be more than 450m<sup>2</sup> gross. The convenience goods floorspace in any one retail unit should not exceed 280m<sup>2</sup> net.
8. 'Local Centre' shall include the following uses only: Class E(a), E(b), E(c), sui generis (takeaway(s)) all within the 1000m<sup>2</sup>, E(e) (800m<sup>2</sup>) and at first-floor level or above Office (E(gi)) or residential (C3).
9. Submission/approval of an Access Statement including details of; primary access, any secondary/emergency access, a suitable crossing on Manchester Road, & scope for speed restrictions
10. Submission/approval of bespoke Spatial Design Code(s)
11. Submission/approval of a scheme of Archaeological investigation
12. Submission/approval of an updated Landscape & Visual Appraisal
13. Submission/approval of detailed Landscaping Scheme informed by an updated Landscape & Visual Appraisal (*including retention of existing and replacement hedgerow planting*)
14. The landscape buffers as required by LPS36 shall be provided.
15. Submission/approval of existing and proposed ground spot levels and proposed finished floor levels.
16. Submission/approval of Arboricultural Report(s)
17. Submission/approval of a detailed drainage design for the entirety of the outline consent
18. Submission/approval of a drainage management and maintenance plan
19. Submission/approval of Construction Environmental Management Plan(s)
20. Submission/approval of a bat survey should any trees within that phase be identified for removal.

21. Prior to commencement of development, the consented development be entered into Natural England's DLL scheme for Great Crested Newts.
22. Submission/approval of a biodiversity/ecological enhancement strategy
23. Protection of nesting and breeding birds
24. Submission/approval of an external lighting scheme
25. Submission/approval of a habitat creation method statement, ecological monitoring strategy and a 30-year habitat management plan for retained, enhanced and newly created habitats.
26. The woodland planting proposed within the blue edge (off-site) be delivered as part of the implementation of the first phase.
27. Submission/approval of an acoustic report demonstrating how the detailed scheme will achieve the requirements for both internal and external noise.
28. Submission/approval of an acoustic validation report prior to occupation of each phase proposing residential development.
29. Submission/approval of a Phase II ground investigation and risk assessment
30. Submission/approval of a contaminated land verification report
31. Submission/approval of an imported soil verification report
32. Works should stop should contamination be identified.
33. Submission/approval of detail (including surfacing material) of x2 footpath links leading to and linking into Knutsford Footpath 1
34. Submission/approval of a scheme of improvement works to Knutsford Footpath 1
35. Submission/approval of an Affordable Housing Statement
36. Submission/approval of an Open Space Strategy
37. Submission/approval of a noise assessment (incl mitigation) in relation to adjacent playing fields and associated facilities
38. Submission/approval of a ball trajectory risk impact assessment (including mitigation) in relation to adjacent playing fields.
39. Submission/approval of an Active Environment Strategy
40. Any future development proposes a flat-roof design - Manchester Airport should be consulted.
41. Submission/approval of a SUDS scheme
42. Any exterior lighting should be capped at the horizon.
43. No solar thermal or solar PV equipment

*In order to give proper effect to the Strategic Planning Board's intent and without changing the substance of its decision, authority is delegated to the Head of Planning in consultation with the Chair (or in their absence the Vice Chair) to correct any technical slip or omission in the resolution, before issue of the decision notice.*







This page is intentionally left blank

18/3672M

TATTON BLUEBELL VILLAGE,  
LAND EAST OF  
MANCHESTER ROAD,  
KNUTSFORD, WA16 0NS



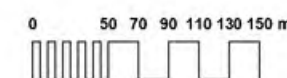


## KEY

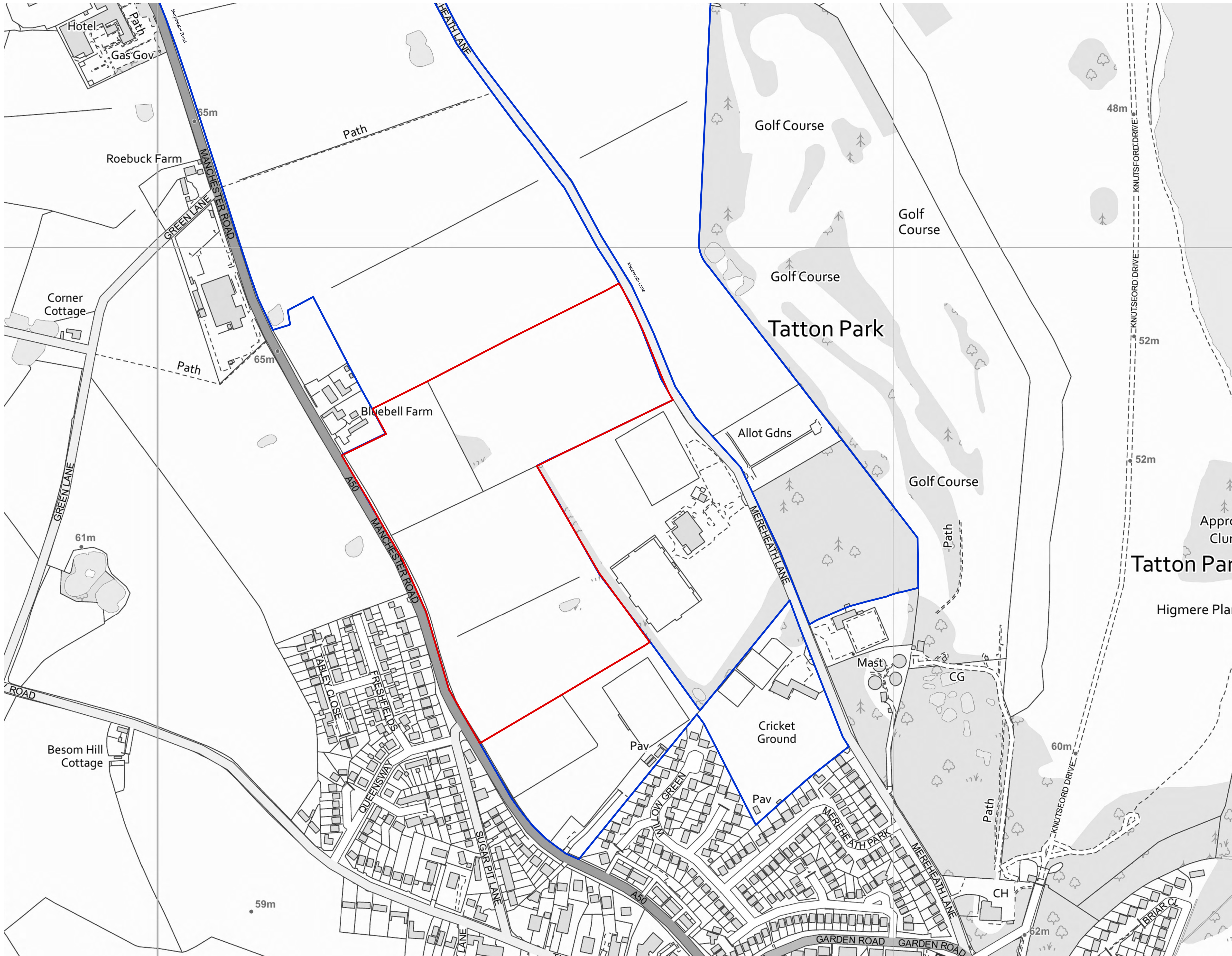
- Red Line Boundary
- Existing vegetation
- Existing water bodies (with potential scope to offer off-site SUDS and biodiversity enhancements)
- Proposed vegetation to include woodland buffer planting and green infrastructure
- Proposed Residential Zones (Mixed Residential Zone C2/ C3 Uses)
- Proposed Local centre Zone - Circa 1Ha (Local Shops/Takeaway/Medical-Dental Facility and residential + 1st floor offices above local centre shops and amenity space.
- Proposed Public Open Space within development
- Existing Public Rights of Way
- Proposed pedestrian and cycle links into and out of the site
- General Location of Primary Access (Crown Estate Junction illustrated on plan)
- Buffer planting along boundary with existing dwelling (1,500 sq m)
- Potential secondary/emergency access
- Potential Toucan crossing location
- Potential on-site SUDS swale locations
- Outward facing development
- Existing hedgerows to be integrated into new boundaries
- Proposed Pedestrian Route (North of site connecting to Public Right of Way)
- Potential location for playspace (5,000sqm)
- Boundary to investigate noise mitigation requirements & security with Sports Clubs

## Consultation Masterplan North West Knutsford



Client: Tatton Estate      Approved by: KC  
 Drwg No: P17-0630.002W  
 Drawn by: EH/ AFM / NW  
 Date: 30/04/2024  
 Scale: 1:5000 @ A3

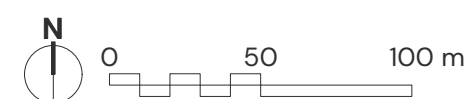






KEY

-  Redline boundary
-  Blue line boundary



North West Knutsford – Site Plan





This page is intentionally left blank

Application No: 23/0539N

Location: Land in the Western Part of Basford East, Crewe

Proposal: Full planning permission for Units 1-3 comprising a mix of Class B2 / E(g)(iii) light industrial / manufacturing and B8 warehousing & distribution uses and ancillary areas, together with access, car parking provision, landscaping (including buffers, habitat parks, nature trails), sustainable drainage features (ponds, swales and raingardens), ecological enhancements (wet meadows, woodland planting, wildflower grassland), and other associated works and infrastructure proposed within the northern part of the site, within the curtilage of Units 1 - 3.  
Outline planning permission for the southern part of the site comprising a mix of Class E(g)(i) offices, B2 / E(g)(iii) light industrial / manufacturing and B8 warehousing & distribution uses, with all matters reserved including (access, appearance, landscaping, layout and scale) together with works and infrastructure associated with the southern part of the site.

Applicant: Muse Developments Limited

Expiry Date: 31-May-2024

## SUMMARY

This hybrid application (part full/part outline) relates to a significant part of allocation LPS2 - Basford East, Crewe for the delivery of employment use. The Justification of Policy LPS 2 adds that, "The provision of emplacement land development is the principal and overriding objective of the Basford East Site". It is considered that the proposals meet the overall requirements of policy LPS 2 as they relate to this site.

The mix of employment uses now proposed represents a departure from Policy LPS 2, specifically in relation to proposed Class B8 uses and a significant reduction in office space. However, the submitted Employment Land Report has demonstrated this is acceptable given the need to respond to market demand and also the issues depressing the long term demand for office space. Although it is recognised that a significant provision of office space is still required to be provided over the plan period and will be conditioned accordingly.

Importantly, it is estimated that these proposals will result in significant socio-economic benefits for Crewe and the wider area, including the creation of 2,900 (FTE) new jobs the site.

Improvements to the design and layout of the proposals have been secured during the course of the application and the overall masterplan/coding approach will ensure the proposed employment park will integrate well within its context. The proposals address site specific requirements of Policy LPS 2 ensuring a good quality of place, through a positive approach to green infrastructure, open space and pedestrian/cycleway connectivity. In addition, an

acceptable framework is provided on which to plan the detailed design of buildings within the southern part of the site at the reserved matters stage. The development subject to conditions is supported in design terms and the proposals accord with Policies SE1, SD1 and SD2 of the CELPS and GEN1 of the SADPD.

The LVIA and additional information has demonstrated that the development will achieve an acceptable relationship with the character of the locality, and not result in any unacceptable visual impacts from important viewpoints nor over-dominate the adjacent residential development.

Given significant separation distances between dwellings and employment units /operational areas and provision of intervening screening from extensive planting and landscaped bunding, the amenities of future occupiers of the adjacent residential development will not detrimentally be affected in terms of an overbearing visual impact, loss of outlook or light. However, updated information concerning noise impact and proposed mitigation measures is being considered by the Council's Environmental Health Officer and an update will be provided in advance of the meeting.

Access to the site from the principal highway network and the design of the internal roads and parking provision is considered acceptable. Pedestrian/cycle infrastructure provides good connectivity within the site and beyond. The impact on the wider highway network will be mitigated through the implementation of a scheme for the full signalisation of the David Whitby Way/A500 roundabout, and also an A500 and A5020 access improvement contribution of £2.45M secured through a S106 Agreement.

Issues relating to trees, drainage/flood risk, air quality, contaminated land and public rights of way have been addressed and are subject to conditions where necessary.

Ecological issues have been satisfactorily addressed particularly in respect to safeguarding habitat (including Basford Brook), protected species subject to a series of planning conditions being imposed. The delivery of biodiversity net gain is achieved through the creation of off-site habitat secured through a S106 Agreement.

The scheme is therefore considered to be in accordance with development plan policies and economically, socially and environmentally sustainable.

**RECOMMENDATION:**

**APPROVE, Subject to conditions and the prior completion of a S106 Agreement**

**DESCRIPTION OF SITE AND CONTEXT**

The application site is a large greenfield site covering approximately 40 hectares of formerly redundant land which includes a range of mature trees, hedgerows and several small surface ponds. The site forms a significant part of the Basford East Strategic Allocation defined under CELPS Policy LPS 2.



The western boundary of the site adjoins the West Coast main railway line. The southern site boundary site extends up to the A500 Hough-Shavington by-pass with open countryside beyond. The Stoke on Trent/Nottingham railway passes close to the northern site boundary, beyond which lies Weston Road that is lined by commercial units and warehousing.

Mere Gutter and Basford Brook Local Wildlife Site (LWS) is present on the northern boundary of the application site. This watercourse supports one of only a few remaining populations of White Clawed Crayfish in Cheshire. Basford Brook is also identified under Policy LC6 of the Weston and Basford Neighbourhood Plan as a Wildlife Corridor.

The adjoining area to the east has detailed approval (21/4434N) for a residential scheme of 325 dwellings which is now being implemented by Taylor Wimpey and forms part of the wider Basford East Strategic Site. This development will be accessed via the recently constructed spine road running westward from the roundabout on David Whitby Way that also serves the adjoining Taylor Wimpey residential scheme. This spine road is also proposed to provide future access to the Network Rail depot located to the northwest of the site and is subject of current planning application 22/3158N.

A public right of way runs north/south through the site along its eastern site boundary (Basford FP1) with a link (Basford FP 2) to the adjacent residential development (21/4434N).

## **DETAILS OF PROPOSAL**

This a hybrid application seeks full planning permission for development of the northern part of the site and outline approval for the southern part of the site.

### Part 1 – Full planning Application (north)

- Full planning approval is sought for the construction of three large employment units (Units 1, 2 and 3) which would have a combined gross internal floorspace of 72,803 sqm.
- A flexible permission for either Class B2 / E(g)(iii) light industrial / manufacturing or Class B8 warehousing & distribution use is being sought for Units 1 and 3, located within the north- eastern part of the site.
- Permission for Class B8 use (warehousing & distribution) only is being sought for Unit 2, in the north western part of the site. Unit 2 is the largest of the three units proposed as part of the ‘full’ component.
- These detailed proposals include the provision of landscaping (including buffers), sustainable drainage features, pedestrian linkages, ecological enhancements and other associated works and infrastructure.

### Part 2 – Outline Planning Application (south)

- Within the southern part of the site, outline approval is sought for the construction of employment units, suitable for Class E(g)(i) offices, additional B2 / E(g)(iii) light industrial /manufacturing and additional B8 warehousing & distribution uses, with a combined gross internal floorspace of up to 53,463sqm.

- The proposals include the provision of landscaping (including buffers), sustainable drainage features, pedestrian linkages, ecological enhancements and other associated works and infrastructure.

All matters have been reserved for future approval in respect of the 'outline' component of the scheme within the southern part of the site. However substantial supporting information has nevertheless been submitted at this stage to inform a future reserved matters submission. This includes an indicative master plan, a Design Code and parameters plans relating to the quantum of floorspace and use classes, maximum height and landscape framework.

Revised plans have been received during the application process in response to issues raised by the Council, including the repositioning of Unit 1 further away from the eastern boundary and prevent the creation of a "pinch point" at the main entrance. In addition, the parameters plan (Maximum Quantum and Use Class) has been amended to specify an area for the location of Class E(g)(i) offices adjacent to the site entrance and the boundary with the Taylor Wimpey Scheme.

An Environmental Statement (ES) has been submitted with the application. However, an ES addendum has been submitted to include an assessment of amended information which has been received including the following;

- Landscape and Visual Impact: Additional photomontages from viewpoints have been provided
- Ecology: An updated assessment has been undertaken which addresses comments from Natural England, the Environment Agency and CEC Ecology Officers. This includes updated surveys for certain ecological receptors and supplementary mitigation reports.
- Drainage and Flood Risk : An updated Flood Risk Assessment and Sustainable Drainage Strategy Statement
- Noise and Vibration : A review of the acoustic assessment has submitted to address comments raised in relation to the adjacent TW site, and to account for the design amendments and mitigate noise effects.

## **RELEVANT HISTORY**

### With respect to the site itself

22/3158N - Construction of road, required to enable alternative access to Arriva Traincare site, Land West of David Whitby Way, Crewe. - NOT DETERMINED

### With respect to sites within the LPS 2 Basford East, Crewe allocation

21/4434N - Reserved matters application proposing details of layout, appearance, scale and landscaping for the residential element (C3 use) of the outline development 15/1537N - Outline planning application (with all matters reserved) for a mixed-use development comprising residential use (Use Class C3) (up to 325 residential dwellings); employment use (Use Class B1), local centre comprising health centre and community facility (Use Class D1), food/non food retail (Use Class A1), public house/restaurant (Use Class A4/A3) and associated works including construction of a new access road with access from the Crewe Green Link Road

South, creation of footpaths and provision of public open space and landscaping. Approved 7-Oct-2022

20/0615N - Deed of variation in connection with outline planning permission 15/1537N. Approved to Modify S106 27-Mar-2020

19/5934N - Approval of Reserved Matters following Outline Approval 14/4025N - Outline application for the erection of upto 490 residential dwellings and a primary school - 2000m2 (D1) a pumping station, substation, recreational open space, ecological mitigation area, internal access routes, ground modeling and drainage works, parking provision, footpaths, cycle routes, landscaping and associated works including details of access at the Basford East site Crewe Approved 26- Nov-2020

19/2545N - Approval of all reserved matters following outline approval 15/1537N for the infrastructure works at Basford East. Approved 05-Nov-2019

19/3649N - Hybrid planning application for mixed use and residential development comprising; a) in full: the conversion, alteration and extension of the former mill and two farm buildings to business / professional services (Classes A2 and B1) and/or food and drink (Class A3) and/or non-residential community uses (Class D1) and/or leisure uses (Class D2), under Class V of Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) with initial vehicular and pedestrian access from Mill Lane and permanent vehicular and pedestrian access from the future highway network serving the Basford East Strategic Site, and associated car parking and landscaping, and; b) in outline: residential development with vehicular access from the future highway network serving the Basford East Strategic Site and associated car parking and landscaping, and with all other matters reserved. (Crotia Mill) - NOT DETERMINED

19/2545N - Approval of all reserved matters following outline approval 15/1537N for the infrastructure works at Basford East. Approved 05-Nov-2019

19/0704N - Non-material amendment to approved application 15/1537N - Outline planning application (with all matters reserved) for a mixed-use development comprising residential use (Use Class C3) (up to 325 residential dwellings); employment use (Use Class B1), local centre comprising health centre and community facility (Use Class D1), food/non-food retail (Use Class A1), public house/restaurant (Use Class A4/A3) and associated works including construction of a new access road with access from the Crewe Green Link Road South, creation of footpaths and provision of public open space and landscaping. Approved 10-March-2019

16/2465N - Variation of Conditions 4, 5 and 6 on application 14/1366N - to fell additional trees as part of the Crewe Green Link Road Scheme. Approved 03-Nov-2016

15/3550N - Non material amendment to 14/1366N - Dual carriageway road, known as the Crewe Green link Road (south) linking A500 with the A5020 and associated works. Approved 25-Aug-2015

15/1537N - Outline planning application (with all matters reserved) for a mixed-use development comprising residential use (Use Class C3) (up to 325 residential dwellings); employment use (Use Class B1), local centre comprising health centre and community facility

(Use Class D1), food/non-food retail (Use Class A1), public house/restaurant (Use Class A4/A3) and associated works including construction of a new access road with access from the Crewe Green Link Road South. Approved 23-Dec-2016

14/4025N - Outline application for the erection of upto 490 residential dwellings and a primary school - 2000m<sup>2</sup> (D1) a pumping station, substation, recreational open space, ecological mitigation area, internal access routes, ground modeling and drainage works, parking provision, footpaths, cycle routes, landscaping and associated works including details of access at the Basford East site Crewe. Approved 09-Feb-2016

14/1366N - Variation of condition 2 (plans) attached to planning application 12/4115N. Dual carriageway road, known as the Crewe Green Link Road (South) linking the A500 with the A5020 and associated works. Approved 06-Jun-2014

12/4115N - Dual carriageway road, known as the Crewe Green Link Road (South) linking the A500 with the A5020 and associated works. Approved 18-Jan-2013

## **POLICIES**

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

LPS 2 - Basford East

MP1 - Presumption in Favour of Sustainable Development

PG 1 - Overall Development Strategy

PG 2 - Settlement Hierarchy

PG 7 - Spatial Distribution of Development

SD 1 - Sustainable Development in Cheshire East

SD 2 - Sustainable Development Principles

SE 1 - Design

SE 2 - Efficient Use of Land

SE 3 - Biodiversity and Geodiversity

SE 4 - The Landscape

SE 5 - Trees, Hedgerows and Woodland

SE 6 - Green Infrastructure

SE 7 - The Historic Environment

SE 8 - Renewable and Low Carbon Energy

SE 9 - Energy Efficient Development

SE 12 - Pollution, Land contamination and Land instability

SE 13 - Flood Risk and Water Management

CO 1 - Sustainable Travel and Transport

CO 2 - Enabling Business Growth Through Transport Infrastructure

CO 4 - Travel Plans and Transport Assessments

EG 1 - Economic Prosperity

EG 3 - Existing and Allocated Employment Sites

IN 1 - Infrastructure

IN 2 - Developer Contributions

### **Site Allocations and Development Policies Document (SADPD)**

PG9 Settlement Boundaries

GEN1 Design principles  
GEN4 Recovery of forward-funded infrastructure costs  
ENV1 Ecological network  
ENV2 Ecological implementation  
ENV3 Landscape character  
ENV5 Landscaping  
ENV6 Trees, hedgerows and woodland implementation  
ENV7 Climate Change  
ENV10 Solar energy  
ENV12 Air quality  
ENV14 Light pollution  
ENV15 New development and existing uses  
ENV16 Surface water management and flood risk  
ENV17 Protecting water resources  
HER 1 Heritage assets  
HER 4 Listed Buildings  
HER 5 Registered parks and gardens  
HER 8 Archaeology  
HOU12 Amenity  
INF 1 Cycleways, Bridleways and footpaths  
INF3 Highways safety and access  
INF9 Utilities

### **Weston and Basford Neighbourhood Plan 2015 - 2030**

- Modified plan made on 20th February 2024

However, the Modified Neighbourhood Plan states that, "For the avoidance of doubt, the policies in the Plan do not cover the land at the major allocations at Basford West, Basford East and South Cheshire Growth Village."

### **Other Material Considerations**

National Planning Policy Framework (NPPF)  
National Planning Policy Guidance (NPPG)  
Adopted SPDs

### **CONSULTATIONS**

**Environmental Protection:** Further information required to address noise impact of the scheme. Conditions are recommended for the remediation of contamination, provision of electric vehicle infrastructure and use of Ultra Low Emission Boilers. Standard informatives relating to hours of construction, piling, dust management and floor floating.

**United Utilities:** No objection. Although proposals are acceptable in principle, a condition is recommended requiring full details of the design for the surface water and foul water drainage schemes.

**Natural England:** No objection

**Historic England:** No comments.

**Network Rail:** No objection. However, as the proposal includes works within 10m of the railway boundary and an interface with the railway boundary, the development is required to be undertaken in accordance with standard requirements of Network Rail including a Risk Assessment and Method Statement. These requirements will be attached as an Informative.

**HS2 Ltd:** No objection. In line with the announcement that High Speed Rail between Birmingham and Manchester (HS2 Phase 2) is to be cancelled, the original holding objection has been removed.

**CEC Strategic Highways Manager:** No objection. Subject to conditions including the implementation of a scheme for the full signalisation of the David Whitby Way/A500 roundabout. Also a S106 Agreement is required to secure a total contribution of £2.45m to fund improvement measures within the A500/05020 including towards the improvement of Meremoor Moss Roundabout junction (A500/A531/B4572).

**National Highways:** No objection but recommends that a condition is applied in relation to providing a travel plan for the site.

**Public Rights of Way:** No objection. Original concerns relating to alignment of public footpaths Basford FP 1 have been resolved. Recommend a condition is attached for a rights of way scheme of management to be provided that will set out all the detail of the construction of the path and the future maintenance arrangements.

**Cadent :** No comments received

**Flood Risk Manager:** No objection subject to conditions requiring the approval of the detailed drainage strategy/design plan and SuDS management plan.

**Cheshire Archaeology:** No objection subject to a condition securing a programme of targeted archaeological investigation and recording.

**Environment Agency:** - No objection as additional information has been provided that has satisfactorily addressed original concerns raised in relation to the site drainage plan and impact on white clawed crayfish. Conditions are recommended - that a method statement to protect white clawed crayfish during drainage works and the development is carried out in accordance with the submitted Flood Risk Assessment.

**Health and Safety Executive (HSE) :** Do not advise against granting planning permission in this case.

**Crewe Town Council :** Updated comments further to reconsultation;

- Net biodiversity gain of 0.29% represents a bare minimum based on desk top calculations, which does not fulfil the intent of ensuring benefit as it provides close to zero margin for error. Net biodiversity gain should evidence surety that the development's associated provision will be greater than is being displaced



- The provision of swift boxes would support a local initiative to retain and grow the local population
- Unable to identify sustainable energy production on site from the roof plans (eg PV panels), which does not support the planning authority's policies or recognition of the climate crisis.

**Weston and Crewe Green Parish Council: Object;**

Supplementary comments received further to re-consultation on amended proposals;

Re-orientation of Unit 1 relocates the car parking to the rear of the unit closer to housing resulting in additional noise and nuisance from vehicles entering and leaving the site. Access for vehicles loading and unloading must be restricted to the western side of this unit, well away from the housing. It is still considered to be an overdevelopment of the site.

Detailed drawings still indicate that the 1.3 million sq. ft. of development will be used exclusively for B8 warehousing uses, despite the written description of the content of this application (mix of uses including offices, light industrial, manufacturing in addition to warehousing). Whilst the uses indicated on the plans don't accord with the Cheshire East Local Plan which specifically excludes warehousing, it is recognised that market forces have changed since the Local Plan was approved. Notwithstanding this, any permission must ensure that the applicant's description of the intended uses is strictly adhered to. This site forms a critical part of the Basford East Strategic Development Area which purports to represent an exemplar development at the entrance to Crewe and the Northwest, and this must be fully recognised.

Traffic generation - The Parish Council is still having extreme difficulty in understanding the justification for the traffic generation to and from the site, given that the only access will be from the central roundabout off David Whitby Way. This will also be the only access to serve about 800 dwellings, a 2-form entry primary school, and community facilities. The applicants accept in their Transport Assessment that there are current capacity issues relating to David Whitby Way and that the level of parking for the proposed units is below standard.

Safe crossing of David Whitby Way - It is not accepted that an 'at grade' crossing will in any way be satisfactory. In the event of an approval of this application, the Parish Council urge the LPA to ensure that included in a 106 Agreement are substantial funds to help resolve this issue with a much more acceptable crossing facility.

Network Rail Application 22/3158N - This application is still pending and unable to ascertain whether the increased traffic generation resulting from this proposed use has been included within the Muse traffic figures. It is acknowledged that HS2b is now no longer an issue.

Height of Buildings has not been modified by the amended plans - The buildings shown are between 20 and 23 metres to the top of ridge line (65 - 75.5 ft) and that the sections still show that the Units will dominate the skyline and dwarf the Wimpey housing. The Parish Council raises strong objection to this part of the scheme. As a comparison, the units on Basford West are limited to a maximum height of 18 metres across the site (14/0378N), with a maximum height of 15 metres in the fringe locations. If approved the current proposal should be conditioned accordingly and the height restricted.



Design of Units - The Parish Council considers this to be drab, stark, unimaginative, and uninspiring with colours are limited to various shades of grey. Treatment of the units should better harmonise with the surrounding area. Little regard seems to have been given to National Design Guidance.

Landscaping and Structure Planting - Should the application be approved full landscape and structure planting must be undertaken well before any development commences, if it is to have any impact particularly in relation to safeguarding the amenities the adjacent housing.

Biodiversity - The Parish Council shares the concern of Crewe Town Council that the stated net biodiversity gain of 0.29% is an absolute bare minimum based on a desktop calculation. Notwithstanding the fact that this application was submitted prior to February 2024, it falls well short of the 10% now required in the Environment Act 2021. This is a particularly relevant point given that this site should represent an exemplar development.

A local liaison group is established to monitor the implementation of the scheme and resolve problems before they become major issues.

Light pollution and Noise - The submission seems to be lacking on any proposals to mitigate light pollution, particularly in relation to the proposed adjacent residential development, along with reduction of noise generation.

The Parish Council consider that more work is required to achieve a more acceptable scheme before it is presented to the Strategic Planning Board.

#### Previous Comments:

The Parish Council has no objection to the principle of employment development on this site, given it forms a part of the Strategic Masterplan for Basford East.

Notwithstanding this, it is extremely concerned about the current proposal as submitted and urges the Local Planning Authority to enter negotiations with the applicant to reduce the intensity of the development and its impact on the surrounding land uses. In this context, traffic generation, layout, massing, height, design, and integration with the other uses (dominance, overlooking and, noise) approved for Basford East, are all critical factors which need, in our view, re-visiting and a rethink.

The application seems to be seeking to maximise the floorspace on this site at the expense of the immediate surrounding area (particularly the adjacent housing development). In specific terms, the Parish Council is concerned about the following issues:

- The total development is for 1.3 million square feet and judging from the detailed drawings virtually the whole of this site will be used for B8 warehousing uses despite the description of the content of this application. The application states that the warehousing content will be 700,000 sq. ft. The Cheshire East approved Local Plan specifically states that B8 uses are not considered suitable for this site due to highway constraints. The proposals contain no improvements to the highway network to accommodate the scale of B8 uses now proposed. The proposal does not therefore accord with the Local Plan.

- The Parish Council cannot accept or understand the justification for the traffic generation to and from this site. The sole access is off the central roundabout on David Whitby Way which also serves approx. 800 dwellings (Wimpey and Onward/Lane End) in addition to a proposed new 2 F/E Primary School. The applicants state that this access will have sufficient capacity to accommodate the proposed traffic and the development will have a minimal impact on the other junctions which serve the site. The Parish Council cannot accept this. David Whitby Way regularly becomes gridlocked at peak times, with existing traffic volumes and this is without any of the proposed housing, warehousing and school development having taken place.
- The safe crossing of David Whitby Way in the vicinity of this central roundabout is fundamental to serving the two residential areas on either side, proposed new school and proposed community facilities. This is likely to result in a major conflict point for vehicles entering and leaving the proposed development, residents entering and leaving their homes, and pedestrians including school children and the disabled. In the Parish Council's view, the only solution here is some form of bridge or underpass, not an 'at grade' crossing. This needs to be factored into the equation as part of the consideration of this application.
- Frequent reference is made in the applicant's submission to Network Rail, who are providing part of the essential infrastructure within the site. Network Rail have a current application pending (22/3158N) to use this site access to serve their existing depot adjacent to the West Coast Main Line. Their application provides for the construction of a major part of the necessary highway infrastructure to serve the site. This will bring additional heavy traffic through this central roundabout and application site. This application cannot in reality be separated from the current proposal. HS2b also want a compound at the western end of this site abutting the railway line which would again be served from this central roundabout. The HS2b works are unlikely to be short term and again will generate considerable construction traffic which will inevitably use the David Whitby Way Roundabout. No allowance has been made for these in the traffic figures submitted with the application.
- Basford East has been heavily promoted as an opportunity to create a high-quality employment led, vibrant and mixed-use development providing high quality homes and employment opportunities to assist with the regeneration of Crewe. This proposal does not in the Parish Councils opinion fulfil this aspiration.
- Whilst accepting that this is a large site overall (about 97 acres), the buildings shown on the submitted plans are between 20 and 23 metres high (65 – 75.5 ft), and the sections show that they dwarf the adjoining Wimpey housing. As a comparison the buildings on Basford West are limited to a maximum height of 18 metres across the site (14/0378N) with a maximum height of 15 metres in the fringe locations – the latter forming a part of the reserved matters. The design of the buildings detailed in the current application is stark and of a standard type in grey sheet steel which can be seen anywhere in the country. This is not in any way imaginative. No account has been taken of the Government Guidance on building Better Beautiful nor indeed of the National Design Guidance.
- Whilst the applicants go to great lengths to justify the proposed landscaping and buffer zones, the Parish Council considers that this needs enhancing. For example, we question whether the 4-metre-high buffer to the rear of the Wimpey houses is sufficient.

Any structure planting would need to take place well before any development commences to have any impact. Where is the bio-diversity net gain in this development?

- The Parish Council also consider that this application could go much further in demonstrating its green credentials and compliance with Cheshire East's climate change conditions. Where, for example, are the solar panels and electric charging points

## **OTHER REPRESENTATIONS;**

Representations have been received from Taylor Wimpey;

An objection was received in relation to the possible impacts on the scheme on residents of the adjacent, approved residential development at Basford East (21/4434N) from transport/traffic, noise and air quality. However, this was subsequently formally withdrawn subject to consideration of the amenities of future residents regarding the impact of vehicular movements, noise, and light impact.

Further to re-consultation in relation to the amended Environmental Statement (ES) an additional representation has been received stating;

*"Taylor Wimpey have been provided by Muse the revised ES noise chapter. Taylor Wimpey are satisfied in relation to the required noise mitigation measures (at paragraphs 13.35 to 13.43) to be undertaken to the residential units. Muse have confirmed that they will cover the reasonable costs for Taylor Wimpey in relation to the mitigation required."*

A representation has been received from a local Resident stated to be "Neutral comments" and raises the following points;

- To ensure local residents have access to employment opportunities and reduce the car dependency of the development, a financial contribution (circa £50,000) should be secured towards providing bus service between Crewe Bus Station and Basford East. Bus stops within the nearby residential development will be provided by the time Phase 2 built and serve the development.
- This contribution would ensure the development does not cause detrimental harm to the highway network, promote sustainable travel and boost economic activity within the Crewe/Basford corridor.

## **OFFICER APPRAISAL**

### **Key Issues**

- Principle of development
- Employment Use
- layout/Design
- Highways
- Pedestrian/Cycle Routes
- Ecology
- Trees
- Landscape
- Amenity

- Flood Risk/Drainage

## Principle of Development

The site (39 ha) forms a significant part of an allocation LPS2 - Basford East, Crewe of the CELPS for the delivery of employment use together with to 850 new homes. The Justification of Policy LPS 2 importantly adds that, “The provision of emplacement land development is the principal and overriding objective of the Basford East Site”.

It is further recognised that Basford East is a gateway site into Crewe and presents the opportunity to create a high-quality employment led, vibrant and sustainable, mixed-use development with excellent links to Crewe and the M6 Motorway. Key to the site's delivery is the provision of Crewe Green Link Road South (David Whitby Way).

Site Allocation LPS 2 Basford East sets out the development plan policy for the site. This includes, that its development over the Local Plan Strategy period 2010 -2030 will be achieved through:

*1. The delivery of up to 19 hectares of B1 Office Space, up to 5 hectares of B2 floor space; to include the creation of a fourth generation business park, with generous green infrastructure provision. The site is not considered to be suitable for B8 uses, due to highway constraints;*

In addition, Policy LPS 2 also requires the incorporation of green infrastructure including buffer/screen planting alongside all site boundaries to offset the visual impact on the open countryside and the setting of the grade 1 listed Crewe Hall and its registered park and garden, along with the creation of wildlife habitats and protection of Basford Brook.

Policy LPS further includes a series of Site Specific Principles relating to the overall Basford East site including residential elements and consequently not all are relevant to the development of the employment area. However, Issues relating to the following are addressed in following sections of the report;

- Necessary contributions to road infrastructure improvements
- Provide access from David Whitby Way through to the existing Rail Depot
- Provision of pedestrian and cycleway links with connections through to South Cheshire Growth Village LPS 8
- Achieve a quality of place and green setting for the employment park with the integration of safe and secure pedestrian and cycle routes
- Development at Basford East must respond to its sensitive landscape setting and also ensure it does not adversely impact on the setting of Crewe Hall (Grade 1) and its registered park and garden
- Provision of appropriate noise mitigation measures

As set out in the report below, the Council's Highway Officer has advised that the inclusion of B8 use within the site is not unsuitable in transport terms as the nature and extent of anticipated vehicular movements would not have an adverse impact on the local highway network either in terms of highway safety, traffic management issues or capacity.

Therefore, in principle whilst it is considered appropriate to consider a different mix of employment uses for the site, this would nevertheless represent a departure from the provision set out by Policy LPS 2 of the Cheshire East Local Plan Strategy. The proposed mix and quantum of employment uses which to be delivered across the site is addressed below.

## Employment Use

The application is supported by an Employment Land Report (ELR) carried out by the BE Group and provides a review of market demand/local need for office and industrial space.

The Employment Land Report's assessment has determined that the extent (19 Ha) of office floorspace (former use Class B1) to be provided at Basford East as stated by Policy LPS 2 is now unlikely to be deliverable or viable in an appropriate time frame.

Nevertheless, the Council's Economic Development Officer (EDO) has raised concerns regarding the substantial reduction in office space/use class B1 which is considered contrary to the original vision for this strategic site. This vision projected thousands of new jobs in office and light industrial space being created over the years, with space provided for growing employers and inward investment. The EDO considers the proposals will result in a lower overall number of jobs being created than originally envisaged particularly given the larger extent of B8 Distribution & Storage Uses (e.g. logistics) as well fewer numbers of employees in comparatively higher quality and better-paid roles which are delivered through office employment.

In response to these concerns the applicant points out that from its assessment of the position in respect of the provision of office space at Basford East the ELR concludes that;

*"If the Basford East site was to continue to be allocated for up to 19 ha for offices, it is likely that this would take many years to be fully developed, well beyond the planning horizon of the Local Plan Strategy. At current take-up rates for office land and the recent share of office transactions in Crewe, 19 ha could take about 48 years to be fully consumed. It is considered that this element of the policy allocation of up to 19 ha is out of date and no longer appropriate for the Basford East site."*

The ELR also explains that the reduced demand for office space is essentially due to significant changes in economic circumstances including increased business costs and the pandemic. The report adds that, *"The Office market is currently in a state of flux, with business evaluating the way in which they balance homeworking with in-office working in the post-pandemic environment"*. It is also important to note that the ELR was prepared prior to the cancellation of HS2 phases 2a and 2b.

On the other hand, in recent years the ELR demonstrates that there has been a growth in demand for larger and industrial and distribution floor space (Classes B2 & B8). Importantly however, the applicant still recognises that office floorspace is required to be provided within the scheme to support the Crewe economy as the current supply of office space is low. Nevertheless, the level now proposed is far more reflective of current and future demand, than that envisaged for allocation LPS 2. As a result, the ELR's overall findings are that a mix of uses at the Basford East site includes the following;

- *A significantly reduced role for offices than proposed in the Local Plan Strategy, but offices still forming an important part of the mix of employment uses within the site. In particular, opportunities should be provided that allow for businesses to co-locate their office/administrative functions with their manufacturing/logistics functions in modern, high-quality, hybrid premises.*
- *A range of units appropriate for B2/B8 operations, including a broad range of unit sizes to accommodate a strong mix of enterprises, including regionally and nationally significant enterprises.*

The submitted “hybrid” application is consistent these conclusions and the overall masterplan proposes the following employment use mix across the site;

- Up to 783,645 sq ft (72,803 sqm) of Class B8 warehousing & distribution uses
- Up to 475,474 sq ft (44,173 sqm) of Class B2 general industrial! Class E(g)(iii) light industrial uses
- Up to 100,000 sq ft (9,290 sqm) of Class E(g)(i) office uses.

In terms of the provision of office space, the amended parameters plan and Design Code indicate “commitment” to the provision of up to 100,000 sq.ft (9,290 sqm) of Class E(g)(i) Office accommodation. A “development zone” (indicative Units 4 - 7) is identified on the parameters plan within the outline part of the employment site adjacent to its main entrance for the siting of office use Class E(g)(i).

Also upper floor office accommodation is shown on the floor plans for Units 1- 3 within the full planning area of the site and approximately equates to;

Unit 1 - 900 sqm approx.  
Unit 2 - 1500 sqm approx.  
Unit 3 - 1100m sqm approx.

It is considered that the overall master-planning approach will ensure that an appropriate mix and quantum of employment uses is delivered across the site. However, notwithstanding this, a planning condition is recommended to ensure that future development of the site will deliver an appropriate mix of employment uses to reflect this distribution, including a minimum provision of (9,290 sqm) of Class E(g)(i) office uses within phase 2, whilst ensuring flexibility in responding to market demand from a wide range of potential occupiers.

In summary, given that low demand for office floor space is predicted to persist in the longer term, the proposed provision within the site is acceptable in supporting the local economy. It is considered that the mix and quantum of employment uses now proposed is acceptable. Importantly, the development of this large employment will result in significant socio-economic benefits for Crewe and the wider areas, and the applicant estimates that the proposal will create 2,900 (FTE) new jobs across a range of occupations, both higher and lower skilled.

## **Layout / Design**

The importance of securing high quality design is specified within the NPPF and Policies SE1, SD1 and SD2 of the CELPS, GEN1 of the SADPD and the Cheshire East Design Guide. In



particular, development proposals should consider the wider character of a place in addition to that of the site and its immediate context, to ensure that it reinforces the area in which it is located.

This hybrid application is supported by a Design and Access Statement, a design code and regulating plan, masterplan and parameters plans relating to uses, building heights and landscape framework. The Council's Design Officer has undertaken an assessment of the application, which is reflected in the commentary below.

#### Master planning/site framework

The Design Officer considers that the overall master planning approach adopted for this strategic site has resulted in a well-conceived employment development. There is a clear hierarchy in terms of street structure and design, albeit there is still concern about the capacity to tree line the main east-west spine with appropriately scaled trees, although this issue can be addressed through a landscape condition.

The extent of open and visible parking has been mitigated to an extent through enhanced landscaping throughout the site and includes the use of "green streets" although it accepts that the extent of surface parking across the site and its resulting visibility from certain viewpoints is dictated by highway requirements.

Connectivity and movement through the site, has been positively planned, and in particular achieving a positive termination of the east-west greenway, albeit still in concept form. The movement strategy also includes different length leisure routes and the prospect of positive connection to the Taylor Wimpey residential site to the east.

The scheme proposes a positive approach to open space, both public and for the benefit of occupants/workers within the development. This should set it apart from some of the larger employment schemes. Gresty Park presents a positive opportunity to enable people to experience a waterscape environment and to interact with nature. Based on the coding, the Marl Pit Park within the outline part of the site should provide a positive arrival into the site from the east-west greenway. However, the quality of the open space design at reserved matters will be crucial and it is advised that the naturalised feel conveyed in the coding needs to be maintained.

The SuDS framework for the site is considered to be another positive aspect of the scheme. The visibility of that within streets, car parks and public spaces will help to characterise the development and supplement the ecological wetland feel of the development.

#### Detailed component (full Application)

The Design Officer considers that in terms of architectural treatment a consistent approach across the development is likely to be better than individual designs for each building, but some individualisation would help elevate quality. For phase 2, where there is potential provision of smaller units, then there will be scope to create some subtle variation to the architecture reflecting their different scale and use, as identified in the Design Code.



The Design Officer noted the concerns raised by the Weston and Crewe Green Parish Council as regards building design, but this full part of the application is essentially a proposal of 3 larger footprint buildings, and the options to dress large buildings of this type are limited. One of the key issues raised by the Parish Councils is the “monotone palette” proposed for cladding facing buildings. However, introducing more colour variety can potentially worsen matters through further emphasising the scale of already significant buildings. It can also create excessively busy elevations and schemes that can date quite quickly. The Design Officer therefore concludes that the proposed approach is acceptable and further notes the Landscape officer’s comments as regarding the positive contribution of landscaping/green infrastructure within the scheme and the impact that will have over time in softening the buildings.

As originally proposed a pinch-point was created between Unit 1 and the access road at the main entrance to the development. Given its massing/height, (20 m to ridge/15m to haunch) Unit 1 would have appeared over-dominant. Amended plans have “flipped” the building around so that its entrance, staff car park and active elevations face towards the site gateway.

The re-orientation of unit 1 has brought significant benefits in creating an active entrance to the scheme. It also means Unit 1 is set further from the approved neighbouring housing. This makes for a far more positive entry into the development, particularly if this active frontage arrangement can also be secured for the future office area on the opposite side of the entry road (as defined on the regulating plan). Ideally, landscaping for the frontage of the car park of unit 1 could be further enhanced by tree planting within the hedge line, but that can be addressed through a landscape condition.

The revisions to the siting of Unit 1 in conjunction with the positioning of the proposed office units of the outline component of the application, will ensure an appropriate scale of development at the main entrance street and help prevent excessive enclosure. The Parameters Plan (Use) for the outline component has been revised to specifically show the provision of office buildings (Units Nos 4 - 7) in this location, to thereby reflect the principles of the submitted Design Code as well as the safeguarding the layout structure and as shown by the indicative masterplan.

Unit 2 is a large building but is set to the back of the site on its western edge, adjacent to the Network Rail land. Whilst the sections indicate this building to be 23m to ridge, 18m to haunch with the unit orientated east-west it will be viewed in the context of other buildings within the site and therefore partly screened by them.

Unit 3 is proposed to be 20m to ridge and 15 metres to haunch. Proposed housing to the east would be circa 60m away from the building at its closest point, divided by a landscaped bund and the PRow corridor (Basford FP 1). The bund height ranges from 2 – 4m (4m in relation to the southern part of the building). As advised by the Council’s Landscape officer, additional photo montages and site sections have demonstrated that views from the housing area would be acceptable and that the buildings would not be overly dominant.

#### Outline component

The strengthened Design Coding, including the provision of a regulating plan and the clarification on the parameters for office space being provided on part of the outline area,

provides greater certainty in delivering mixed employment use and certain fixes to establish the framework for the site, particularly as this area is subject to outline approval. The coding produced for the site provides a positive framework on which to plan the detailed design of buildings and spaces as part of Reserved Matters submissions.

#### Other considerations

Whilst some of the proposed buildings are of a large scale, and notwithstanding the comments made above about design/materiality, this has to be weighed against the operational needs of occupiers, which require these proposed building heights.

The Design Officer also considers that flexibility should be adopted for the heights of the office element identified within the outline part of the site adjacent to the eastern boundary and site entrance. It is highlighted that whilst the submitted parameters plan establishes “maximum” building heights for that area, height reductions can still be sought at reserved matters stage.

The Design Officer notes that there is a modest discrepancy in the area set aside for the park in the southern outline area (called Marl Pit Park in the Design Coding) comparing parameters/regulating plans and the outline masterplan. This is because part is identified within the development zone on the parameters/regulating plan. The code identifies the southern edge of the park as employee space for Unit 10 of the illustrative layout. This employee space seems very generous and could be reduced with more given over to the public park use. This should however be clarified in the detailed design for this part of the site at Reserved Matters stage.

There are no design principles for rain gardens within the landscape section of the coding and this will need to be resolved through the detailed landscape design (both via condition for the detailed part of the hybrid scheme and within reserved matters for the outline element).

As part of the detailed landscape scheme for the southern part of the site consideration should be given to wildflower planting the presently proposed grassed verges to supplement the other street GI such as tree and other planting areas and swales. In addition, the detailed landscape design needs to ensure that the sub stations and other utility infrastructure are adequately screened.

The Design Officer considers that bin and cycle stores should be ‘greened’ by using living surfaces as alluded to in the images within the design coding.

#### Energy and climate adaptation

The Design Officer advises that the scheme is to be designed to BREEAM “very good” as set out in the supporting energy and sustainability statement with some provision of air source heating, Photovoltaic, EV charging, reduced energy demand and various other ‘soft’ initiatives, including the approach to sustainable drainage.

#### Overall

In summary, the Design Officer considers that the overall masterplan/coding approach will ensure the development of the proposed employment park is acceptable design terms and

achieves an acceptable relationship with the adjacent residential scheme. The scheme will address the aspirations of Policy LPS 2 in providing a layout which will ensure a good quality of place, through a positive approach to open space and connectivity, and an acceptable framework on which to plan the detailed design of buildings within the southern part of the site at the reserved matters stage.

It is considered that in design terms the proposals comply with Policies; SE1, SD1 and SD2 of the CELPS and GEN1 of the SADPD.

### **Highways & Accessibility**

The proposed access to the site is taken from the spine road that connects with David Whitby Way and also an approved residential development (Taylor Wimpey). The access will effectively form part of new access road to serve the Network Rail depot proposed under application 22/3158N to the west of this application site.

In accordance with the requirements of Policy LPS 2 development is expected to;

- contribute towards road infrastructure improvements in the area, including the Crewe Green Link Road, A500 link capacity improvements, A5020 Weston Road junction and junction 16 of the M6.
- provide contributions towards improvements to existing, and the provision of new, public transport links to Crewe Railway Station, Crewe town centre and local villages.
- allow continued access to and servicing of the adjacent railways including improved access to the Rail Depot from Crewe Green Link Road South.
- provide improvements to existing, and include the provision of new pedestrian, cycle and public transport links to existing and proposed residential and employment areas, shops, schools and health facilities.
- provide connections to the South Cheshire Growth Village, South East Crewe, in the form of green infrastructure, pedestrian and cycle links with further consideration of comprehensively master planning both schemes.
- provide a quality of place with pedestrian and cycle links through to Crewe Railway Station and beyond to Crewe town centre

### Access

The spine road provides direct access on both sides of the road to the northern and southern parts of the site, the width of the road is 7.3m which is an industrial standard road capable of allowing HGV movements to occur. The northern and southern parts of the scheme have one principal access off the spine road, and there is a secondary car park access on the northern development site. As part of this development the existing part of the main spine road will be widened to provide a ghost right turn lane for the northern part of the Taylor Wimpey development.

The Highway Officer has advised that priority junction designs are to an acceptable standard and provide sufficient visibility and width for commercial access points. Internally the same specification is proposed in terms of width on both the north and south developments and each has a footway/cycle path provided.

### Car and Cycle Parking

The total number of parking spaces in both the outline and full application is 754 spaces which includes 32 disabled spaces and 70 Electrical Vehicle charging spaces. The Phase 1 development (Unit 1 - 148 car parking spaces, Unit 2 – 404 car parking spaces, and Unit 3 – 201 car parking spaces).

As Phase 2 is submitted in outline, the numbers of car parking spaces is subject to change in any reserved matters application. The majority of floorspace is storage and distribution uses and these operate on shift patterns and as such staff numbers on site at any one time are staggered and as such parking demand is lower.

All of the proposed units subject to full approval have covered cycle parking (Unit 1 - 34 spaces, Unit 2 - 96 spaces and Unit 3 - 48 spaces) which is considered acceptable.

### Accessibility

The internal footway and cycleways connect to the spine road which has shared footway/cycle facility on the northern side and this then connects with a similar facility on the western side of David Whitby Way. There is a network of existing footways north of the site towards Crewe and the shared footway/cycleway extends to Crewe Green roundabout.

It is accepted that there are no current bus services along David Whitby Way and the nearest service is the 85 on Weston Road (approx. 1000m from the site) that provides a hourly service between Newcastle-under-Lyme and Nantwich calling at Crewe.

It is important that developments are able to be accessed via pedestrian footways and that cycle facilities are provided, preferably on segregated paths. The proposed development is connected to these facilities and as such can be accepted as accessible. The provision to travel to work by public transport is poor, and although a limited bus service is available reasonably close to the site, it is likely that the staff catchment for this development is wide-ranging and staff will be travelling from numerous locations to the site. As part of the approved residential sites at Basford East, there is support for a new Bus Service to provide access to the site; this will assist in providing sustainable access.

### Traffic Impact

The new access road usage will ultimately be shared between the MUSE employment site, Taylor Wimpey residential scheme and also the Network Rail Depot (22/3158N). The Highway officer has advised that the assessment of all three sites using the access road has been undertaken. The traffic generation equates to 460 peak hour trips for the MUSE scheme using the access road and a comparatively small number of 177 daily trips would be generated by the Network Rail Depot.

The traffic impact of the proposed development (also taking account of the modest movements of the rail depot) has been assessed at the principal junctions likely to be affected by the additional trips generated by the site. These include;

- David Whitby Way/Basford East Site Access roundabout;

- University Way/Weston Road/David Whitby Way/Savoy Road roundabout
- A500/David Whitby Way roundabout;
- A500/A531/B5472 roundabout;

The assessment has determined that a number of mitigation measures required at various junctions for both Phase 1 and 2 of the development. The Highway Officer further advises that as a number of the same junctions on the road network are affected by both this application and South Cheshire Growth Village (SCGV) development, mitigation measures are required from both schemes.

The principal impact of Phase 1 is at the A500/David Whitby Way roundabout given the vast majority of the HGV movements generated by the scheme will pass through this junction. The Highway Officer advises that a mitigation scheme has been submitted to improve capacity at this junction, which include a full signalisation of the roundabout. This has been assessed by CEC and considered acceptable to be delivered as part of Phase 1 as a S278 scheme secured through a planning condition

The University Way / David Whitby Way Roundabout also has capacity problems when both the Phase 1 and 2 employment development traffic is added, and a mitigation scheme has also been proposed for this junction. However, there is additional impact at the roundabout resulting from the proposed South Cheshire Growth Village (SCGV) development submitted under current outline planning application 22/1447N which will add significant peak hour traffic to the junction. However, given that the principal impact at this junction would arise from SCGV, it is recommended that these improvements should be secured as part of the mitigation measures for the SCGV proposal.

A major improvement scheme for the A500 is to be delivered by CEC which includes the Meremoor Moss roundabout junction. This roundabout has existing capacity problems in the peak hours. The MUSE employment development will have an impact at the junction, but it will however be particularly impacted by the proposed SCGV development. A capacity assessment has been undertaken with the Muse development added only and shows long queueing on the A500 and the B5472.

In these circumstances the Highway Officer advises that a financial contribution to the CEC designed works that can incorporate the MUSE employment development traffic should be secured as part of phase 2 (outline). A proportionate and viable contribution to this scheme has been agreed and should therefore be secured by a S106 agreement.

CELPS Policy LP2 sets out what is expected to be secured in terms of infrastructure contributions to the road network. This development will add significant additional daily traffic on the local road network principally to the A500 and David Whitby Way (A5020) where road infrastructure improvement schemes are planned. A total financial contribution of £2.45m is recommended to be secured towards funding CEC planned improvement schemes for the A500 corridor or the A5020 corridor and / or enhanced cycling facilities on the A532 Corridor.

### Summary

In summary, the Highway Officer raises no objection to the application. It is considered that access to the site from the principal highway network is acceptable and the design of the

internal roads and pedestrian cycle/infrastructure provides good connectivity within the site and beyond. The traffic impact of the scheme can be mitigated through off site highway improvements as set above with financial contributions secured through a S106 Agreement as follows;

- A500 and A5020 access improvement contribution – Payment of £250k on commencement of Phase 2 (Buildings 4 to 10).
- A500 and A5020 access improvement contribution – On commencement, a payment per s.q.metre of plots of Phase 2 (Buildings 4 to 10) to a maximum cumulative value of £2.2M.

In addition, planning conditions are recommended to be attached as follows;

- Prior to occupation of the second unit within Phase 1, a ghost right turn lane to be provided on the existing spine road to serve the northern part of Taylor Wimpey residential Development .
- Prior to occupation of the last building unit within the Phase1 development, implementation of a scheme for the full signalisation of the David Whitby Way/A500 roundabout
- No occupation of Phase 1 (Unit 2) until the completion of the Network Rail access road as proposed under planning application 22/3158N.
- Prior to the occupation of each unit, an individual Travel Plan shall be submitted for that unit with the aim of promoting alternative/low carbon transport options for staff and patrons.

As recommended by National Highways a further condition is required to be imposed to secure the approval of a comprehensive travel plan framework for the site prior to first occupation.

### **Basford East Pedestrian/Cycle Routes**

A specific policy requirement of LPS 2 (Basford East, Crewe) is for development of pedestrian links (allowing for cycle access) to the South Cheshire Growth Village (LPS 8) to the east and the wider development with the Basford East Strategic Allocation to specifically provide a safe and secure environment for children to travel to school.

The development of 449 dwellings (Onward Homes) on the eastern side of David Whitby Way approved under 19/5934N incorporates a high-quality pedestrian/cycle route between the proposed South Cheshire Growth Village and David Whitby Way. A Toucan crossing on David Whitby Way secured under outline approval 15/1537N which enables this link to connect through to the Taylor Wimpey residential scheme.

The east/west pedestrian route then continues through the TW scheme via Crotia Mill and connects into the southern part of the proposed MUSE employment area utilising the public footpath network (Basford FP1 and FP2).

The Highway Officer has advised that the provision of the Toucan crossing can be satisfactorily provided on David Whitby Way, notwithstanding the concerns raised by the Weston Parish Council. The crossing is required to be provided under the outline approval 15/1537N prior to the occupation of dwellings of the TW residential scheme.



It is considered that the provision of a satisfactory east-west pedestrian route is vitally important to the wider Basford East development (and indeed the South Cheshire Growth Village).

In addition, to further improve pedestrian/cycle connectivity, the Highway Officer has advised that a further Toucan crossing is to be provided on David Whitby Way in a position to the north of the roundabout junction with the spine road. It will be funded through an existing S106 contribution. The additional crossing will significantly improve accessibility from the northern part of the TW residential development to the proposed primary school on the opposite side of David Whitby Way.

## **Ecology**

There are various ecology matters to consider and these are broken down into the following subsections and assessed accordingly. Revised comments have been received from the Councils Ecologist in respect of updated information which has been submitted including the ES statement addendum, Bioiversity Net Gain assessment, surveys and mitigation reports.

### Statutory Designated Sites

The application site falls within Natural England's SSSI impact risk zones. The applicant has undertaken a 'shadow ALSE' and submitted this in support of the application. Natural England have been consulted and responded on the 8<sup>th</sup> November 2023 and raised no objection.

The shadow Habitats Regulations Assessment has been adopted by the Council, and the conclusions of the assessment, that the proposed development is not likely to have a significant effect upon the Midland Meres and Mosses – phase 1 Ramsar or the West Midland Mosses SAC.

### Non-statutory Sites

Mere Gutter and Basford Brook Local Wildlife Site (LWS) is present on the northern boundary of the application site. This watercourse supports one of only a few remaining populations of White Clawed Crayfish in Cheshire. The Councils Ecologist advises that contamination and disturbance during the construction phase and surface water discharges during the operational phase of the development pose a significant risk to the LWS.

In order to minimise the risk of surface water contamination during the operation phase the ES states that a three level SUDS treatment will be provided for surface water from medium hazard areas and one treatment for low hazard areas. This approach is acceptable and is anticipated to be sufficient to safeguard the brook from operational phase surface water contamination. This matter may be dealt with by means of a condition in the event that planning consent is granted.

The applicant's ecological consultant has advised that no new outfall structures are required to Basford Brook. These will be located remotely, discharging into new naturalised channels which will subsequently be connected into the brook. These are illustrated on the recently submitted plan 'Indicative outfall details' drawing 0520 rev. P02.

This approach will minimise disturbance of the brook. Works to construct the swale will involve light excavation, landscaping and providing areas of rip rap (insetting natural stone paving into the channel). No in-river works will be required to construct the swale and rip rap channel. The connection of the swale to the brook will be supervised by the ecological clerk of works.

The Council's Ecologist recommends that the submission of detailed designs for the outfalls to Basford Brook and the supervision of their installation by an ecologist be secured by a condition in the event that consent is granted.

Risks related to construction phase disturbance and contamination could be addressed through the implementation of a CEMP, which includes fencing off 'no go' areas during the construction process and emergency spill response plan and dust control to minimise contamination. This is recommended to be required by a planning condition.

The submitted White Clawed Crayfish Mitigation Strategy includes the supervision of works, the installation of silt fencing, biosecurity measures to safeguard the crayfish population. The implementation of this mitigation strategy should be secured by a planning condition.

The Environment Agency (EA) have made further comments on the application and suggested a condition for a further white clawed crayfish mitigation strategy dealing with the connection of the swale to Basford Brook including drawdown of the watercourse and exclusion of crayfish. As above, it is not anticipated that any works will be required in the river channel therefore these measures may not be required. However, the Council's Ecologist recommends that a condition be attached as requested by the EA which required the submission of the specified mitigation in the event that in channel works are found to be necessary.

#### Ecological Network

The application falls partly within a Core Area of the CEC Ecological network. SAPD Policy ENV1 requires developments in Core Areas to increase the quality or quantity of priority habitat. I advise that the creation of reedbeds as part of the SUDS and the proposed native hedgerow planting would contribute to fulfilling this policy requirement.

#### Great Crested Newts

This protected species is present at several ponds on site. The Council's Ecologist considers that the proposed development would result in a high magnitude adverse impact on this species as a result of the loss of aquatic and terrestrial habitat and the risk of animals being killed or injured during the construction process.

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

- (a) in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment, and provided that there is;
- (b) no satisfactory alternative and
- (c) no detriment to the maintenance of the species population at  
Favourable conservation status in their natural range

The UK has implemented the Directive in the Conservation (Natural Habitats etc) Regulations 2010 (as amended) which contain two layers of protection (i) a requirement on Local Planning Authorities ("LPAs") to have regard to the Directive's requirements above, and (ii) a licensing system administered by Natural England and supported by criminal sanctions.

Policy SE 3 of the CELPS states that development which is likely to have a significant impact on a site with legally protected species will not be permitted except where the reasons for or the benefits of the development outweigh the impact of the development. Circular 6/2005 advises LPAs to give due weight to the presence of protected species on a development site to reflect EC requirements. "This may potentially justify a refusal of planning permission."

The NPPF advises LPAs to protect and enhance biodiversity: if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts) or adequately mitigated, or as a last resort, compensated for, planning permission should be refused.

Natural England's standing advice is that, if a (conditioned) development appears to fail the three tests in the Habitats Directive, then LPAs should consider whether Natural England is likely to grant a licence: if unlikely, then the LPA should refuse permission: if likely, then the LPA can conclude that no impediment to planning permission arises under the Directive and Regulations.

In terms of the Habitat Directive tests;

- The proposed development is of overriding public interest. The site forms part of the Basford East Strategic Allocation and its development which would provide significant employment opportunities and economic benefits for Crewe, supporting the overall aims of the local plan strategy and the important contribution to that made by this strategic site.
- The site is allocated for significant development and there is no satisfactory alternative to delivering this scale of employment development.
- In order to address the potential impacts of the proposed development upon this species, the applicant intends to enter the development in Natural England's District Level Licencing scheme. The Council's Ecologist advises that this approach would be sufficient to maintain the favourable conservation status of the affected species.

The applicant has provided a copy of the countersigned Impact Assessment and Conservation Payment Certificate from NE as evidence that the development is eligible to join the scheme. A condition should be attached which requires the developer to enter into the licencing scheme prior to works on site.

As a result, the proposed development would comply with the relevant policies of the Development Plan in terms of the impact upon protected species.

#### Common Toad

This priority amphibian species was recorded on site during the reptile surveys. The ES advises that it is likely that this species would breed at ponds on site. The proposed development would result in an adverse impact on this species as a result of the loss of ponds, smaller areas of high value habitat and large areas of lower value terrestrial habitat, together with the risk of animals

being killed during site clearance and construction works and the risk posed by drainage infrastructure.

The Council's Ecologist advises that the loss of ponds would be compensated for through the proposed replacement ponds, although some clarification on this point is required as discussed below. The risk of animals being killed could be reduced through the implementation of Reasonable Avoidance Measures during the construction phase and the incorporation of dropped kerbs and amphibian friendly gully pots. This will be secured by a planning condition. The Council's Ecologist advises that the proposed development is likely to have a residual minor adverse impact upon this species due to the overall loss of available habitat on site.

#### Ponds

There are 10 ponds on site, four of which are considered to be priority habitat. All of these ponds, apart from one, would be lost as a result of the proposed development.

Paragraph 7.225 of the ES refers to 14 new ponds being created as part of the development. The applicant's ecological consultant has advised that all of the proposed ponds on site are wildlife ponds with the exception of the SUDS basin located in the northern part of the site. The Council's Ecologist accepts this is broadly acceptable.

#### Hedgerow

Native Hedgerows are a priority habitat and hence a material consideration. The submitted ES advises that the existing hedgerows are largely retained apart from losses associated with the proposed access roads. The landscape masterplan includes replacement native species hedgerow planting. I advise that if the loss of the existing hedgerow is considered unavoidable, then whether the proposed planting is sufficient to address that loss can be assessed through the application of the biodiversity metric discussed below.

#### Water Vole

This priority species was historically present on Basford Brook but has not been recorded for a number of years. No evidence of the species was recorded during the surveys undertaken in support of this application, and I advise that it is unlikely to be present or affected by the proposed development.

#### Bats

No bat roosts were identified in the trees subject to detailed surveys. The application site is considered to be of Local value for foraging and commuting bats, with Bat activity mainly being associated with woodland to the north and railway line to the west. I advise that the proposed development will result in some loss of suitable bat foraging habitat, which would be at least partly compensated for through the proposed pond creation and landscape planting. Whether the proposals are sufficient to fully compensate for the loss of suitable habitat on site can be determined using the biodiversity metric discussed below.

To avoid any adverse impacts on bats, a condition is recommended that requires the submission of detail of the proposed lighting scheme which should reflect the Bat Conservation Trust Guidance Note 08/18 (Bats and Artificial Lighting in the UK).

#### Badger

No conclusive evidence of badger activity was recorded on site during the submitted updated

survey (July 2023), however badgers are known to be active in this locality. Based upon the current status of badgers on site I advise that the proposed development is likely to have a low impact upon badgers as a result of the loss of suitable foraging habitat.

As the status of badgers on a site can change in a short timescale, a condition should be attached requiring an updated badger survey to be submitted prior to the commencement of development.

#### Reptiles

Slow worm is present on site. This is a priority species and hence a material consideration. The presence of this species would also be sufficient for a site to be selected as a Local Wildlife Site. The species was recorded on the site's western boundary, but suitable habitat also occurs towards the site's northern boundary.

The ES identifies a potential Moderate adverse impact upon slow worms resulting from the proposed development. In order to mitigate this impact, a reptile buffer is shown on the landscape master plan along the southern section adjacent to the western railway line.

The Council's Ecologist advises that the proposed development must avoid the loss of any suitable reptile habitat. The application site for the most part supports habitats of low value for reptiles, however the proposed development does result in the loss of an area of suitable habitat towards the north. The revised ES recommends the implementation of trapping and exclusion measures to minimise the risk of reptiles being harmed during site clearance works and this approach is acceptable. The number of days trapping will need to be agreed with the LPA prior to site clearance works. This matter can be dealt with by means of a suitable condition.

#### Aquatic invertebrates

Further surveys of four ponds on site have been undertaken (APEM 1<sup>st</sup> August 2023). The surveys did not identify the ponds surveyed as being significantly important for aquatic invertebrates. The applicant's ecological consultant has confirmed that a number of other ponds previously observed on site were dry at the time of the survey.

#### Breeding Birds

A number of species of bird were recorded as breeding on site. This included a number of priority species which are a material consideration for planning. The proposed development would result in the loss of habitat for priority species associated with scrub and woodland habitats and ground nesting priority bird species.

The proposed planting, and the provision of bird boxes on site, would at least partially mitigate impacts on species associated with scrub and woodland habitats, however the proposed development is likely to result in a residual impact upon ground nesting priority bird species, which would be affected by a direct loss of suitable habitat and deterred from breeding on site due to the loss of openness. This effect is likely to be significant at the Local scale.

In addition, a planning condition is recommended to protect breeding birds.

#### Barn owl

Barn Owls were recorded as breeding in a nest box just outside the redline of the application in the southern part of the site.

The submitted ES advises that the proposed development would result in a minor impact on barn owls because of the loss of foraging habitat. The breeding pair of owls adjacent the site is however likely to be disturbed during the construction phase (in the area subject to the outline application) which is likely to result in the abandonment of the territory. Construction works in the area subject to the full application is unlikely to disturb barn owls.

The submitted mitigation strategy involves the temporary removal of the current nest box prior to any seasonal breeding activity occurring as a means of avoiding any disturbance of breeding owls. The box would be reinstated once potential disturbing construction works are complete. In addition, the provision of two replacement nest boxes is proposed, one to the north of the application site and a second on land to the south of the A500, as a means of compensating for the potential loss of the existing nesting site.

It is recommended that a condition be attached requiring that any future reserved matters application be supported by an updated barn owl survey and a mitigation strategy informed by the submitted scheme.

#### Biodiversity Net Gain (BNG)

All development proposals must seek to lead to an overall enhancement for biodiversity in accordance with Local Plan policy SE3(5) and deliver a Biodiversity net gain in accordance with SADPD policy ENV 2. In order to assess the overall loss/gains of biodiversity an assessment has been undertaken using the Defra Biodiversity 'Metric' version 3.1.

The revised BNG calculation submitted in support of the application advises that the proposed development, including offsite habitat creation works, would result in a net gain of 3.59% for area-based habitats and a 42.29% for hedgerows for the full application area.

The Council's Ecologist advises that the proposed SUDS ponds should be entered into the metric as such rather than wildlife ponds as is currently the case. This change results in the gain from area-based habitats being reduced slightly to 2.58%.

The outline application area is estimated to result in net gain of 5.36% for area-based habitats and no change for hedgerows. Part of the existing farmland within the outline area falls within the CEC ecological network but has not been entered as such in the submitted metric. Revising the metric to reflect this shows that the proposed development still being anticipated to delivering a very slight net gain. This however meets the requirements of SADPD Policy ENV2, as opposed to the mandatory BNG requirements that came into effect in February 2024 and to which this application is exempt as it was submitted in February 2023.

A planning condition is required to secure the submission and implementation of a habitat creation method statement and a 30-year monitoring and management plan for the on-site habitats created as part of both the full and outline areas.

A section 106 agreement would also be required to secure the offsite biodiversity measures including the submission of a habitat creation method statement and 30 year monitoring and management plan. The applicant intends to deliver the offsite works for both the full and outline elements of the application under a single management plan.



This planning application provides an opportunity to incorporate features to increase the biodiversity value of the development in accordance with Local Plan Policy SE 3. A condition is recommended of proposals for ecological enhancement (bat and bird boxes) for each phase.

### Summary

In summary, subject to the completion of a S106 Agreement to secure off-site habitat to deliver Biodiversity net gain, and a series of planning conditions to protect species and safeguard habitat (including Basford Brook) the Council's Ecologist raises no objections to the development;

### **Trees**

This is a hybrid application (part full/part outline) application for a new employment park. The site is identified in the CELPS as a strategic site (Basford East LPS2), located in the westernmost part of the site allocation. Policy LPS2 includes the principles relevant to arboriculture and trees to achieve the development through the incorporation of Green Infrastructure.

Trees within and immediately adjacent to the site are not currently protected by a Tree Preservation Order or lie within a designated Conservation Area.

The application is supported by an Environmental Statement with a series of technical assessments and Appendices that include technical reports and supporting information. An updated Arboricultural Impact Assessment (TEP Version 2.0 dated 14/8/23) is included at Appendix 7.10 of the ES. Section 2.19 of the AIA refers to the following:

The AIA refers to the presence or otherwise of Ancient Woodland, Veteran Trees and Community Forests. The Council's Forestry Office concurs with the AIA that trees within or adjacent to the site are not covered by these designations.

The AIA refers to the presence or otherwise of habitats of principal importance, including habitat types defined by woody vegetation on the Natural England Priority Habitat Inventory. The Forestry Officer agrees with the AIA that the Inventory confirms one priority habitat of Deciduous Woodland within the application site (Woodland W1 and G4 of the AIA).

### Full

AIA Para 3.9, Table 34 and Drawing 2 (Tree Works Plan - Effects) identify 1 moderate (B) category Oak tree, 2 moderate (B) category groups and 4 low (C) category groups will require removal to accommodate the development.

It is agreed (AIA para 3.12) that tree removal by area is mostly low quality (Category C) and represents a small percentage of tree cover, with most of the tree cover, including the linear woodland belt to the north along Basford Brook being retained.

The individual Oak and two moderate category groups are located adjacent to ponds within the centre of the site in conflict with the position of Unit 3. The proposal has no direct or indirect impact on the integrity of the linear woodland to the north of the site.

The applicant proposes mixed, native planting on a proposed bund to the east of the site, avenue planting of specimen trees to the main access roads, swale and wet area planting and smaller species tree planting within the car park areas and welcome areas as a means of compensation for the loss of trees and mitigate for the impact of development. The proposed planting is considered sufficient to compensate for the loss of trees.

The Forestry Officer notes that tall growing columnar tree species are proposed to be planted as avenue planting on spine roads. Where appropriate new planting should comprise of large canopy trees rather than columnar forms, with a mix of species that are resilient to pest, diseases and climate change and delivered in locations that support their long-term growth and spatial requirements. In addition, the delivery of new planting integrated as part of the rain gardens within areas of car parking should be designed to have sufficient soil volume to ensure tree longevity. These issues can be addressed through a planning condition requiring details of the landscape scheme and planting.

In summary, the Forestry Officer raises no objection to this part of the scheme (full application) subject to conditions being attached requiring the submission of a scheme of tree protection measures, an Arboricultural Method Statement and a detailed service and foul and surface water drainage layout to ensure the long term retention of the trees.

### Outline

In terms of anticipated tree Loss, the AIA para 3.15 (Table 6) and Drawing 4 (Tree Works Plan - Anticipated Effects) identify 3 High (A) category Oak trees; 6 moderate (B) category Oak trees, 3 moderate (B) category groups and 7 low (C) category groups that are anticipated for removal to accommodate the development.

The majority of the removals are located within the southern central section of the site and eastern boundary section to accommodate Units 9 and 10. New planting is shown on the Landscape Masterplan, albeit indicative at this stage which includes planting along the spine roads and mixed native planting on the bunded landscape buffer to the east of the site as compensation for the loss of trees and mitigation for the impact of development. The Forestry Officer considers that the proposed planting is acceptable to compensate for the loss of trees. Although should the design change at reserved matters stage and there are additional impacts on trees these will need to be considered in accordance with the mitigation hierarchy.

The Forestry Officer has also assessed the indirect impact on trees. The AIA (Para 3.17) refers to the potential impact of a proposed attenuation pond on a group of trees. It is advised that any subsequent reserved matters application should seek to design the attenuation pond to retain these trees.

Para 3.18 of the AIA refers to a high (A) category Oak (T18) to be retained within green space which may be encroached by new structures, roads or level changes. The Forestry Officer advises that any reserved matters application shall ensure that the trees' rooting environment

is respected in accordance with the design requirements of BS5837:2012 to ensure the trees long term health and safe well-being.

Para 3.18 of the AIA refers to the potential impact of the emergency service road on two high (A) category Oak trees, T7 and T8. It is considered that any future reserved matters application should seek to adjust the road to avoid the RPA of the two trees to safeguard their long-term retention.

The Forestry Officer concludes that any future reserved matters application should consider the detailed design of the development on trees by reference to an Arboricultural Impact Assessment / Method Statement and Tree Protection Plan having regard to BS5837:2012 to ensure the retention of those trees that make a significant contribution to the amenity, biodiversity and landscape character of the area. A Condition is therefore recommended to attached in respect of the outline part of the scheme to require that reserved matters applications are supported by an appropriate Arboricultural Impact Assessment.

## **Landscape**

### Visual Impact

As part of the application a Landscape and Visual Impact Assessment (LVIA) has been submitted within the ES. The Councils Landscape Officer advises that the assessment follows the guidelines and methodology outlined in the Guidelines for Landscape and Visual Impact Assessment 3<sup>rd</sup> Edition 2013. The assessment refers to the National Character Area, Area 61 – Shropshire, Cheshire and Staffordshire Plain/Cheshire Sandstone Ridge.

The LVIA has however been updated to take account of the repositioning of Unit 1 further away from the site entrance and eastern site boundary, and also include additional information of views of the larger and higher units of the employment scheme and their impact on the wider landscape with specific focus on Crewe Hall (grade 1) and the village of Weston. Additional photomontages and sections have also been provided of the visual relationship between the approved TW residential development and the proposed employment scheme

The Council's Landscape Officer has assessed the relevant landscape impacts of the LVIA within the ES, and in the context of the additional information which has been provided and concurs with the findings that the effects on Crewe Hall (grade 1) and the registered park and garden are not significant. Furthermore, it is also demonstrated that when viewed from the environs of Weston, only the rooftops of buildings would be partially visible above the tree line given the presence of intervening vegetation.

It is considered that the LVIA and addition information satisfactorily demonstrates that overall, in the long term, no significant adverse effects are anticipated in terms of the visual impact of the proposed development. Furthermore, given comprehensive landscaping and planting will be implemented on site, the Landscape Officer agrees that most of the long-term landscape and visual effects are either determined to be negligible or negligible to minor.

It is also considered that revised scheme which has re-positioned Unit 1 further into the site has less visual impact on the near and wider landscape, including the nearest dwelling of the Taylor Wimpey scheme. The Landscape Officer considers that the submitted images are acceptable,

particularly given the proposed mitigation in form of planting and landscape bunding alongside the site boundaries with Taylor Wimpey housing scheme.

### Landscape proposals

A key landscape requirement within LPS 2 is the provision of green infrastructure including new planting, the creation of tree lined boulevards, provision of green spaces and retention of existing trees and hedgerows.

Although the development will involve some loss of trees this will be compensated by the proposed planting scheme and furthermore hedgerows within the site are also retained in accordance with one of the site-specific principles of development listed under LPS 2.

The proposed Employment Park has been designed to create a green and healthy workplace with a rich natural landscape, providing accessible open spaces. The landscape strategy has been devised to set the development within generous green infrastructure that threads through the development though the provision of “green streets”. In addition, the periphery landscape will be strengthened includes the retention of existing hedgerows and trees.

A green corridor is proposed along the spine roads and green buffers will be incorporated to separate and provide substantial stand-offs with the adjoining residential scheme. A landscaped buffer is proposed along part of the eastern boundary of the site, incorporating trees and shrubs, which would separate the development from the adjacent residential development, providing visual screening, as well as a habitat corridor.

The scheme proposes a positive approach to open space, both public and for the benefit of occupants/workers within the development. Habitat parks are proposed within the northern and southern part of the scheme, providing green space, ponds and outdoor seating for members of the local community and workers of the site to uses. In particular the proposed “Marl Pit Park” shown on the indicative masterplan within the southern part (outline) of the should provide a positive arrival into the site from the east-west greenway. Although the quality of the open space design will need to be secured in accordance with Design Code at the reserved matters stage.

The proposed planting scheme will also help to soften the built form and assimilate the development into the wider landscape context. This is especially important in close proximity to public footpath routes and visual screening around site edges with the Taylor Wimpey scheme.

The Landscape Officer advises that the landscape related plans are acceptable at this stage, albeit there are some areas especially where boundaries of units or car parking could benefit from some more tree planting, but this can easily be addressed through a condition required details of the landscape scheme.

In summary, it is considered that the landscape design, offers a pleasant and welcome level of planting, complexity with occasional seating areas. The employment park will in time will benefit from extensive tree planting which will soften the large facades of the units. Adequate planting buffers have been provided especially along the main eastern boundary.

The Landscape Officer also recommends a condition be imposed (full application) requiring the provision of a vertical standalone landscape feature, incorporating distinctive signage identifying the development alongside the site boundary on the approach to Crewe Railway Station.

## **Amenity**

SADPD Policy HOU 12 (Amenity) states that new development should not be permitted if it is deemed to cause unacceptable harm upon neighbouring amenity such as from visual intrusion or noise and disturbance.

Residential properties of the approved Taylor Wimpey development (21/4434N) will be sited adjacent to the eastern boundary of the site. In addition, dwellings of this this development will also front onto the spine road leading from the roundabout on David Whitby Way.

The approved TW layout ensures that proposed dwellings are well set back behind buffer planting along the central spine road, given this would also serve as the main access to the adjoining employment site to the west in the future. In addition, roadside tree planting the landscape buffer areas, will provide a green corridor into the development of depths of between around 7m to 11m in depth.

Extensive landscape buffer areas will be provided alongside the western site boundary of the TW development and landscape bunding is also sited alongside the eastern boundary of the Employment area. This ensures that appropriate stand-off distances is secured between new housing which takes account of the height of large industrial buildings and operational areas of the employment site.

In particular, significant interface distances are achieved of between 55m and 114m between the nearest dwellings and employment units 1 and 3 within the northern part (full application) of the site. During the course of the application Unit 1 has been repositioned further away from the eastern boundary to avoid the creation of a pinch-point at the main entrance to the development, but also significantly improves the relationship of the scheme with the TW development. Whilst a staff car park is now sited between the end of Unit 1 and the TW development, its loading bay is now located further from the site boundary on the same side of the building and the relocated car park will be substantially screened by landscaped bunding.

In addition, the amended parameters plan for the outline part of the site identifies that office buildings will be located adjacent to the site entrance as opposed to industrial buildings. Landscaped bunding and planting alongside the boundaries of the site will mitigate the visual impact and scale of development within the employment area from the adjacent dwellings.

Given the significant separation distances between dwellings and employment units /operational areas and provision of intervening screening from extensive planting and landscaped bunding, the amenities of future occupiers of dwellings of the TW development not be detrimentally impacted in terms of an overbearing visual impact, loss of outlook or light.

## Noise Impact

In support of this application, the applicant submitted a noise impact assessment given the proximity of approved residential properties. However, given issues raised by CEC Environmental Health and Taylor Wimpey an updated assessment has been submitted. This specifically addresses noise implications from the repositioning of Unit 1, noise resulting from the operation of mechanical plant within the employment park and the impact of traffic noise on dwellings of the Taylor Wimpey site adjacent to the spine road accessing the employment area.

The noise assessment concludes that noise resulting from the operation of the employment units and mechanical plant will be effectively mitigated from the adjacent housing scheme through proposed bunding alongside the eastern site boundary. In terms of traffic noise associated with vehicular movements generated by the proposed employment development the report recommends the provision of mitigation in terms of an upgraded specification of double glazing and trickle vents for specified dwellings of the TW scheme adjacent to the access road, as well as additional 1.8 m high screen fencing to several plots to provide necessary acoustic screening from the road.

Importantly further to its consideration of the updated noise assessment (ES) Taylor Wimpey has stated the required mitigation measures for dwellings set out above are considered acceptable. TW confirms in its representation to the application that, “Muse have confirmed that they will cover the reasonable costs for Taylor Wimpey in relation to the mitigation required “

However, the latest information is being considered by the Council’s Environmental Health Officer and an updated consultation response is expected to be received shortly. An update to this report clarifying the position will be provided in advance of the meeting.

## Air Quality

Air quality impacts have been considered within the air quality assessment submitted in support of the application. This has been considered by the Council’s Environmental Protection Officer (EPO) who considers it acceptable, and in particular is satisfied that the receptors used in the air quality assessment are representative and acceptable.

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 NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> 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:

- 2019 Baseline (Model Verification);
- 2033 Baseline + Committed Development; and,
- 2033 Baseline + Committed Development + Operational Traffic.

The assessment concludes that the impact of the future development on the chosen receptors will be **negligible** with regards to all the modelled pollutants. However, the proposed



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

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 EPO considers that a development of this scale and duration would be expected to have an adequate demolition, construction and trackout dust control plan implemented to protect sensitive receptors from impacts during this stage of the proposal and this is mentioned within the AQ Assessment as a form of mitigation.

The EPO raises no objection to the proposed development but recommends that conditions are attached requiring details for the provision of electric vehicle infrastructure and the use of Ultra Low Emission Boilers are necessary to ensure that local air quality is not adversely impacted for existing and future residents.

### **Flood Risk/Drainage**

A drainage and flood risk assessment (ES) has been undertaken to consider the potential effects of the proposed development on the existing hydrological regime, and flood risk to on and off-site receptors. An updated an updated Flood Risk Assessment and Sustainable Drainage Strategy Statement were submitted to address comments made by the Environment Agency (EA) in relation to the potential effects on White Clawed Crayfish within Basford Brook.

As set out in the Ecology section of the report above, original concerns raised by the EA have been addressed subject to the submission of mitigation measures in the event that channel works along the brook found to be necessary. A further condition is recommended requiring the provision of Construction Environmental Management Plan (CEMP) to be submitted to safeguard the Mere Gutter and Basford Brook LWS throughout the construction phase.

A number of small surface ponds are present on site and Basford Brook lies adjacent to the northern and eastern site boundaries.

Basford Brook is designated as a 'main river' by the Environment Agency. Most of the site is located in Flood Zone 1 (lowest area of flood risk). An area in the north of the site, adjacent to Basford Brook, lies in Flood Zone 2 and 3. The proposed development has taken account of these flooding constraints and land falling within Flood Zone 3 lies outside of the proposed development's platform/built development extent. In addition, no buildings are proposed within the area of land identified as Flood Zone 2. The only development located in Flood Zone 2 is parking, landscaping and hardstanding.

It is considered that the Flood Risk Assessment is acceptable and surface water would be dealt with by appropriate SuDs techniques as set out the Sustainable Drainage Systems Supplementary Planning Document (SuDS SPD). In particular, The proposed drainage strategy includes a range of SUDs features such rain gardens, green roof/walls and attenuation storage in swales and basin/ponds discharging to Basford Brook. As Basford Brook is considered a 'sensitive watercourse' due to the presence White Clawed Crayfish, a three-tiered

SuDS system is importantly proposed in accordance with the SuDS SPD. This ensures that enhanced water quality improvement is achieved by surface water passing through three separate suds systems before discharge into Basford Brook. (e.g. surface water from access roads drains via swales to ponds/detention basin with reduced d controlled discharge through reed beds prior to discharging to Basford Brook.

The Council's Flood Risk Manager has raised no objections in principle to the proposed Drainage Strategy. Although detailed issues are required to be addressed in respect of the final design of elements of the drainage system, and condition are therefore recommended to be imposed on the full and outline parts of the scheme.

United Utilities raises no objections to the application, subject to a condition requiring full details of the design for the surface water and foul water drainage schemes. The Environmental Agency have raised no objections to the development subject to the development being undertaken in accordance with the approved Flood Risk Assessment.

The application proposals are therefore deemed to adhere with Policy SE13 of the CELPS and Policy ENV 16 of the SADPD.

## **SECTION 106**

A Section 106 Agreement is required to secure the following:

- A financial contribution of £2.45m towards funding CEC planned improvement schemes for the A500 corridor or the A5020 corridor and / or enhanced cycling facilities on the A532 Corridor. This is required to mitigate for the impact of the proposed d development on the local highway network.
- To secure the offsite habitat creation measures, including the submission of a habitat creation method statement and 30-year monitoring and management plan, to ensure the development deliver the required Biodiversity Net Gain (BNG)

## **CIL REGULATIONS**

In order to comply with the Community Infrastructure Levy (CIL) Regulations 2010, it is necessary for planning applications with legal agreements to consider the issue of whether the requirements within the S106 satisfy the following:

- a) Necessary to make the development acceptable in planning terms;
- a) Directly related to the development; and
- c) Fair and reasonably related in scale and kind to the development.

It is considered that the contributions required as part of the application are justified meet the Council's requirement for policy compliance. As set out above, all elements are necessary, directly relate to the development and are fair and reasonable in relation to the scale and kind of development.

On this basis the scheme is compliant with the CIL Regulations 2010.

## CONCLUSIONS

This application relates to a significant part of allocation LPS2 - Basford East, Crewe for the delivery of employment use. The Justification of Policy LPS 2 adds that, "The provision of emplacement land development is the principal and overriding objective of the Basford East Site". It is considered that the proposals meet the overall requirements of policy LPS 2 as they relate to this site.

The mix of employment uses now proposed represents a departure from Policy LPS 2, specifically in relation to proposed Class B8 uses and a significant reduction in office space. However, the submitted Employment Land Report (ELR) has demonstrated this is acceptable given the need to respond to market demand and also the issues depressing the long-term demand for office space. Although it is recognised that a significant provision of office space is still required to be provided over the plan period and will be conditioned accordingly.

Importantly, it is estimated that these proposals will result in significant socio-economic benefits for Crewe and the wider area, including the creation of 2,900 (FTE) new jobs the site.

Improvements to the design and layout of the proposals have been secured during the course of the application and the overall masterplan/coding approach will ensure the proposed employment park will integrate well within its context. The proposals address site specific requirements of Policy LPS 2 with the layout ensuring a good quality of place, through a positive approach to green infrastructure, open space and pedestrian/cycleway connectivity. In addition, an acceptable framework is provided on which to plan the detailed design of buildings within the southern part of the site at the reserved matters stage. The development subject to conditions is supported in design terms and the proposals accord with Policies SE1, SD1 and SD2 of the CELPS and GEN1 of the SADPD.

The LVIA and additional information has demonstrated that the development will achieve an acceptable relationship with the character of the locality, and not result in any unacceptable visual impacts from important viewpoints nor over-dominate the adjacent residential development.

Given significant separation distances between dwellings and employment units /operational areas and provision of intervening screening from extensive planting and landscaped bunding, the amenities of future occupiers of the adjacent TW residential development will not detrimentally be affected in terms of an overbearing visual impact, loss of outlook or light. However, updated information concerning noise impact and proposed mitigation measures is being considered by the Council's Environmental Health Officer and an update will be provided in advance of the meeting.

It considered that access to the site from the principal highway network is acceptable and the design of the internal roads and parking provision is adequate. Pedestrian/cycle infrastructure provides good connectivity within the site and beyond. The impact on the wider highway network arising from the development of this site will be mitigated through the implementation of a scheme for the full signalisation of the David Whitby Way/A500 roundabout, and an A500 and A5020 access improvement contribution of £2.45M secured through a S106 Agreement.

Issues relating to trees, drainage/flood risk, air quality, contaminated land and public rights of way have been addressed and are subject to conditions where necessary.

Ecological issues have been satisfactorily addressed particularly in respect to safeguarding habitat (including Basford Brook), protected species subject to a series of planning conditions being imposed. The delivery of biodiversity net gain is achieved through the creation of off-site habitat secured through a S106 Agreement.

On this basis, the proposal is for sustainable development which would bring environmental, economic and social benefits and is therefore considered to be acceptable in the context of the Development Plan, and advice contained within the NPPF.

**RECOMMENDATION: APPROVE, Subject to conditions and the prior completion of a S106 Agreement to secure the following:**

<b>S106</b>	<b>AMOUNT/REQUIREMENT</b>	<b>TRIGGER</b>
A500 and A5020 access improvement contribution	£2,450, 0000	<ul style="list-style-type: none"> <li>- Payment of £250k on commencement of Phase 2 (Buildings 4 to 10).</li> <li>- On commencement, a payment per s.q, metre of plots of Phase 2 (Buildings 4 to 10) to a maximum cumulative value of £2.2M.</li> </ul>
<u><b>BNG</b></u> Details of offsite biodiversity measures including the submission of a habitat creation method statement and 30 year monitoring and management plan, and biodiversity metric	Submission of BNG measures, habitat creation method statement and 30 year monitoring and management plan, and biodiversity metric.	<ul style="list-style-type: none"> <li>- Submit details for approval prior to commencement.</li> <li>- Delivery of habitat creation in the next appropriate season following commencement</li> </ul>

**AND subject to the following conditions;**

**FULL**

1. Commencement of development (3 years)
2. Development in accordance with approved plans
3. Mix of employment uses (Uses Classes) and restriction on floorspace
4. Details of materials and finishes
5. Details of Hard Surfacing
6. Submission of details of landscaping scheme
7. Implementation of landscaping scheme
8. Submission of Landscape Management Plan
9. Details for provision of vertical standalone landscape feature alongside boundary with the West Coast Mainline

10. Details of Boundary treatments
11. Submission of Arboricultural Method Statement prior to commencement of development
12. Submission of a scheme for the protection of trees prior to commencement of development
13. Submission of a detailed service and foul and surface water drainage layout with regard to long term tree retention prior to the commencement of development
14. Submission of detailed design of outfalls to Basford Brook informed by the submitted illustrative proposals
15. Prior to the commencement of development, submission of a CEMP to include measures to safeguard the Mere Gutter and Basford Brook LWS throughout the construction phase and include details of the Ecological Clerk of works appointed to oversee its implementation.
16. Prior to commencement of development a detailed surface water drainage scheme to be submitted which includes a minimum three stage treatment for medium hazard surfaces and a minimum one treatment stage for low hazard surfaces in accordance with the submitted Sustainable Drainage Strategy Statement
17. Development to proceed in accordance with the submitted White Clawed Crayfish Mitigation Strategy prepared by TEP dated February 2024.
18. Submission and implementation of Amphibian Reasonable Avoidance Measures prior to the commencement of development to include staged vegetation clearance and measures to safeguard retained habitat during the construction process.
19. Reptile mitigation to be implemented in accordance paragraphs 7.66 – 7.68 of the submitted ES addendum dated February 2024.
20. Submission of proposals for ecological enhancement (bat and bird boxes etc.) prior to commencement.
21. Submission prior to commencement of amphibian friendly drainage systems and dropped kerbs to minimise risks to amphibians and other wildlife.
22. Safeguarding of nesting birds.
23. Entry into Natural England's District Level licencing scheme prior to commencement of works on site.
24. Submission of updated badger survey prior to commencement of development.
25. Detailed lighting scheme (bat friendly) to be submitted prior to commencement.
26. Submission and implementation of habitat creation method statement, and 30 year habitat management and monitoring strategy
27. Prior to commencement of development the detailed surface water drainage design and SuDS management plan shall be submitted and approved.
28. The development shall be carried out in accordance with the submitted flood risk assessment and mitigation measures detailed
29. Details of foul water drainage scheme
29. Provision of a ghost right turn lane on the existing spine road
- Implementation of scheme for the full signalisation of the David Whitby Way/A500 roundabout
30. No occupation of Unit 2 (Phase 1) until access is available from Network Rail access road as proposed under planning application 22/3158N.
31. Prior to the occupation of each unit, an individual Travel Plan shall be submitted for that unit
32. Submission of a comprehensive travel plan framework for the site prior to first occupation.
- Provision of Electric Vehicle infrastructure
33. Provision of Ultra Low Emission Boilers
34. Prior to commencement of development submission of Phase II ground investigation and risk assessment, and remediation strategy if necessary .



35. Contaminated land - Verification report
36. Contaminated land – soil testing
37. Measures to deal with unexpected contamination
38. Details of Levels
39. Public rights of way scheme of management
40. Programme of archaeological observation

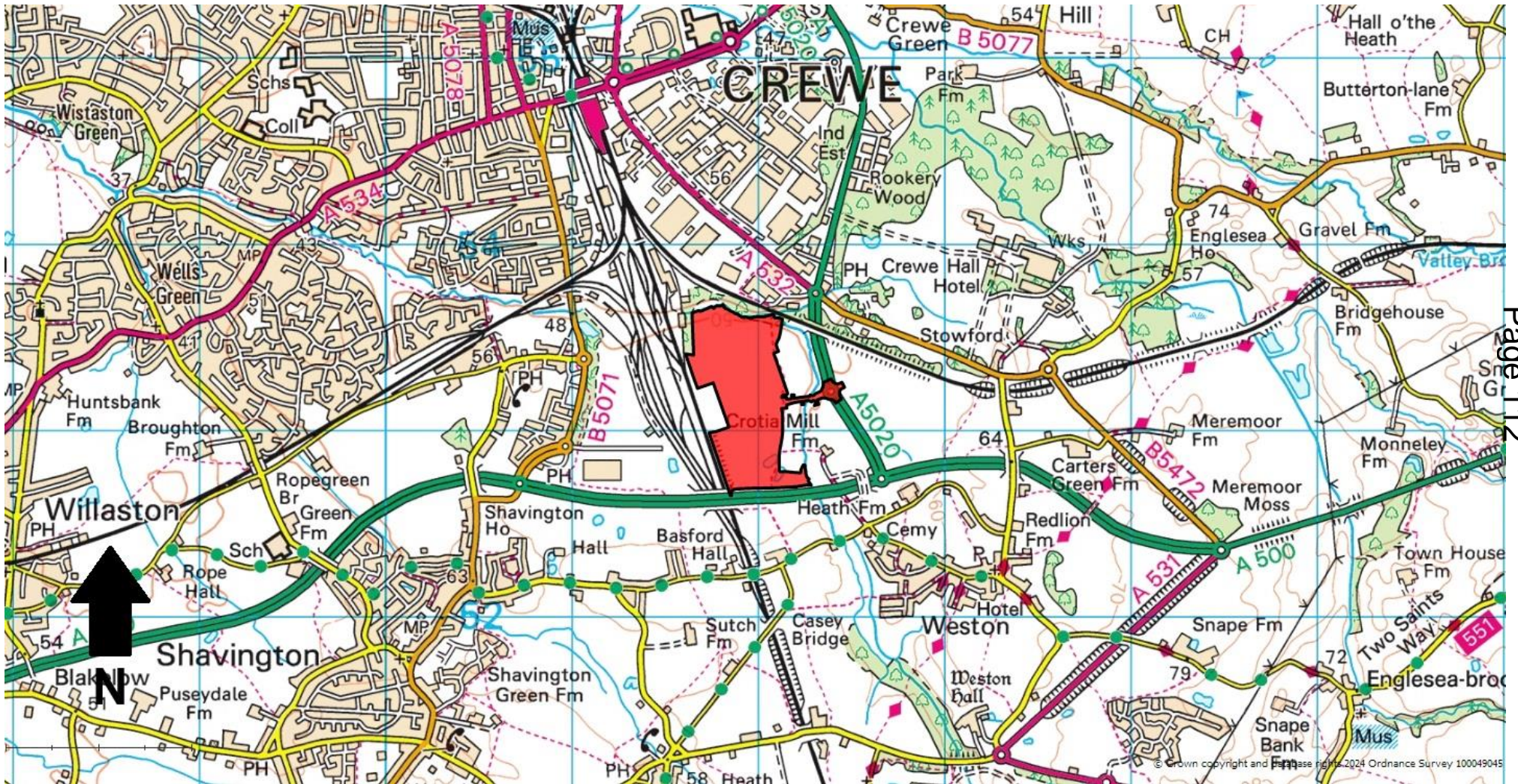
## OUTLINE

1. Outline Timescales
2. Outline Matters Reserved
3. Approved plans
4. Define mix of employment uses (Uses Classes) and restriction on floorspace – to include a minimum provision of 9,290 sqm of Class E(g)(i) office space
5. Phasing plan to be submitted with first reserved matters application
6. All reserved matters applications to comply with the Design code and regulating plan
7. Implementation of landscaping scheme
8. Submission of Landscape Management Plan
9. Details of Boundary treatments submitted with all reserved matters applications
10. Details of levels to be submitted with all reserved matters applications
11. Arboricultural Method Statement to be submitted with all reserved matters applications
12. If as part of any reserved matters application outfalls to Basford Brook are required, a detailed design of outfalls informed by the submitted illustrative proposals are to be submitted.
13. Prior to the commencement of any phase of development, a CEMP to be submitted including measures to safeguard the Mere Gutter and Basford Brook LWS throughout the construction phase to include details of the Ecological Clerk of works appointed to oversee its implementation.
14. The surface water drainage (SUDS) scheme for any reserved matters phase of development discharging to Basford Brook to include a minimum three stage treatment for medium hazard surfaces and a minimum one treatment stage for low hazard surfaces in accordance with the submitted Sustainable Drainage Strategy Statement.
15. Prior to commencement of development of any phase of development a detailed SUDS management plan is to be submitted to and agreed by the LPA. The agreed management plan to be implemented in full for the lifetime of the development.
16. Any in-channel works which are required to connect drainage scheme to Basford Brook a white clawed crayfish mitigation strategy shall be submitted in support of that reserved matters application.
17. Any reserved matters application to be supported by Amphibian Reasonable Avoidance Measures to include staged vegetation clearance and measures to safeguard retained habitat during the construction process. The agreed strategy to be implemented in full.
18. Reptile mitigation to be implemented in accordance paragraphs 7.66 – 7.68 of the ES addendum submitted in support of the outline application dated February 2024. .
19. Any reserved matters application to be supported by an updated barn owl survey and a mitigation strategy informed by the submitted Barn Owl Mitigation Strategy prepared by TEP dated July 2023.
20. Submission prior to commencement of any phase of amphibian friendly drainage systems and dropped kerbs to minimise risks to amphibians and other wildlife.

21. Submission of proposals for ecological enhancement (bat and bird boxes) for each phase.
22. Safeguarding of nesting birds.
23. Reserved matters application to provide a detailed design for the proposed reptile mitigation area as detailed in the outline application submissions, including fencing and access for maintenance.
24. Entry into Natural England's District Level licencing scheme prior to commencement of works on site.
25. Submission of updated badger survey in support of any future reserved matters application.
26. Detailed lighting scheme (bat friendly) to be submitted with any future reserved matters application.
27. Submission and implementation of habitat creation method statement, and 30 year habitat management and monitoring strategy to reflect the target habitat detailed in the submitted biodiversity Net Gain Report (TEP Version 2.0 dated May 2024) as relevant to the particular reserved matters application.
29. No development shall take place until a detailed drainage strategy/design plan for the site has been submitted to and approved
29. The development shall be carried out in accordance with the submitted flood risk assessment and mitigation measures detailed
30. Details of foul water drainage scheme
31. Prior to the occupation of each unit, an individual Travel Plan shall be submitted for that unit
32. Submission of a comprehensive travel plan framework for the site prior to first occupation.
33. Provision of Electric Vehicle infrastructure
34. Provision of Ultra Low Emission Boilers
35. Prior to commencement of development submission of Phase II ground investigation and risk assessment, and remediation strategy if necessary .
36. Contaminated land - Verification report
37. Contaminated land – soil testing
38. Measures to deal with unexpected contamination
39. Public rights of way scheme of management
40. Programme of archaeological observation

In the event of any changes being needed to the wording of the Committee'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 Planning has delegated authority to do so in consultation with the Chairman of the Strategic Planning Committee, provided that the changes do not exceed the substantive nature of the Committee's decision.

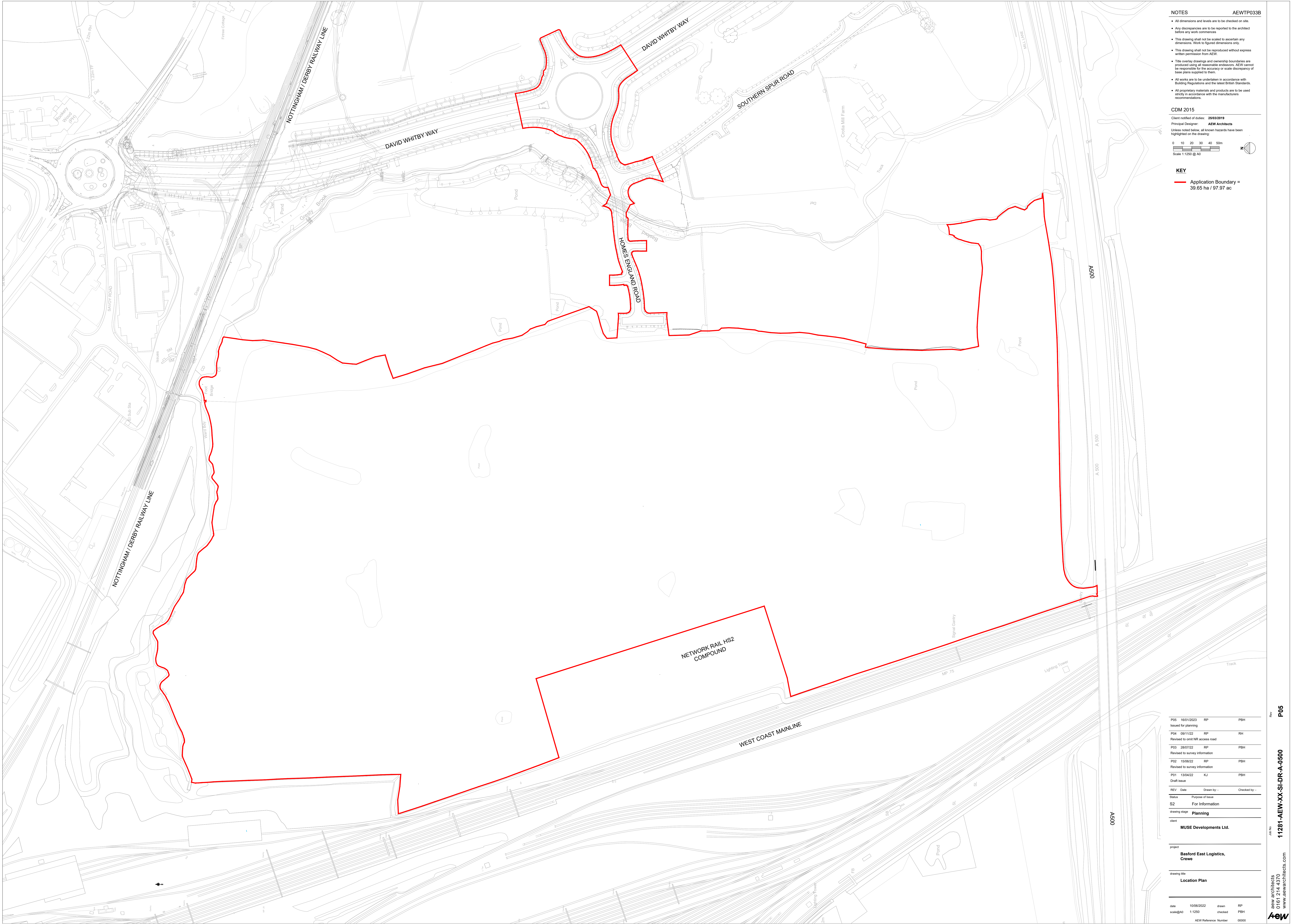




23/0539N

LAND IN THE WESTERN PART  
OF BASFORD EAST, CREWE





NOTES

- All dimensions and levels are to be checked on site
- Any discrepancies are to be reported to the architect before any work commences
- This drawing shall not be scaled to ascertain any dimensions. Work to ground dimensions only.
- This drawing shall not be reproduced without express written permission from AEW.
- Title overlay drawings and ownership boundaries are produced using all reasonable endeavours. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
- All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
- All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

CDM 2015

Client method of duties: 28/03/2019  
Principal Designer: AEW Architects  
Unless noted below, all known hazards have been highlighted on the drawing:  
0 10 20 30 40 50m  
Scale 1:1250 @ A0

KEY

Application Boundary = 39.65 ha / 97.97 ac

P05	16/01/2023	RP	PBH
Issued for planning			
P04	08/11/22	RP	RH
Revised to omit NR access road			
P03	28/07/22	RP	PBH
Revised to survey information			
P02	15/06/22	RP	PBH
Revised to survey information			
P01	13/04/22	KJ	PBH
Draft Issue			
REV	Date	Drawn by -	Checked by -
Status	Purpose of Issue		
S2	For Information		
drawing stage	Planning		
client	MUSE Developments Ltd.		

project  
Basford East Logistics,  
Crews

drawing title  
Location Plan

date 10/06/2022 drawn RP  
scale@A0 1:1250 checked PBH  
AEW Reference Number 00000

Rev

P05

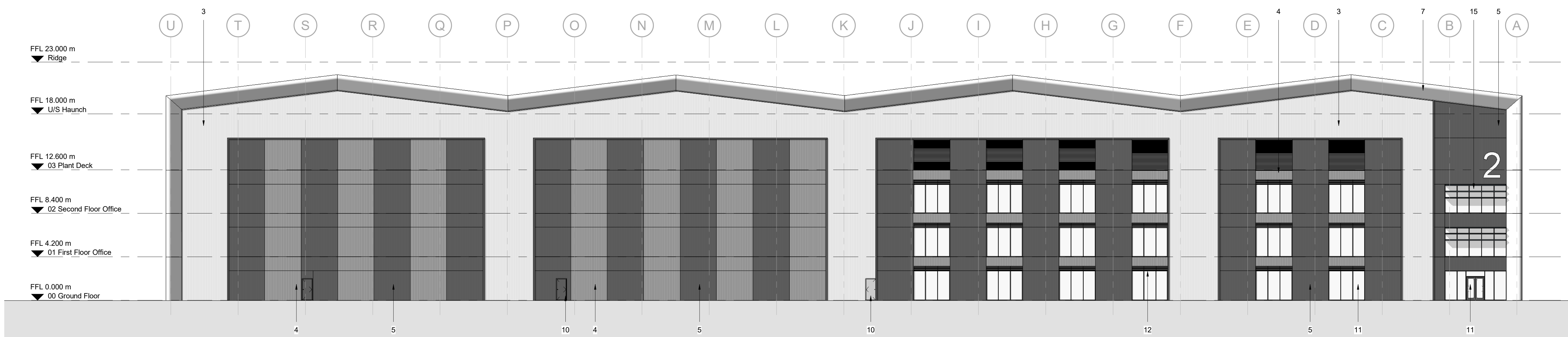
11281-AEW-XX-SI-DR-A-0500

Basford East Logistics,  
Crews

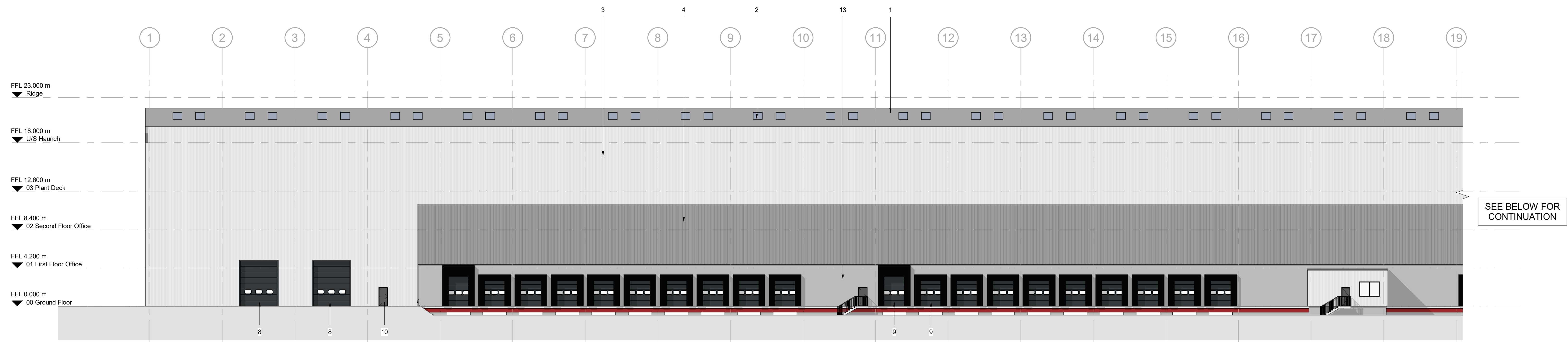
AEW

0161 214 4370  
www.aewarchitects.com

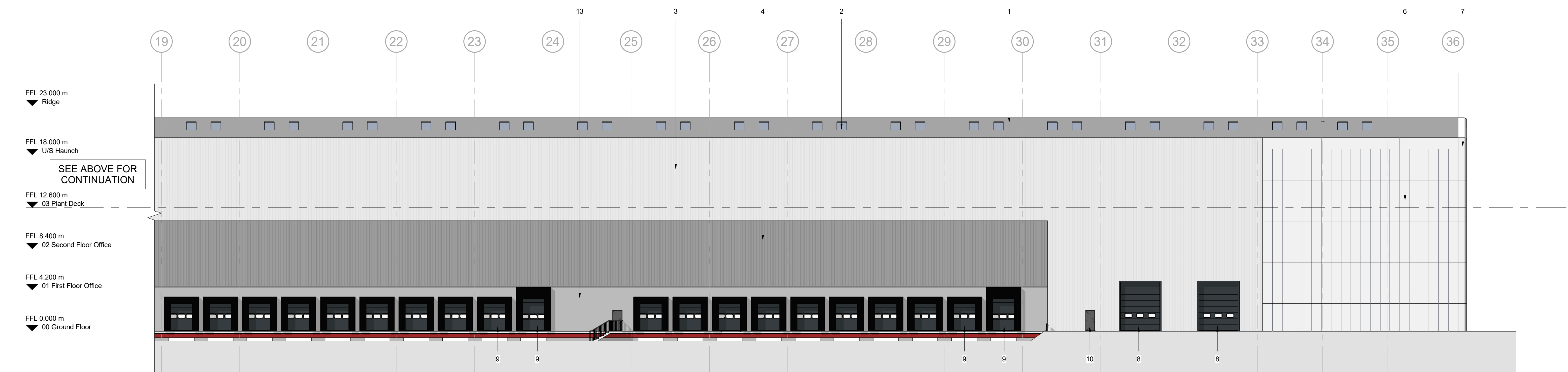




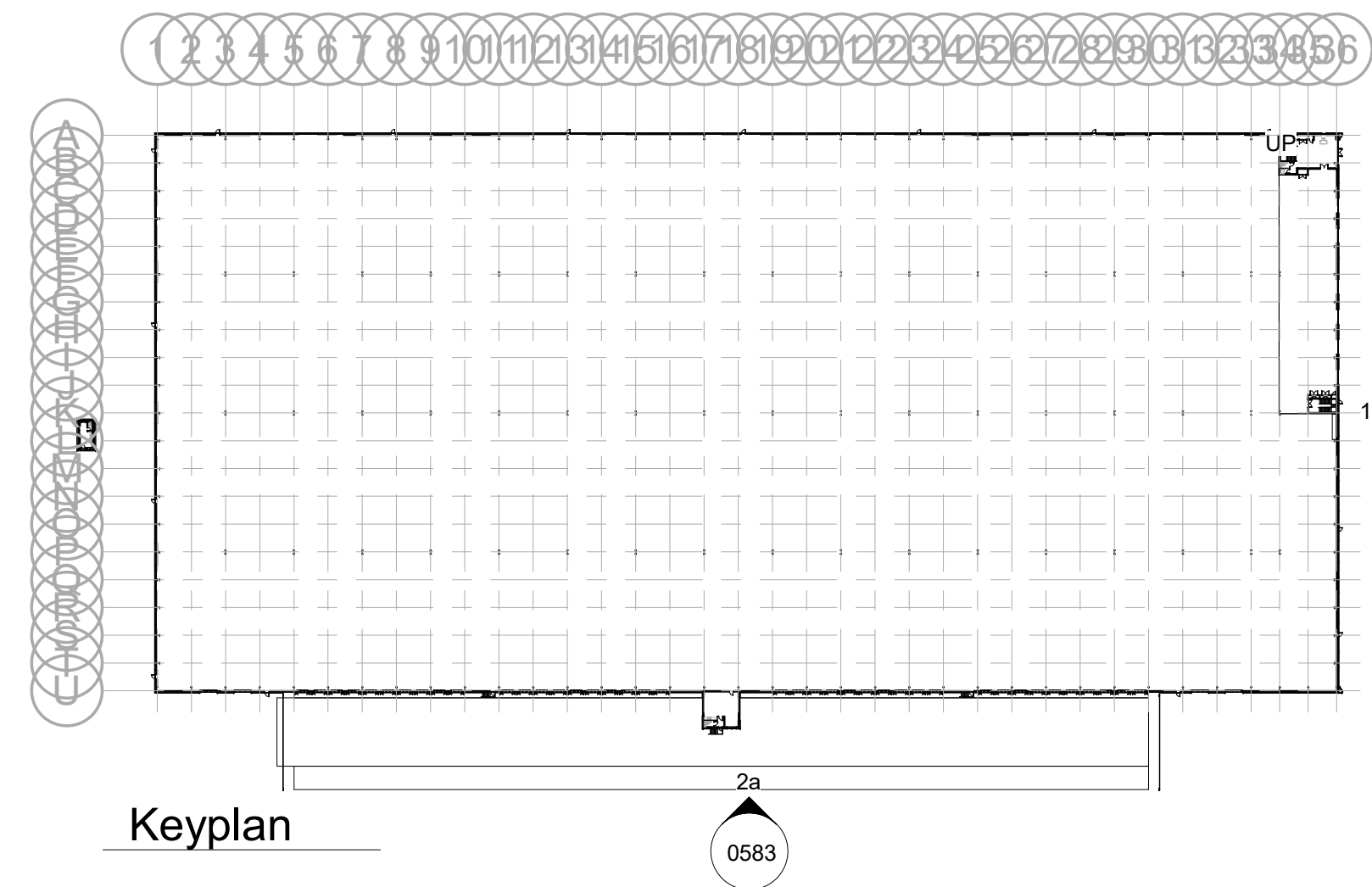
1 Proposed South Elevation Planning  
Scale @ 1 : 200



2a Proposed West Elevation  
Scale @ 1 : 200



2b Proposed West Elevation Sheet 2 Planning  
Scale @ 1 : 200



Scale Bars									
TO BE USED ONLY AS GUIDANCE									
1:500	mm	1:1000	mm	1:2000	mm	1:500	mm	1:1000	mm
1:500	m	1:1000	m	1:2000	m	1:500	m	1:1000	m
1:500	m	1:1000	m	1:2000	m	1:500	m	1:1000	m

- NOTES
- All dimensions and levels are to be checked on site.
  - Any discrepancies are to be reported to the architect before any work commences.
  - This drawing shall not be scaled to ascertain any dimensions. Work to figured dimensions only.
  - This drawing shall not be reproduced without express written permission from AEW.
  - Title overlay drawings and ownership boundaries are produced using all reasonable endeavours. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
  - All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
  - All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.
- This drawing contains the following model files: -
- 11281-AEW-02-XX-M3-A-0002

CDM 2015

Client notified of duties: 25/03/2019

Principal Designer: AEW Architects

Unless noted below, all known hazards have been highlighted on the drawing.

- Schedule of Materials:**
- Metal roof cladding in grey
  - Rooflights
  - Light grey trapezoidal metal cladding system
  - Mid-grey trapezoidal metal cladding system
  - Dark grey trapezoidal metal cladding system
  - Light grey cladding panels
  - Light grey metal bullnose eaves profiles
  - Level access loading doors in dark grey
  - Dock leveller doors (including jumbo doors) in dark grey
  - Fire exit / personnel doors in dark grey
  - Aluminium windows / main entrance doors with dark grey frames
  - Louvers / dummy louvers in grey to match adjacent cladding
  - Precast concrete dock surround
  - Light grey verge capping
  - Brise soleil

P05	23/01/23	Issued for planning	RP	PSH
P04	18/01/23	Issued for planning	RP	PSH
P03	24/01/22	Issue to design team	RP	PSH
P02	16/08/22	Updated to current information	MH	RP
P01	05/09/22	Issue Drawing Issue	KJ/JP	RP
Rev	Date	Description	Drawn By	Checked By

Status Purpose of Issue  
S2 Planning

Drawing stage Stage 3

Client

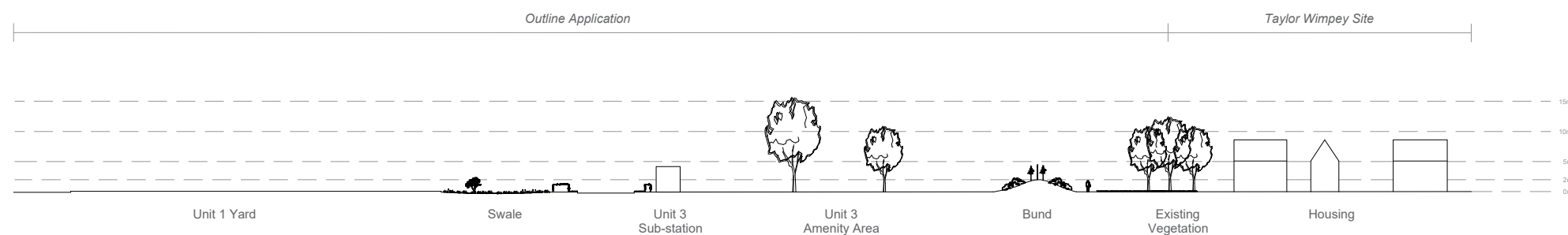
Muse Development Ltd.

project

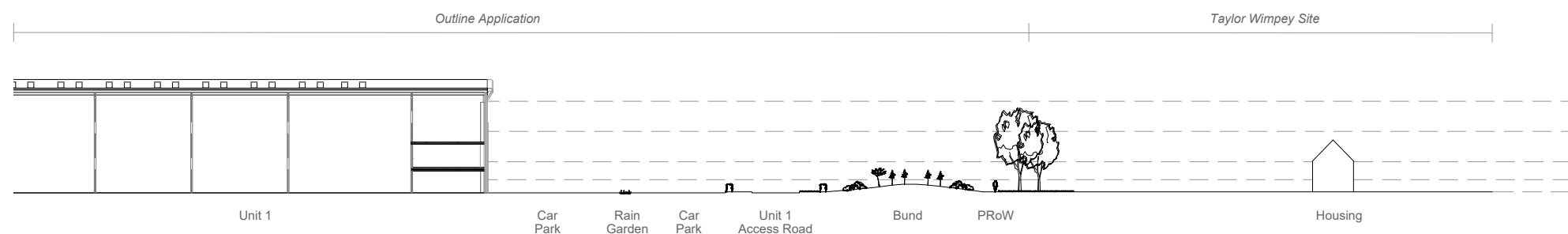
Crews, Basford East Logistics, Unit 2

Drawing title  
Unit 2 - Proposed Elevations  
(Sheet 2 of 2)

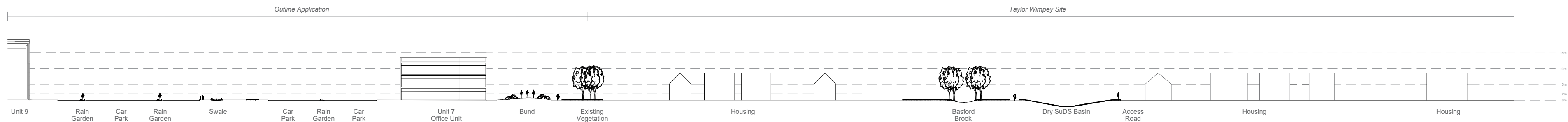
date 06/28/22 drawn KJ  
scale @ A0 As indicated checked RP



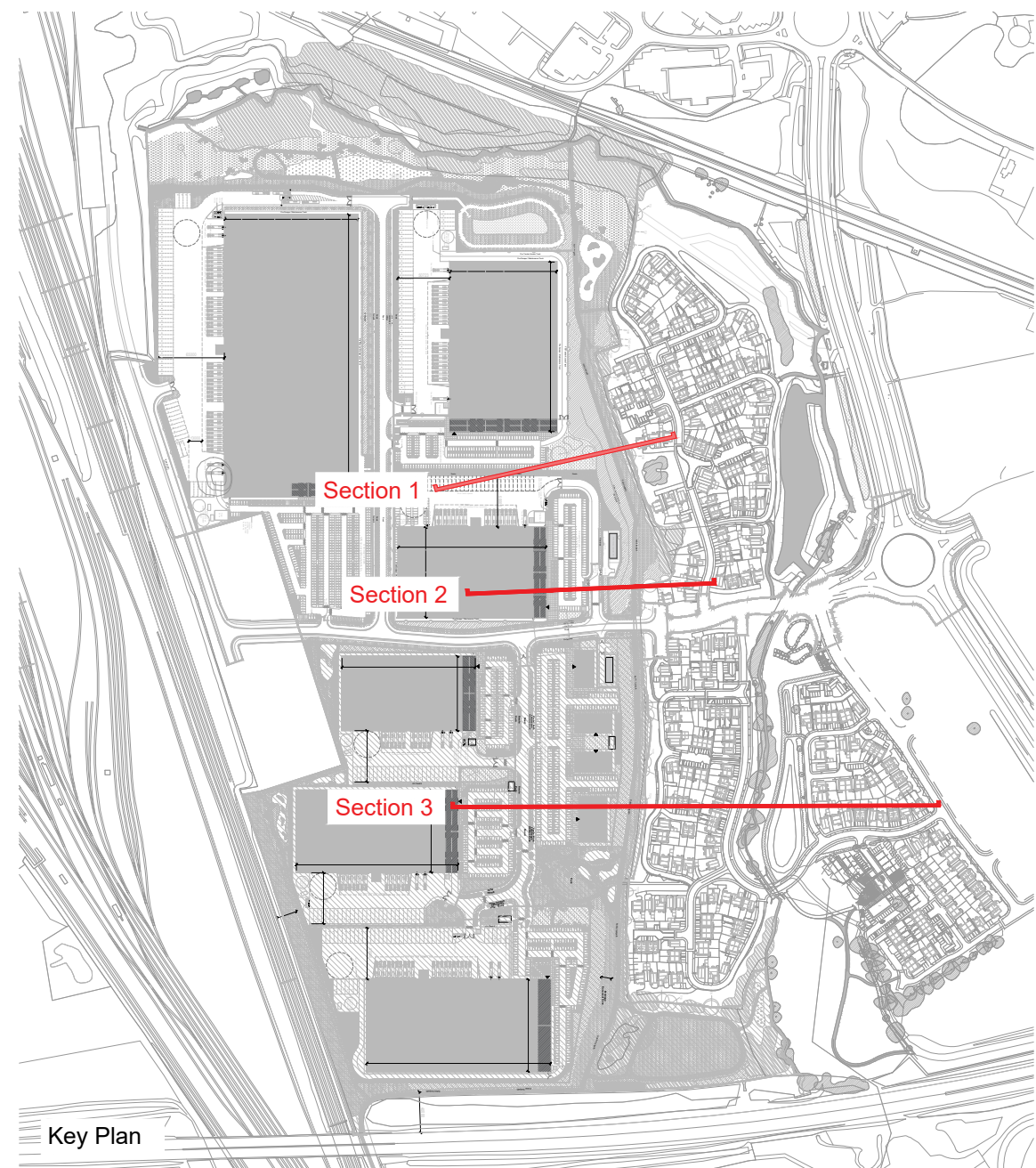
## Section 1



## Section 2



### Section 3



**NB**

- Based on section locations shown on Figure 6.12 V1 drawn by Randall Thorp and agreed with CE Landscape officer.
- Taylor Wimpey development heights of dwellings and site levels approximate only.
- Section 3 covers outline application area and is indicative only.
- Bund vegetation shown as Year 1 planted.

**NOTES:**  
DO NOT SCALE. Use figured dimensions only. The Contractor is requested to check all dimensions before the work is put to hand. This drawing must only be used for the purpose for which it is supplied and its contents must not be reproduced for any purpose without written permission. This drawing and all associated designs remain the copyright of CW Studio Ltd. All discrepancies to be reported to the landscape architect before manufacture or construction. CW Studio Ltd is a limited company registered in England/Wales, No. 80542823

AS	P01	First Issue	Date
Initials	Rev	Description	
			27.02.2024

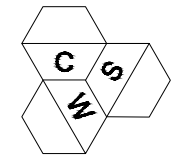
<b>DRAWING NAME</b> Landscape		<b>WORK STAGE</b> Planning	<b>ISSUED FOR</b> Comment	<b>DRAWN BY</b> AS
<b>DRAWING NUMBER</b> 2011-CWS-XX-GF-DR-L-0120	<b>REVISION</b> P01	<b>DATE</b> Feb 2024	<b>CHECKED BY</b> AM	
<b>DRAWING SCALE</b> 1"=1000 @ A2				

**CW Studio**  
Studio Nine  
9 Stevenson Square  
Manchester, M1 1DB

**CLIENT**  
Muse Developments

**PROJECT NAME**  
Basford East Logistics

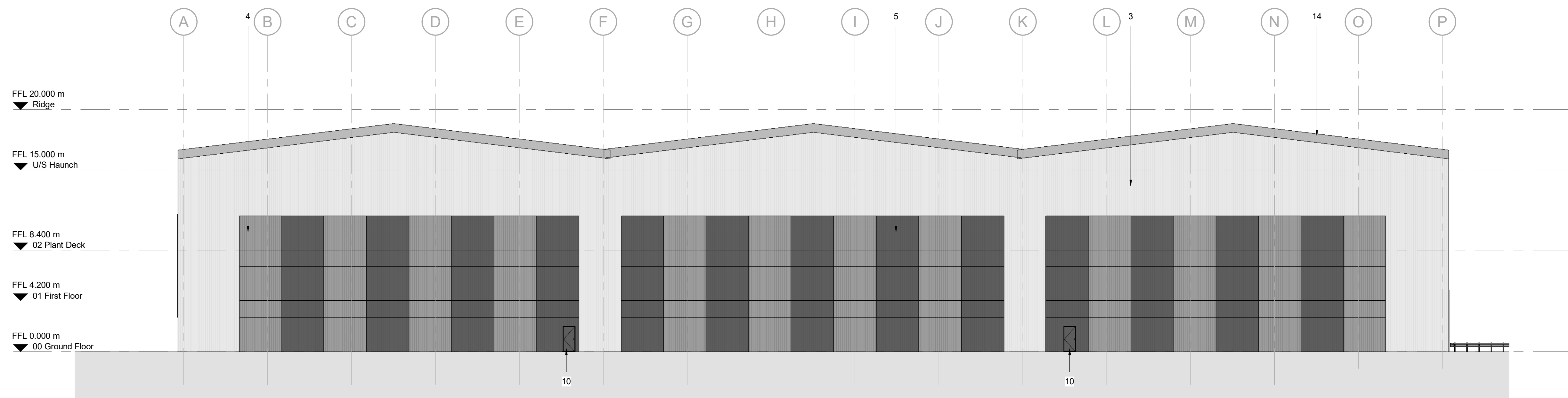
0161 484 3895  
info@cwstudio.co.uk  
www.cwstudio.co.uk



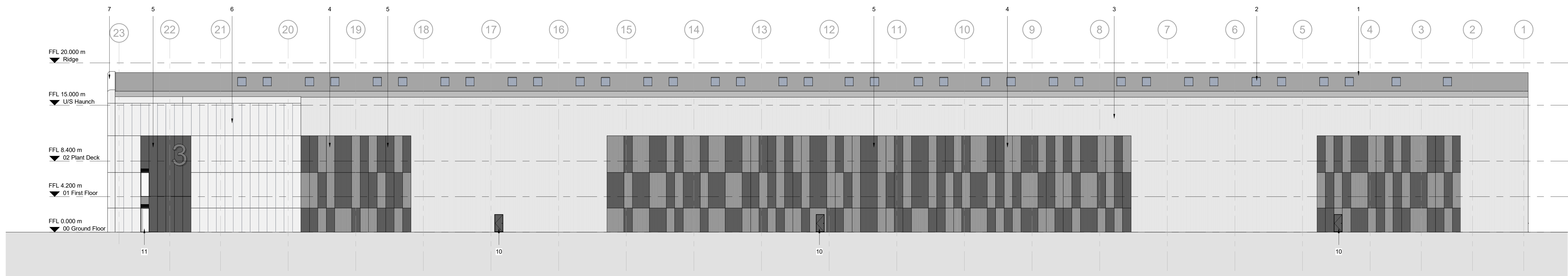




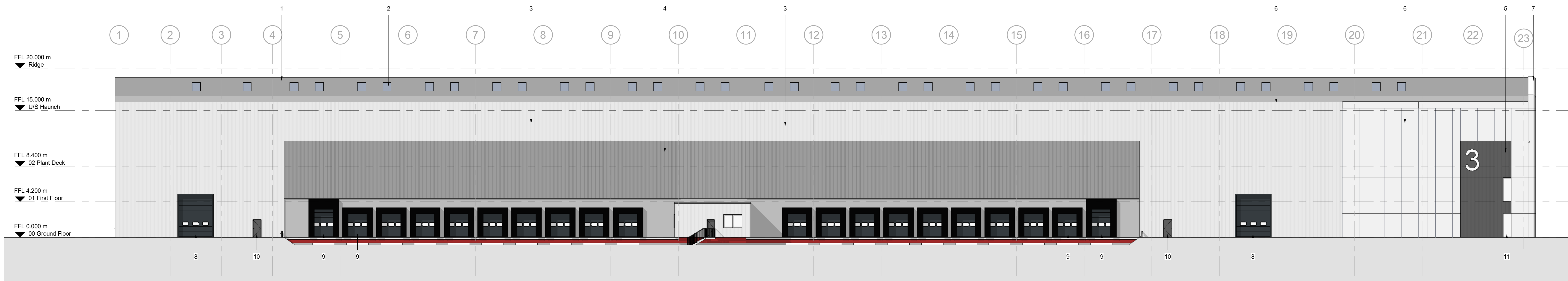
1 Proposed South Elevation - Planning  
Scale @ 1 : 200



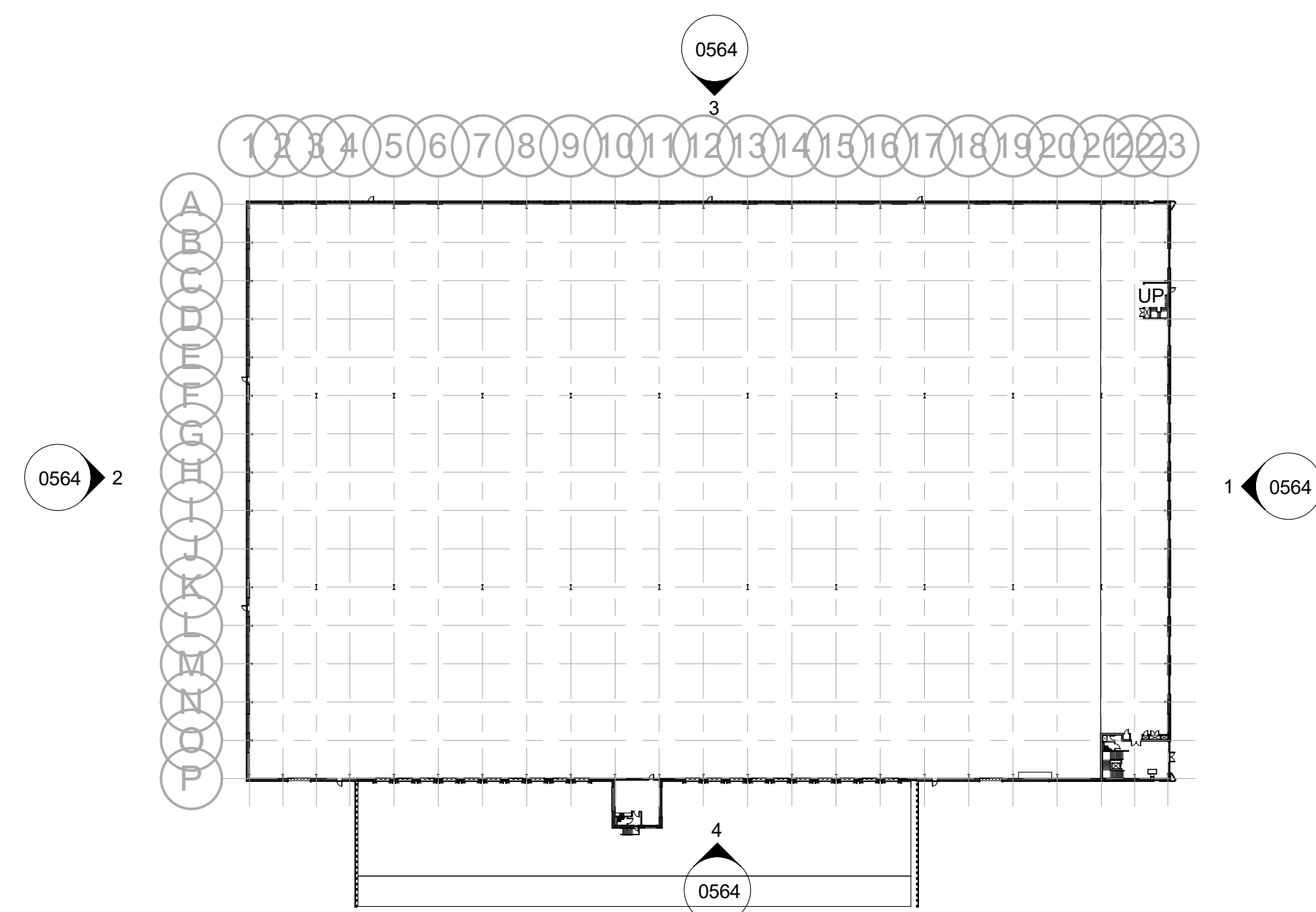
2 Proposed North Elevation - Planning  
Scale @ 1 : 200



3 Proposed East Elevation - Planning  
Scale @ 1 : 200



4 Proposed West Elevation - Planning  
Scale @ 1 : 200



Keyplan

Scale Bars: TO BE USED ONLY AS GUIDANCE

1:500	mm	1:1000	mm	1:2000	mm
1:500	m	1:1000	m	1:2000	m

NOTES

- All dimensions and levels are to be checked on site.
- Any discrepancies are to be reported to the architect before any work commences.
- This drawing shall not be scaled to ascertain any dimensions. Work to figured dimensions only.
- This drawing shall not be reproduced without express written permission from AEW.
- Title overlay drawings and ownership boundaries are produced using all reasonable endeavors. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
- All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
- All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

This drawing contains the following model files: -

11281-AEW-03-XX-M3-A-0003

CDM 2015

Client notified of duties: 25/03/2019  
Principal Designer:  
AEW Architects  
Unless noted below, all known hazards have been highlighted on the drawing.

Schedule of Materials:	
1.	Metal roof cladding in grey
2.	Rooflights
3.	Light grey trapezoidal metal cladding system
4.	Mid-grey trapezoidal metal cladding system
5.	Dark grey trapezoidal metal cladding system
6.	Light grey cladding panels
7.	Light grey metal bullnose eaves profiles
8.	Level access loading doors in dark grey
9.	Dock leveller doors (including jumbo doors) in dark grey
10.	Fire exit / personnel doors in dark grey
11.	Aluminium windows / main entrance doors with dark grey Frames
12.	Louvers / dummy louvers in grey to match adjacent cladding
13.	Precast concrete dock surround
14.	Light grey verge capping

PS0	23/01/23	Issued for planning	RP	PSH	
PS4	16/01/23	Issued for planning	RP	PSH	
PS3	24/01/22	Issue to design team	RP	PSH	
PS2	16/08/22	Updated to latest information	MH	RP	
PS1	16/08/22	Initial Drawing Issue	KJ/SP	RP	
Rev	Date	Description	Drawn	Checked	By
Status	Purpose of Issue				
S2	Planning				
drawing stage: Stage 3					
client: Muse Development Ltd.					
project: Crewe, Basford East Logistics, Unit 3					
drawing title: Unit 3 - Proposed Elevations					
date: 06/29/22 drawn: KJ					
scale @ A0 As indicated checked: RP					

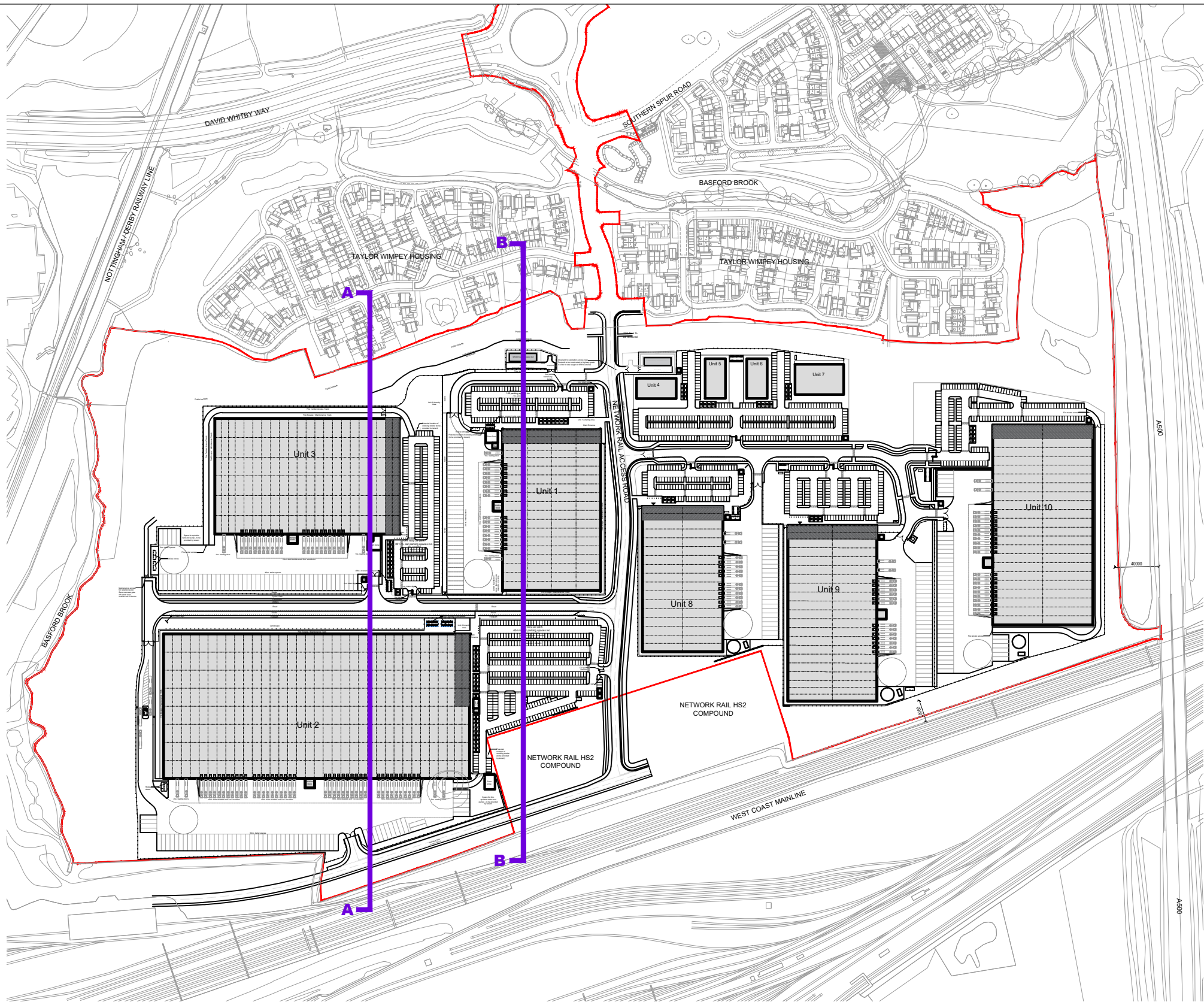
# Masterplan Strategy The Regulating Plan

AEW Architects

- CHARACTER AREAS**
- Employment park - B2/B8
  - Employment park - E
- DESIGN PRINCIPLES**
- Key Frontage
  - Key Corner / Focal Point
  - Key View
- VEHICULAR MOVEMENT**
- Primary Access Road
  - Secondary Spur Road
  - Access Point
  - Maintenance Route
- PEDESTRIAN MOVEMENT**
- Public Right of Way
  - Strategic East-West Greenway Links
- GREEN AND BLUE INFRASTRUCTURE**
- Wetland Park
  - Indicative Public Park at East-West Greenway Terminus
  - Landscape Bund
  - Slow Worm Habitat
  - Retention Pond
  - Indicative Detention Basin
  - Indicative Habitat Pond
  - SuDs Swales
  - Retained Treeline / Hedgerow



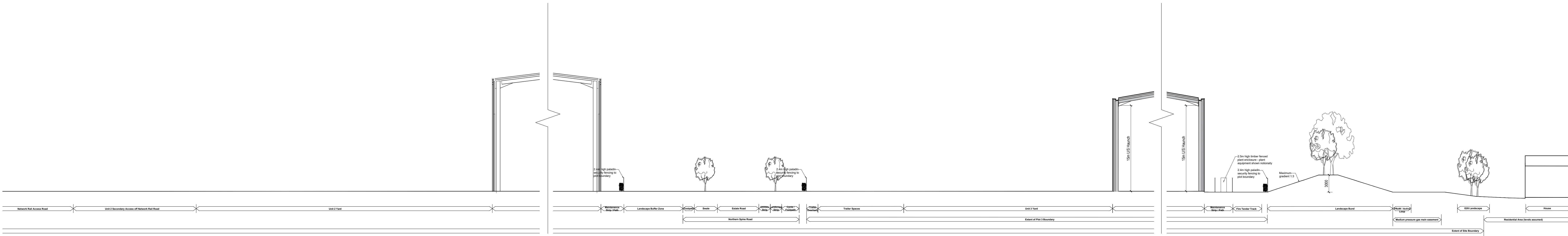




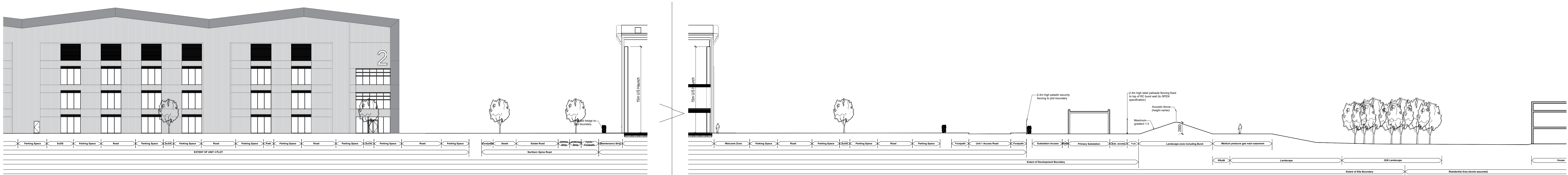
Keyplan

- NOTES**
- All dimensions and levels are to be checked on site
  - Any discrepancies are to be reported to the architect before any work commences
  - This drawing shall not be scaled to ascertain any dimensions. Work to fixed dimensions only.
  - This drawing shall not be reproduced without express written permission from AEW.
  - Title overlay drawings and ownership boundaries are produced using all reasonable endeavours. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
  - All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
  - All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

**CDM 2015**  
Client method of duties: 28/03/2019  
Principal Designer: **AEW Architects**  
Unless noted below, all known hazards have been highlighted on the drawing:  
0 2 4 6 8 10m  
Scale 1:250 @ A0



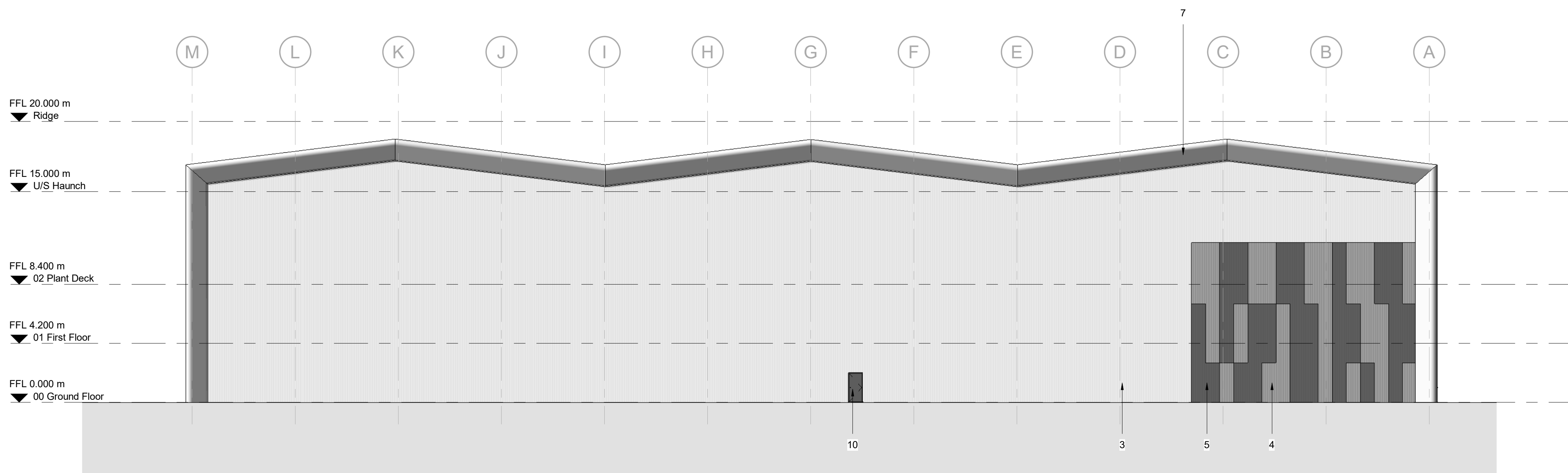
Section a-a - Section through Units 2 & 3, bund and Residential area



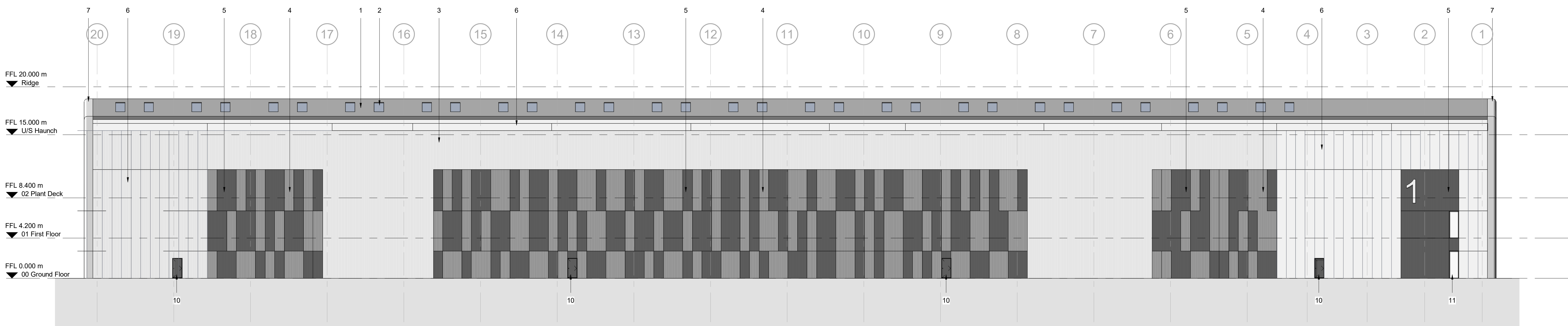
Section b-b - Section through Unit 1 and Residential area.

P06	13/02/24	RP	PBH
Updated to show acoustic fence			
P06	12/01/24	RP	PBH
Updated to reflect landscape, drainage and MEP comments			
P04	21/12/23	RP	PBH
Unit 1 reorientated and Network Rail road revised to latest layout			
P03	23/01/23	RP	PBH
Issued for planning			
P02	15/06/22	RP	PBH
Updated to survey information			
P01	28/04/22	KJ	PBH
Initial issue			
REV	Date	Drawn by -	Checked by -
S2		Purpose of issue	
For Information			
Drawing stage: <b>Planning</b>			
Client: <b>MUSE Developments Ltd.</b>			
Project: <b>Basford East Logistics, Crewe</b>			
Drawing title: <b>Proposed Site Sections - Sheet 1 of 2 (Detailed Application Area)</b>			
date	10/06/2022	drawn	RP
scale@A0	1:250	checked	PBH
AEW Reference Number: 00000			





**A** Proposed West Elevation  
Scale @ 1 : 200



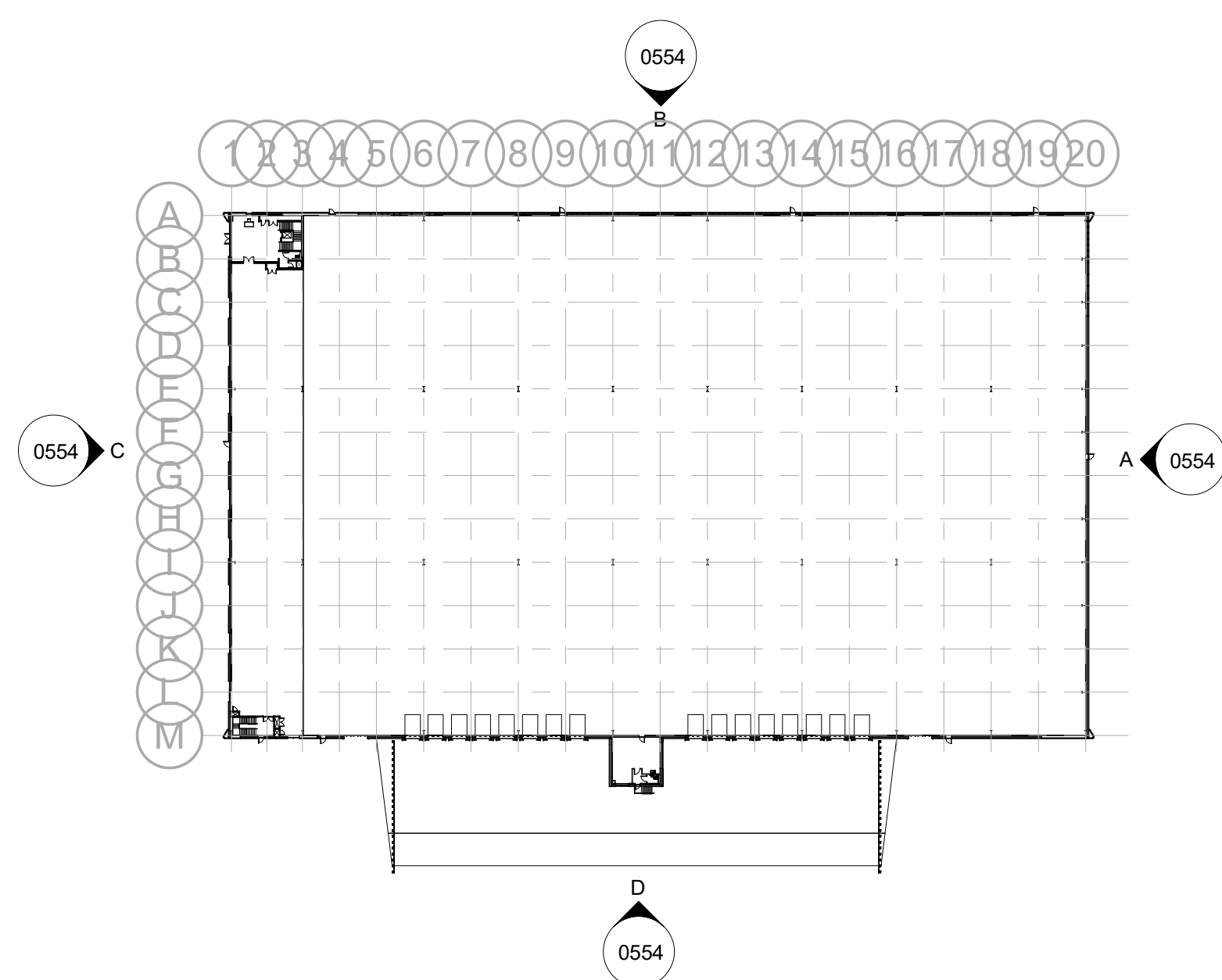
**B** Proposed South Elevation  
Scale @ 1 : 200



**C** Proposed East Elevation  
Scale @ 1 : 200



**D** Proposed North Elevation  
Scale @ 1 : 200



Keyplan

Scale Bars			
TO BE USED ONLY AS GUIDANCE			
1:500	mm	1:1000	mm
1:200	mm	1:400	mm
1:500	m	1:1000	m
1:200	m	1:400	m

- NOTES**
- All dimensions and levels are to be checked on site.
  - Any discrepancies are to be reported to the architect before any work commences.
  - This drawing shall not be scaled to ascertain any dimensions. Work to figured dimensions only.
  - This drawing shall not be reproduced without express written permission from AEW.
  - Title overlay drawings and ownership boundaries are produced using all reasonable endeavours. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
  - All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
  - All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.
- This drawing contains the following model files: -
- 11281-AEW-01-XX-M3-A-0001

CDM 2015

Client notified of duties: **25/03/2019**  
Principal Designer: **AEW Architects**  
Unless noted below, all known hazards have been highlighted on the drawing.

- Schedule of Materials:**
1. Metal roof cladding in grey
  2. Rooflights
  3. Light grey trapezoidal metal cladding system
  4. Mid-grey trapezoidal metal cladding system
  5. Dark grey trapezoidal metal cladding system
  6. Light grey cladding panels
  7. Light grey metal bullnose eaves profiles
  8. Level access loading doors in dark grey
  9. Dock leveller doors (including jumbo doors) in dark grey
  10. Fire exit / personnel doors in dark grey
  11. Aluminium windows / main entrance doors with dark grey frames
  12. Louvres / dummy louvres in grey to match adjacent cladding
  13. Precast concrete dock surround

P08	12/01/24	Issued for planning	RP	S2
P07	21/11/23	Unit re-orientated and layout increased to suit. Re-issued for planning	RP	S2
P06	23/01/23	Issued for planning	RP	PBH
P05	16/01/23	Issued for planning	RP	PBH
P04	24/10/22	Issued to design team	RP	PBH
P03	15/09/22	Revised to structural and MEP information	RP	PBH
P02	16/08/22	Updated to current information	Mt	RP
P01	05/07/22	Initial Drawing Issue	KJ	RP
Rev	Date	Description	Drawn	Checked
			By	By

Status Purpose of Issue  
S2 Planning

drawing stage **Stage 3**

client

**Muse Development Ltd.**

project

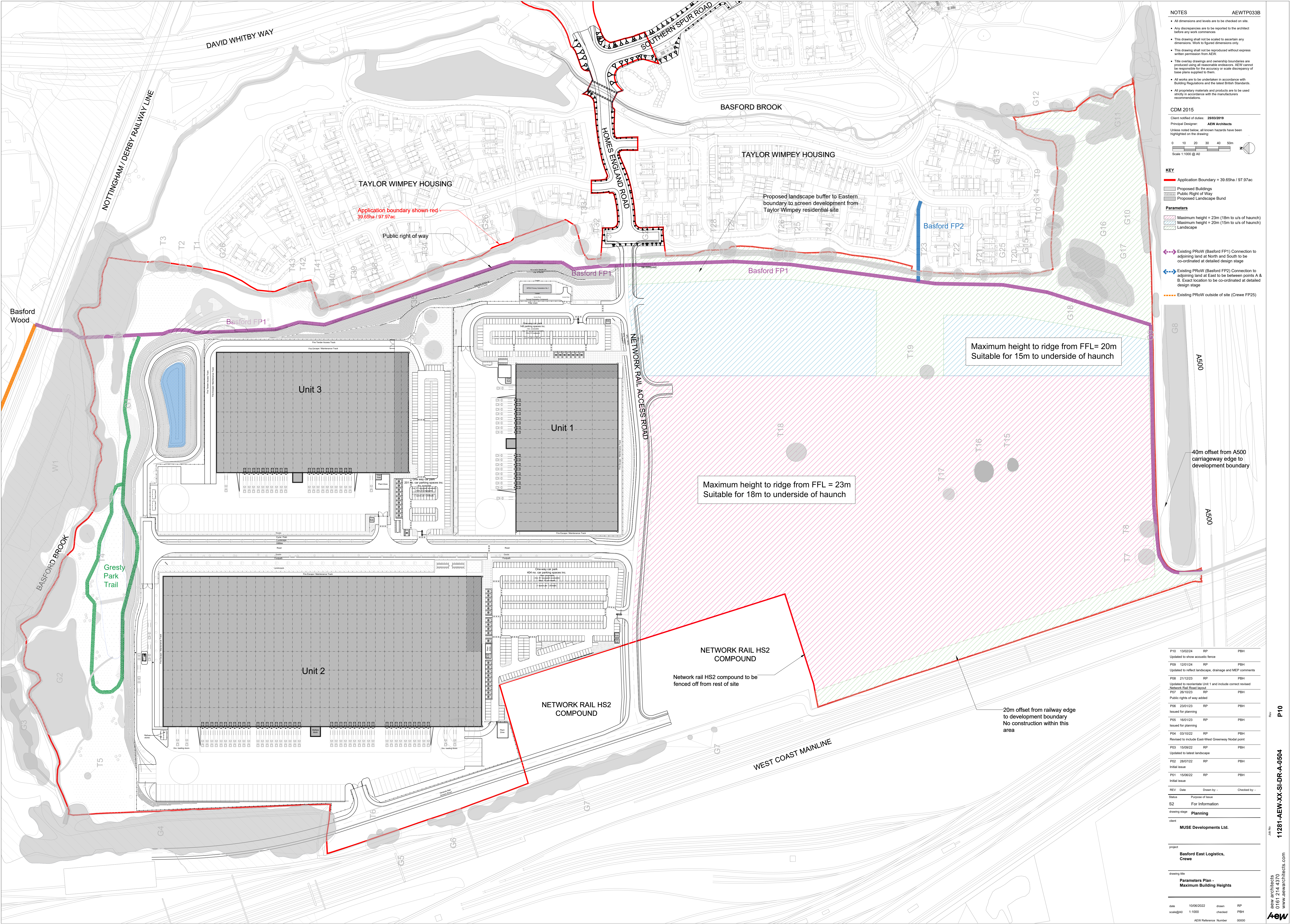
**Crewe, Basford East Logistics, Unit 1**

drawing title

**Unit 1 - Proposed Elevations**

date 27/06/22 drawn KJ  
scale @ A0 As indicated checked RP





NOTES

AEWTP033B

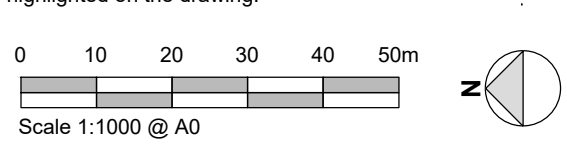
- All dimensions and levels are to be checked on site
- Any discrepancies are to be reported to the architect before any work commences
- This drawing shall not be scaled to ascertain any dimensions. Work to fixed dimensions only
- This drawing shall not be reproduced without express written permission from AEW
- The overlay drawings and ownership boundaries are produced using all reasonable endeavours. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them
- All works are to be undertaken in accordance with Building Regulations and the latest British Standards
- All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations

CDM 2015

Client method of duties: 28/03/2019

Principal Designer: AEW Architects

Unless noted below, all known hazards have been highlighted on the drawing:



KEY

Application Boundary = 39.65ha / 97.97ac

Proposed Buildings

Public Right of Way

Proposed Landscape Bund

Parameters

Maximum height = 23m (18m to u/s of haunch)

Maximum height = 20m (15m to u/s of haunch)

Landscape

Existing PRow (Basford FP1) Connection to adjoining land at North and South to be co-ordinated at detailed design stage

Existing PRow (Basford FP2) Connection to adjoining land at East to be between points A & B. Exact location to be co-ordinated at detailed design stage

Existing PRow outside of site (Crewe FP25)

Maximum height to ridge from FFL = 20m  
Suitable for 15m to underside of haunch

Maximum height to ridge from FFL = 23m  
Suitable for 18m to underside of haunch

NETWORK RAIL HS2  
COMPOUND

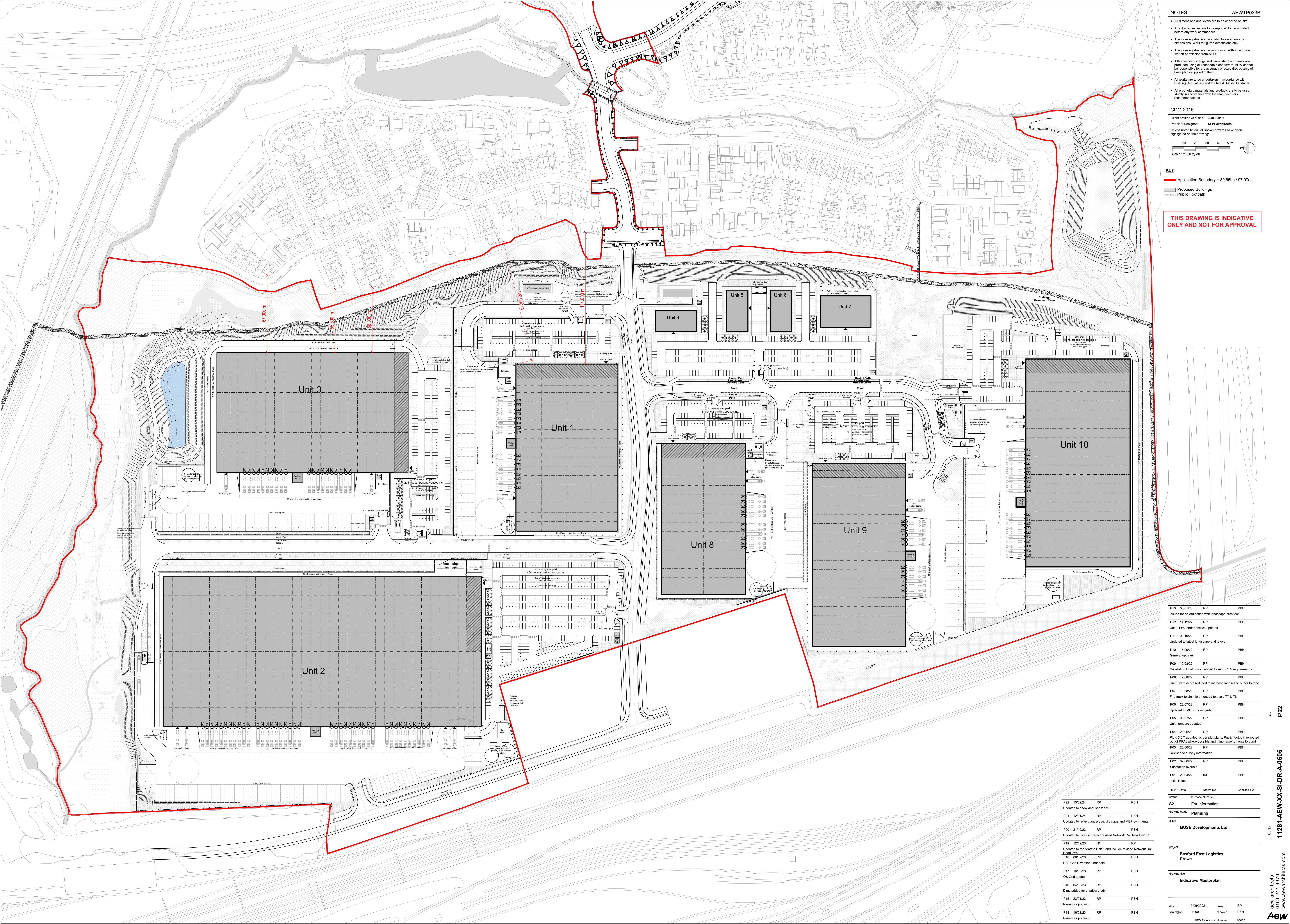
Network rail HS2 compound to be fenced off from rest of site

NETWORK RAIL HS2  
COMPOUND

20m offset from railway edge  
to development boundary  
No construction within this area

P10	13/02/24	RP	PBH
Updated to show acoustic fence			
P09	12/01/24	RP	PBH
Updated to reflect landscape, drainage and MEP comments			
P08	21/12/23	RP	PBH
Updated to reiterate Unit 1 and include correct revised Network Rail Road layout			
P07	28/10/23	RP	PBH
Public rights of way added			
P06	23/01/23	RP	PBH
Issued for planning			
P05	16/01/23	RP	PBH
Issued for planning			
P04	03/10/22	RP	PBH
Revised to include East-West Greenway Nodal point			
P03	15/09/22	RP	PBH
Updated to latest landscape			
P02	28/07/22	RP	PBH
Initial issue			
P01	15/06/22	RP	PBH
Initial issue			
REV	Date	Drawn by -	Checked by -
S2		For Information	
drawing stage	Planning		
client	MUSE Developments Ltd.		
project	Basford East Logistics, Crewe		
drawing title	Parameters Plan - Maximum Building Heights		
date	10/06/2022	drawn	RP
scale@A0	1:1000	checked	PBH
		AEW Reference Number 00000	





- NOTES**
- All dimensions and levels are to be checked on site
  - Any discrepancies are to be reported to the architect before any work commences
  - This drawing shall not be scaled to ascertain any dimensions. Work to fixed dimensions only.
  - This drawing shall not be reproduced without express written permission from AEW.
  - Title overlay drawings and ownership boundaries are produced using all reasonable endeavours. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
  - All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
  - All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

**CDM 2015**  
Client method of duties: 28/03/2019  
Principal Designer: **AEW Architects**  
Unless noted below, all known hazards have been highlighted on the drawing:  
0 10 20 30 40 50m  
Scale 1:1000 @ A0

- KEY**
- Application Boundary = 39.65ha / 97.97ac
  - Proposed Buildings
  - Public Footpath

**THIS DRAWING IS INDICATIVE ONLY AND NOT FOR APPROVAL**

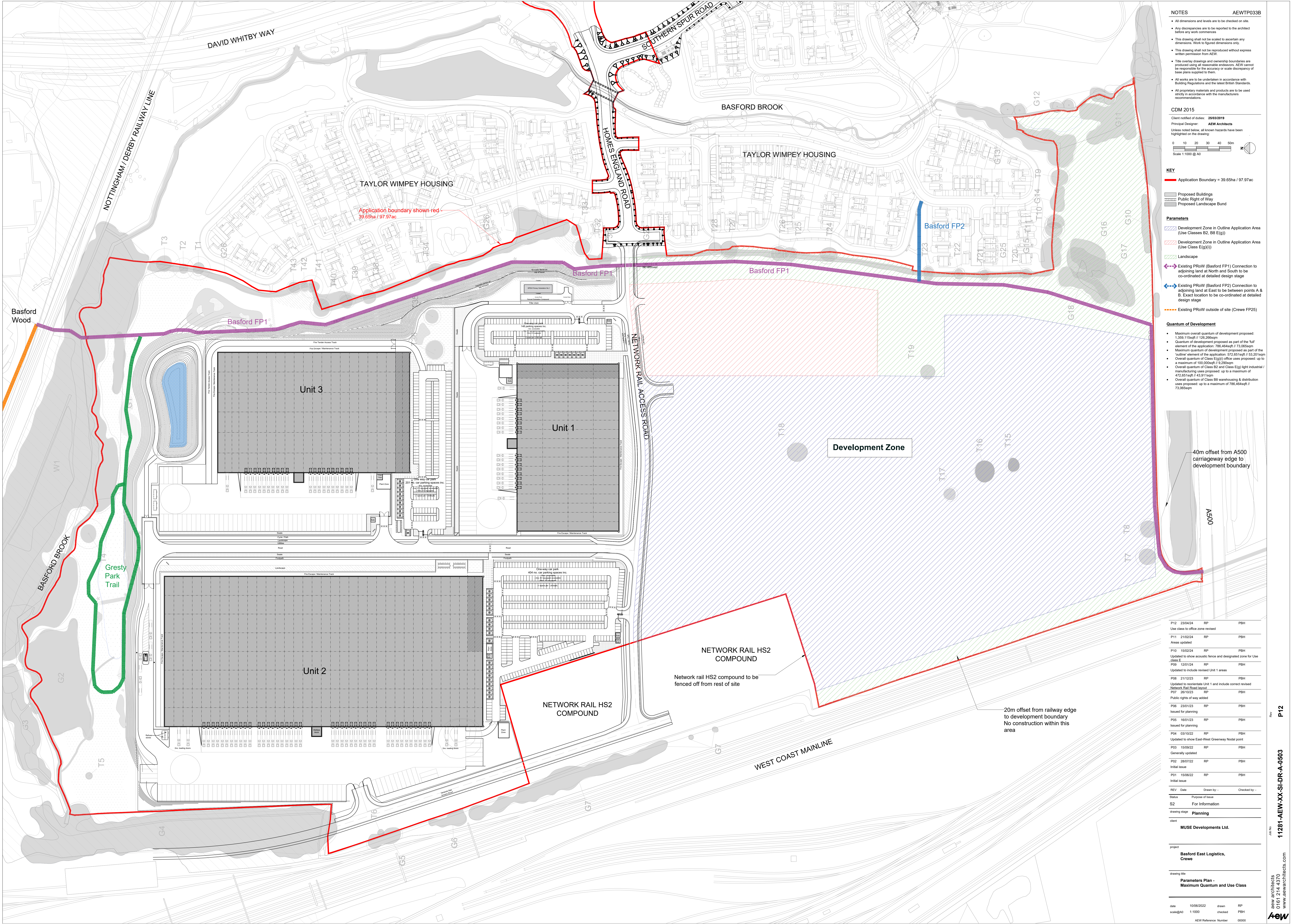
P13	06/01/23	RP	PBH	Issued for co-ordination with landscape architect
P12	14/12/22	RP	PBH	Unit 2 Fire tender access updated
P11	03/10/22	RP	PBH	Updated to latest landscape and levels
P10	15/09/22	RP	PBH	General updates
P09	18/05/22	RP	PBH	Substation locations amended to suit SPEN requirements
P08	17/08/22	RP	PBH	Unit 2 yard depth reduced to increase landscape buffer to road
P07	15/05/22	RP	PBH	Fire track to Unit 10 amended to avoid T7 & T8
P06	28/07/22	RP	PBH	Updated to MUSE comments
P05	05/07/22	RP	PBH	Unit numbers updated
P04	28/06/22	RP	PBH	Plots 5,6,7 updated as per plot plans. Public footpath re-routed out of RPA where possible and minor amendments to bund
P03	20/06/22	RP	PBH	Revised to survey information
P02	07/06/22	RP	PBH	Substation overlaid
P01	28/04/22	KJ	PBH	Initial issue
REV	Date	Drawn by -	Checked by -	Status
S2	10/06/2022	drawn	RP	For Information
	11/06/2022	checked	PBH	Planning
client				MUSE Developments Ltd.
project				Basford East Logistics, Crews
drawing title				Indicative Masterplan
date	10/06/2022	drawn	RP	
scale@A0	1:1000	checked	PBH	
				AEW Reference Number 00000

P22	13/02/24	RP	PBH	Updated to show acoustic fence
P21	12/01/24	RP	PBH	Updated to reflect landscape, drainage and MEP comments
P20	21/12/23	RP	PBH	Updated to include correct revised Network Rail Road layout
P19	12/12/23	NN	RP	Updated to reorientate Unit 1 and include revised Network Rail Road layout
P18	08/09/23	RP	PBH	HS2 Gas Diversion underlaid
P17	16/08/23	RP	PBH	OS Grid added
P16	04/08/23	RP	PBH	Dims added for shadow study
P15	23/01/23	RP	PBH	Issued for planning
P14	16/01/23	RP	PBH	Issued for planning









- NOTES**
- All dimensions and levels are to be checked on site
  - Any discrepancies are to be reported to the architect before any work commences
  - This drawing shall not be scaled to ascertain any dimensions. Work to fixed dimensions only
  - This drawing shall not be reproduced without express written permission from AEW
  - The overlay drawings and ownership boundaries are produced using all reasonable endeavours. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them
  - All works are to be undertaken in accordance with Building Regulations and the latest British Standards
  - All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations

**CDM 2015**  
Client method of duties: 28/03/2019  
Principal Designer: AEW Architects  
Unless noted below, all known hazards have been highlighted on the drawing:  
Scale 1:1000 @ A0

- KEY**
- Application Boundary = 39.65ha / 97.97ac
  - Proposed Buildings
  - Public Right of Way
  - Proposed Landscape Bund

- Parameters**
- Development Zone in Outline Application Area (Use Classes B2, B8 E(g))
  - Development Zone in Outline Application Area (Use Class E(g)(0))
  - Landscape
  - Existing PProW (Basford FP1) Connection to adjoining land at North and South to be co-ordinated at detailed design stage
  - Existing PProW (Basford FP2) Connection to adjoining land at East to be between points A & B. Exact location to be co-ordinated at detailed design stage
  - Existing PProW outside of site (Crewe FP25)

- Quantum of Development**
- Maximum overall quantum of development proposed: 1,398,115sqft / 128,266sqm
  - Quantum of development proposed as part of the 'full' element of the application: 786,464sqft / 73,065sqm
  - Maximum quantum of development proposed as part of the 'outline' element of the application: 572,651sqft / 53,201sqm
  - Overall quantum of Class E(g)(0) office uses proposed: up to a maximum of 100,000sqft / 9,290sqm
  - Overall quantum of Class B2 and Class E(g) light industrial / manufacturing uses proposed: up to a maximum of 472,651sqft / 43,911sqm
  - Overall quantum of Class B8 warehousing & distribution uses proposed: up to a maximum of 786,464sqft / 73,065sqm

40m offset from A500 carriageway edge to development boundary

P12	23/04/24	RP	PBH
Use class to office zone revised			
P11	21/02/24	RP	PBH
Areas updated			
P10	15/02/24	RP	PBH
Updated to show acoustic fence and designated zones for Use class E			
P09	12/01/24	RP	PBH
Updated to include revised Unit 1 areas			
P08	24/12/23	RP	PBH
Issued for planning			
P07	28/10/23	RP	PBH
Updated to reorientate Unit 1 and include correct revised Network Rail Road layout			
P06	23/01/23	RP	PBH
Public rights of way added			
P05	18/01/23	RP	PBH
Issued for planning			
P04	03/10/22	RP	PBH
Updated to show East-West Greenway Nodal point			
P03	15/09/22	RP	PBH
Generally updated			
P02	28/07/22	RP	PBH
Initial issue			
P01	15/06/22	RP	PBH
Initial issue			
REV	Date	Drawn by -	Checked by -
S2		Purpose of issue	
drawing stage		Planning	
client			

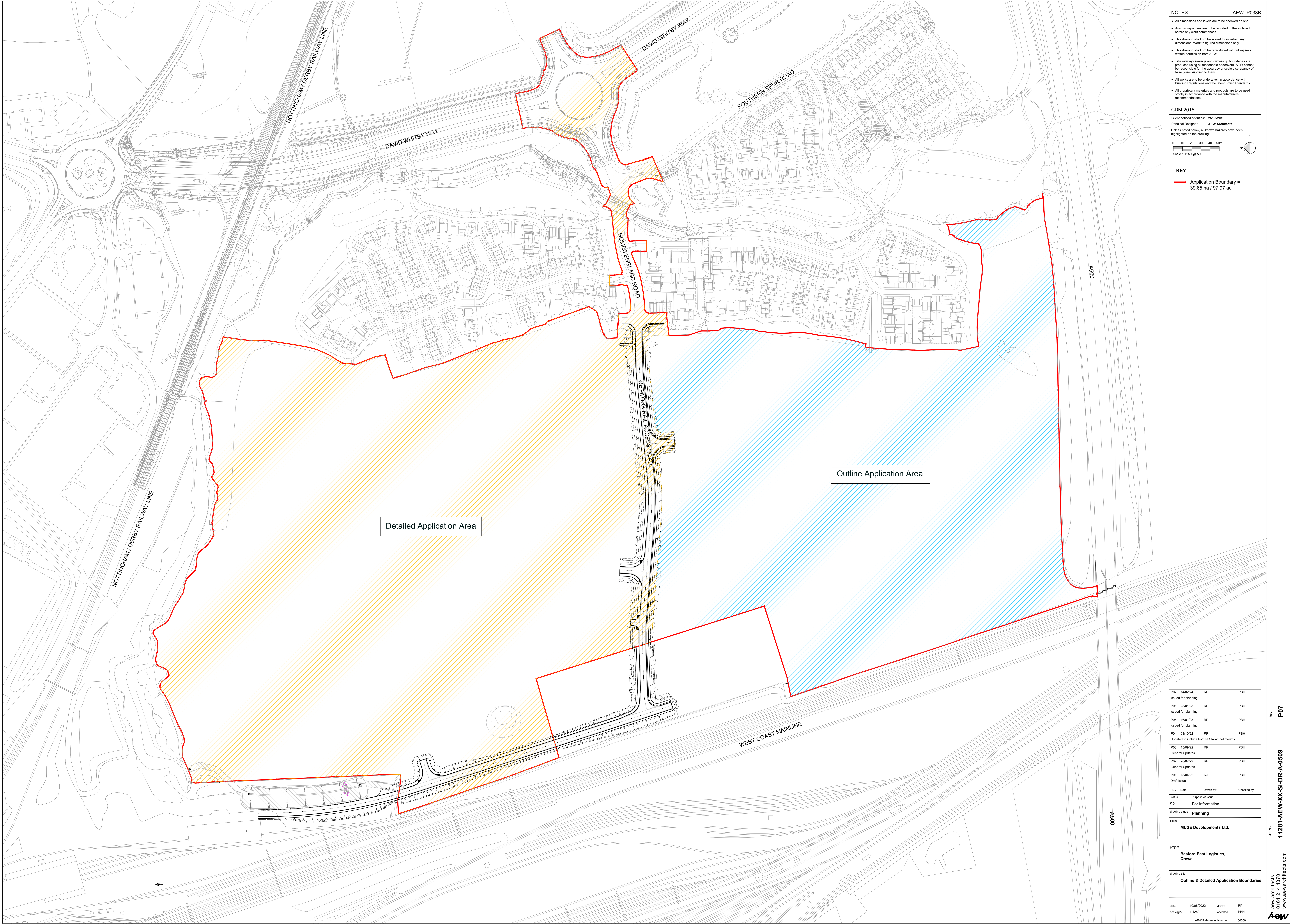
**MUSE Developments Ltd.**

project  
Basford East Logistics, Crewe

drawing title  
Parameters Plan - Maximum Quantum and Use Class

date 10/06/2022 drawn RP  
scale@A0 1:1000 checked PBH  
AEW Reference Number 00000





NOTES

- All dimensions and levels are to be checked on site
- Any discrepancies are to be reported to the architect before any work commences
- This drawing shall not be scaled to ascertain any dimensions. Work to ground dimensions only.
- This drawing shall not be reproduced without express written permission from AEW.
- Title overlay drawings and ownership boundaries are produced using all reasonable endeavours. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
- All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
- All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

CDM 2015

Client method of duties: 28/03/2019  
Principal Designer: AEW Architects  
Unless noted below, all known hazards have been highlighted on the drawing:  
0 10 20 30 40 50m  
Scale 1:1250 @ A0

KEY  
Application Boundary = 39.65 ha / 97.97 ac

P07	14/02/24	RP	PBH
Issued for planning			
P06	23/01/23	RP	PBH
Issued for planning			
P05	18/01/23	RP	PBH
Issued for planning			
P04	03/10/22	RP	PBH
Updated to include both NR Road bellmouths			
P03	15/09/22	RP	PBH
General Updates			
P02	28/07/22	RP	PBH
General Updates			
P01	13/04/22	KJ	PBH
Draft Issue			
REV	Date	Drawn by -	Checked by -
Status	Purpose of Issue		
S2	For Information		
drawing stage	Planning		
client	MUSE Developments Ltd.		

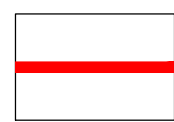
project  
Basford East Logistics, Crews

drawing title  
Outline & Detailed Application Boundaries

date 10/06/2022 drawn RP  
scale@A0 1:1250 checked PBH  
AEW Reference Number 00000



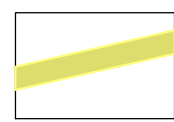
Key



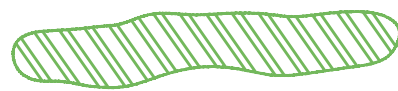
Planning application boundary



Full application area



Existing Public Right of Way



Existing groups and woodland to be retained



Existing trees to be retained



Strategic Landscape



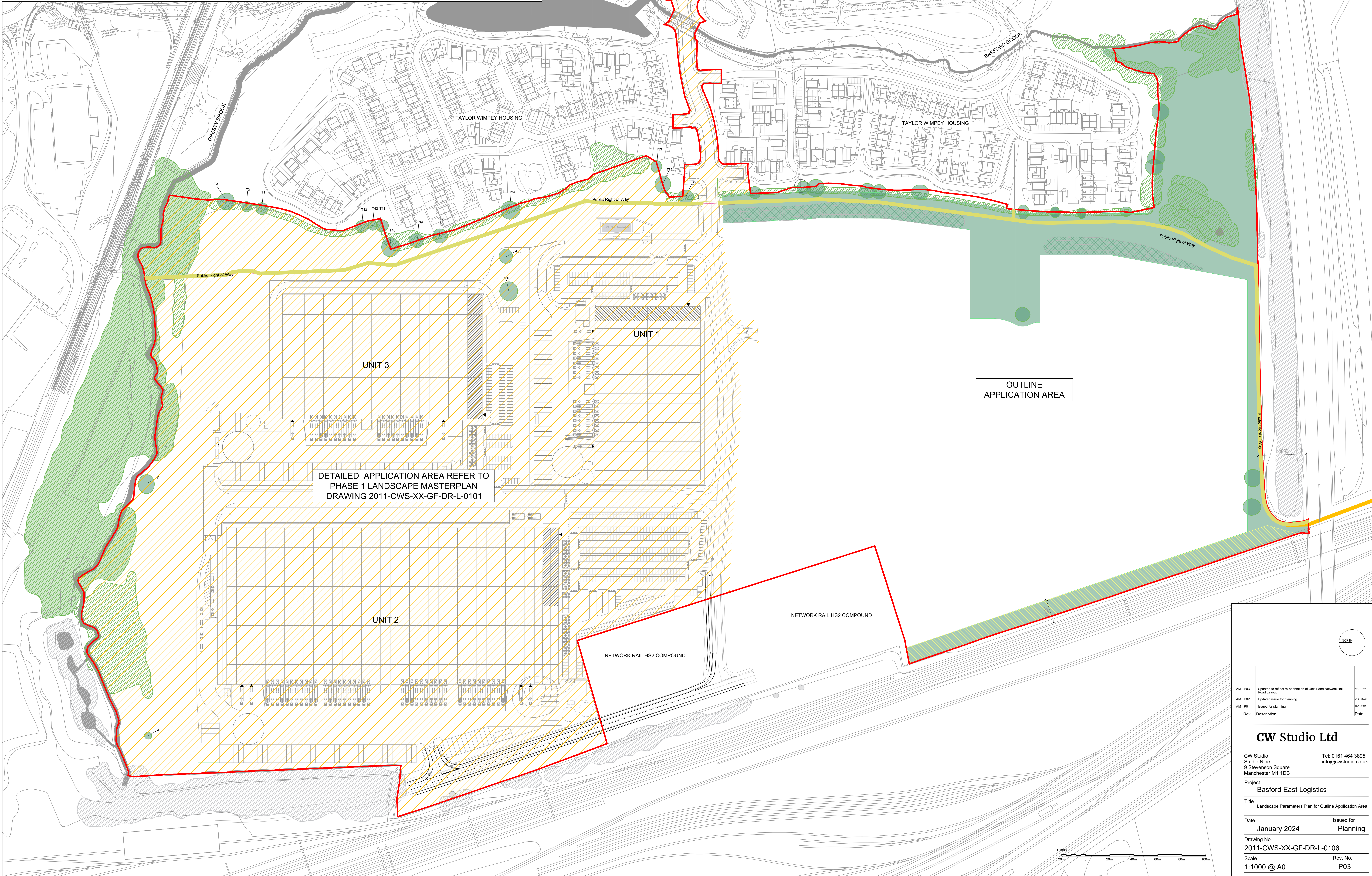
Landscape Bund with woodland planting



Proposed slow worm habitat

For full extent of red line boundary refer to AEW Location Plan drawing number 11281-AEW-XX-SI-DR-A-0500

NOTES:  
DO NOT SCALE. Use figured dimensions only.  
The Contractor is requested to check all dimensions before the work is put to hand.  
This drawing must only be used for the purpose for which it is supplied and its contents must not be reproduced for any purpose without written permission.  
This drawing and all associated designs remain the copyright of CW Studio Ltd.  
All discrepancies to be reported to the landscape architect before manufacture or construction.  
CW Studio Ltd is a limited company registered in England/Wales, No. 8054283



AM P03	Updated to reflect re-orientation of Unit 1 and Network Rail Road Layout	16-01-2024
AM P02	Updated issue for planning	24-01-2023
AM P01	Issued for planning	12-01-2023
Rev	Description	Date

## CW Studio Ltd

CW Studio  
Studio Nine  
9 Stevenson Square  
Manchester M1 1DB

Tel: 0161 464 3895  
info@cwstudio.co.uk

Project  
Basford East Logistics

Title  
Landscape Parameters Plan for Outline Application Area

Date  
January 2024

Issued for  
Planning

Drawing No.  
2011-CWS-XX-GF-DR-L-0106

Scale  
1:1000 @ A0

Rev. No.  
P03



Application No: 23/2419M

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

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

Applicant: CB Adlington Investment LLP

Expiry Date: 22-Dec-2023

### SUMMARY

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

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

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

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

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

### RECOMMENDATION

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

## DESCRIPTION OF SITE AND CONTEXT

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

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

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

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

## DETAILS OF PROPOSAL

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

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

## PLANNING HISTORY

### Application site

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

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

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

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



Other relevant permissions on other parts of the site allocation

*North-east parcel*

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

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

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

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

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

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

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

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

Note: 0.43ha of B8

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

Note: 0.67ha of B8

*North-west parcel*

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

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

## **ADOPTED PLANNING POLICIES**

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

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

LPS 51 – Adlington Business Park Extension, Poynton

PG1 - Overall Development Strategy, Policy PG2 - Settlement Hierarchy, PG7 – Spatial Distribution of Development, SD1 - Sustainable Development in Cheshire East, SD2 - Sustainable Development Principles, SE1 - Design, SE2 - Efficient Use of Land, SE3 - Biodiversity and Geodiversity, SE4 - The Landscape, SE5 - Trees, Hedgerows and Woodland, SE6 – Green Infrastructure, SE7 – The Historic Environment, SE9 – Energy Efficient Development, SE12 - Pollution, Land Contamination and Land Instability, SE13 – Flood Risk Management, EG1 – Economic Prosperity, EG3 – Existing and Allocated Employment Sites, IN1 - Infrastructure, IN2 - Developer Contributions, CO1 – Sustainable Travel and Transport. CO2 - Enabling Business Growth Through Transport Infrastructure, CO4 – Travel Plans and Transport Assessments

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

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

## **Other material planning policy considerations**

### National Planning Policy Framework (NPPF) 2023

Relevant paragraphs include:

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

- National Planning Policy Guidance (NPPG)
- Adopted SPDs

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

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

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

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

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

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

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

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

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

**Sport England** – No objections

**ANSA Greenspace** – No objections

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

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

**Adlington Parish Council** – No objections

## **REPRESENTATIONS**

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

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

### Design

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

## **OFFICER APPRAISAL**

### **Procedural matters**

For the benefit of clarity:

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

### **Principle of development**

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

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

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

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

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

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

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

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



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

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

## **Design**

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

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

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

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

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

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

## **Heritage**

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

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

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

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

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

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

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

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

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

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

### Heritage

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

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

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

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

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

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

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

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

### Archaeology

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

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

### **Amenity**

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

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

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

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

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

### Neighbouring amenity

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

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

### Environmental amenity

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

#### *Air pollution*

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

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

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

#### *Noise pollution*

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

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



### *Ground pollution / contaminated land*

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

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

### **Highways**

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

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

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

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

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

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

*'b. Contributions to existing and the provision of new public transport links to the town centre.*

*c. Contributions towards the delivery of the Poynton Relief Road.*

*d. The reinstatement of footpaths over the former Woodford Aerodrome site to improve pedestrian linkages to Poynton Railway Station.*

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

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

#### Development proposals & parking

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

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

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

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

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

#### Accessibility

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

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

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

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

### Traffic Impact

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

### Poynton Relief Road

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

### Active Travel England (ATE)

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

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

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

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



### Highways conclusions

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

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

### **Landscape**

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

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

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

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

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

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

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

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

## **Trees**

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

Policy ENV6 of the SADPD is also relevant.

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

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

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

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

## **Nature Conservation**

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

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

- j. Any application would need to be supported by a full ecological appraisal.*
- k. Mitigation would be required to address any impacts on protected species.*
- l. Any woodland, priority habitats or habitats of Local Wildlife Site quality on the site should be retained and buffered by areas of open space/habitat creation.*
- m. The existing ponds shall be retained and incorporated into any development.*
- n. Development must not have an adverse impact on the established great crested newt habitat areas.'*

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

### Great Crested Newts

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

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

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

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

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

- The proposed development is in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment
- There is no satisfactory alternative
- There is no detriment to the maintenance of the species population at favourable conservation status in its natural range.

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



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

Overriding Public Interest:

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

Alternatives:

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

- No development on the site

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

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

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

Common Toad

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

'Other' protected species

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

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

#### Nesting Birds

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

#### Brown Hare and hedgehogs

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

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

#### Bats

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

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

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

#### Biodiversity Net Gain (BNG)

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

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



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

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

#### Management Plan

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

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

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

#### Ecological enhancement

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

#### Other ecology requirements of LPS 51

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

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

#### Ecology conclusions

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

## Flooding and Drainage

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

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

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

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

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

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

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

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

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



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

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

## **Open Space**

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

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

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

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

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

## **Green Energy**

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

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

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

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

### **Manchester Airport**

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

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

### **Heads of Terms**

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

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

### **CIL Regulations**

In order to comply with the Community Infrastructure Levy (CIL) Regulations 2010 it is necessary for planning applications with legal agreements to consider the issue of whether the requirements within the S106 satisfy the following:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

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

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



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

### Planning Balance / Conclusions

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

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

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

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

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

### RECOMMENDATIONS

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

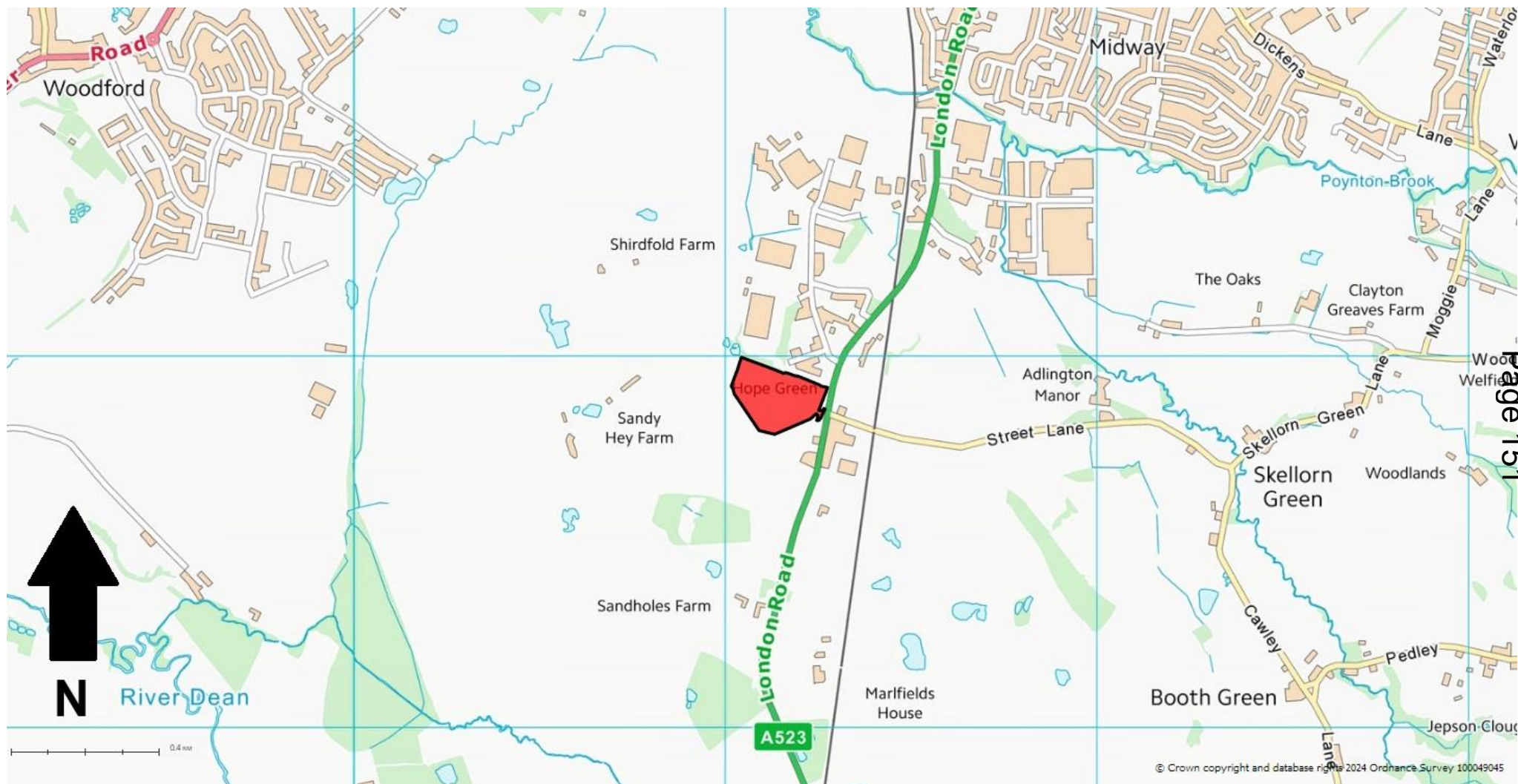
<b>S106</b>	<b>Amount</b>	<b>Trigger</b>
<b>Highways</b> – Accessibility and capacity improvements on the local highway network	Contribution of £453,120 towards Poynton Relief Road	Prior to the occupation/use the 5 <sup>th</sup> unit
<b>Landscape</b> – Off-site management & maintenance	Relating to planting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

**And the following conditions:**

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

*In order to give proper effect to the Strategic Planning Board's intent and without changing the substance of its decision, authority is delegated to the Head of Planning in consultation with the Chair (or in their absence the Vice Chair) to correct any technical slip or omission in the resolution, before issue of the decision notice.*



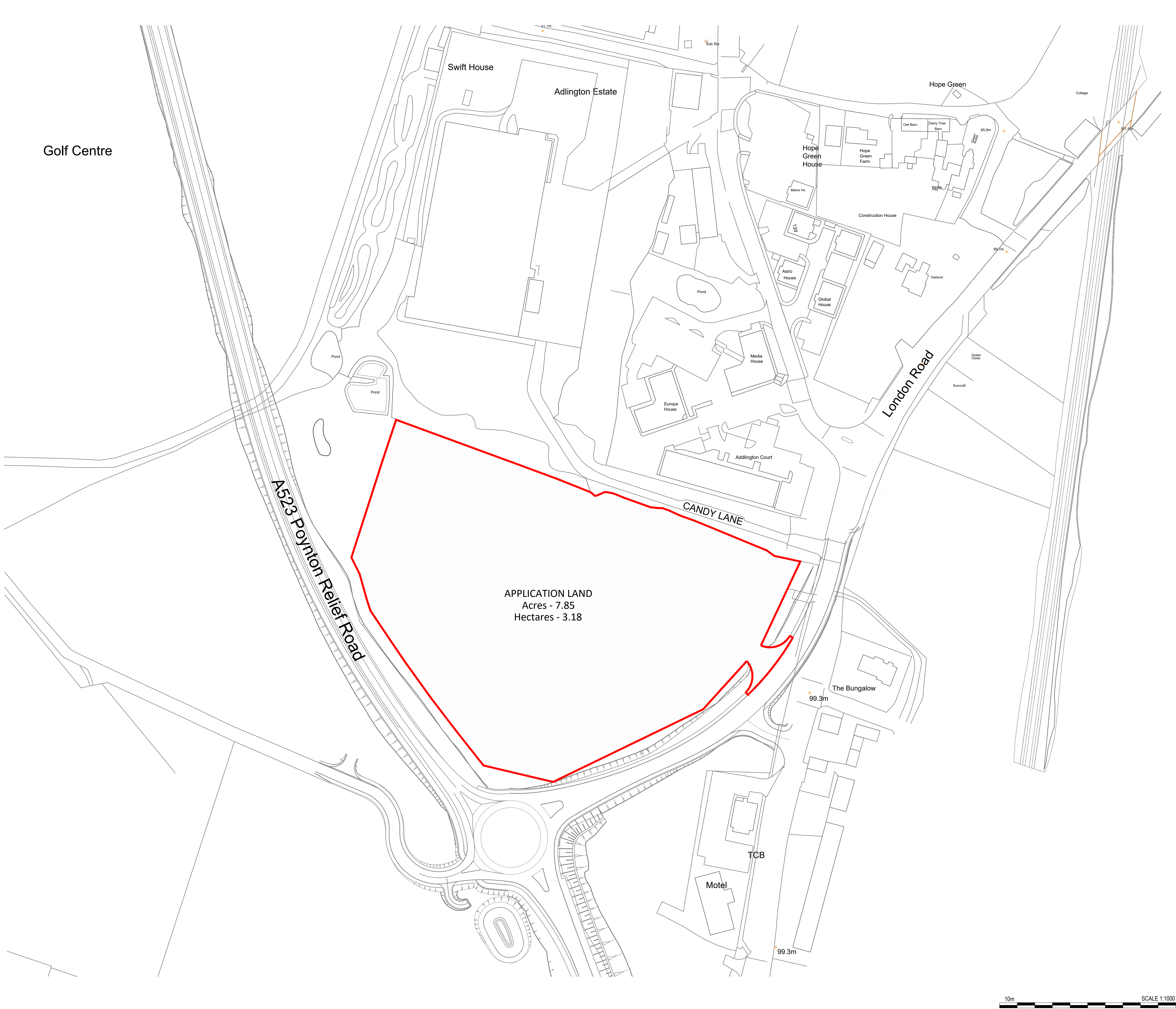


This page is intentionally left blank

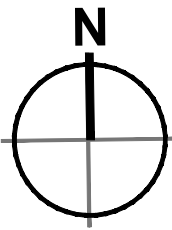
23/2419M

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





- Dimensions are in millimeters, unless stated otherwise.  
- Scaling of this drawing is not recommended.  
- It is the recipient's responsibility to print this document to the correct scale.  
- All relevant drawings and specifications should be read in conjunction with this drawing.



Key  
Application Boundary

A	Initial Issue	AM	JC	27/02/23
rev	amendments	by	ckd	date

Avro Business Park, Adlington

Location Plan

Chancerygate

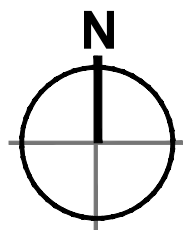
umc architects  
3rd Floor, Manchester Club, 81 King Street, Manchester, M2 4AH  
+44 (0)161 413 0590 info@umcarchitects.com

Drawing Status:	Planning
Drawn / Checked:	AM / JC
Date:	27/02/23
Scale:	1:1000 A1
Drawing no:	Revision:
21552-UMC-ZZZZ-SI-DR-A-0501	P01

PLANNING  
THIS DRAWING IS TO BE USED FOR THE STATED PURPOSE  
ONLY AND SHOULD NOT BE USED FOR ANY OTHER

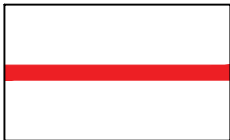




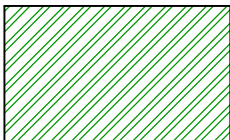


KEY

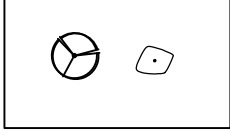
Site Boundary:  
7.85 Acres (3.1766 Hectares)



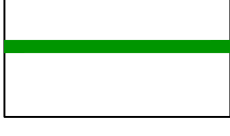
Site Boundary



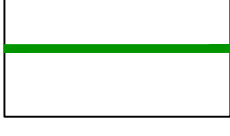
Existing Trees and Vegetation



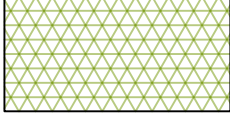
Proposed New Tree and Specimen Shrub Planting



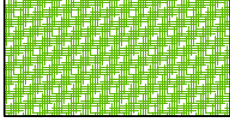
Proposed Mixed Native Hedge



Proposed Hedge



Proposed Native Whip Planting



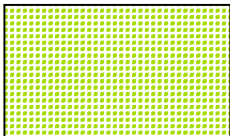
Proposed Ornamental Shrub Planting



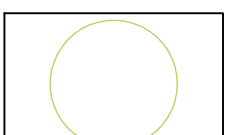
Proposed Flowering Lawn



Proposed Wildflower Hedgerow Planting



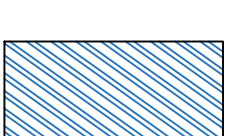
Proposed Tussock Grass Planting



Approximate Extent Of Tree Canopy At Full Maturity



Proposed Native Bulb Planting



Existing Pond

P05	Updated to landscape proposals	JWC	JC	01/05/24
P04	Updated to landscape proposals	JWC	JC	21/02/24
P03	Picnic Tables area updated.	JWC	JC	16/10/23
P02	Picnic Tables added to landscape area.	AM	JC	09/10/23
P01	Initial Issue	AM	JC	30/05/23
rev	amendments	by	ckd	date

Avro Business Park, Adlington

Proposed Landscaping Plan

Chancerygate

umc  
architects  
3rd Floor, Manchester Club, 81 King Street, Manchester, M2 4AH  
t: +44 (0)161 413 0590 e: info@umcarchitects.com

Drawing Status:	Planning
Drawn / Checked:	AM / JC
Date:	30/05/23
Scale:	1:500 A1
Drawing no:	Revision:
21552-UMC-ZZZZ-SI-DR-A-0605	P05

PLANNING  
THIS DRAWING IS TO BE USED FOR THE STATED PURPOSE  
ONLY AND SHOULD NOT BE USED FOR ANY OTHER

10m SCALE 1:500





- Dimensions are in millimeters, unless stated otherwise.  
- Scaling of this drawing is not recommended.  
- It is the recipients responsibility to print this document to the correct scale.  
- All relevant drawings and specifications should be read in conjunction with this drawing.

#### KEY

- Site Boundary:  
7.85 Acres (3.1766 Hectares)
- Overhead Power Cables (To be retained)
- 16 Level Access Doors
- Proposed 2.4m High Paladin Fence (Colour green)
- Proposed 2.2m High Timber close boarded fence.
- Proposed 2.4m High Sliding Vehicle gate in Paladin style (Colour green)
- Proposed 2.4m High Swing Gate (Colour green)
- Indicative Retaining Wall Position (Refer to SE drawing for details)
- 5no. Covered Cycle Shelters with grass roof and bug hotels.  
50 standard cycle spaces  
2 non-standard cycle spaces
- Electric Charging Ports x22
- Existing Trees Retained (Where Possible)

172no. Total Car parking  
(inc 12 accessible space)  
(inc 22 car charging spaces)

Schedule of Accommodation - Unit 1				
	GIA	GEA	Mezz	%
UNIT 1	sq.m	sq.m	sq.m	
Ground Floor (inc Cores)	1,812.5	1,736.8	1,679.4	1,839.8
First Floor	321.1	3,456.3	357.3	3,845.9
Total	1,933.6	20,813.1	2,036.7	21,922.8

Schedule of Accommodation - Units 2-4				
	GIA	GEA	Mezz	%
UNIT 2	sq.m	sq.m	sq.m	
Ground Floor (inc Cores)	406.1	4,371.2	437.7	4,711.4
First Floor	1,471.5	1,398.8	1,739.4	1,838.3
Total	553.7	5,969.0	608.3	6,547.7
UNIT 3	sq.m	sq.m	sq.m	
Ground Floor (inc Cores)	904.0	9,730.6	935.4	10,068.6
First Floor	159.1	1,692.3	171.1	1,841.7
Total	1,063.1	11,413.9	1,106.5	11,910.3
UNIT 4	sq.m	sq.m	sq.m	
Ground Floor (inc Cores)	1,385.7	14,915.5	1,434.4	15,439.7
First Floor	238.2	2,246.4	231.1	2,460.3
Total	1,624.4	17,162.0	1,665.5	17,900.0
GRAND TOTAL	3,208.2	34,532.7	3,380.3	36,385.2

Schedule of Accommodation Units 5-11				
	GIA	GEA	Mezz	%
UNIT 5	sq.m	sq.m	sq.m	
Ground Floor (inc Cores)	2,185.5	23,556.8	2,251.8	24,238.2
First Floor	332.1	3,574.4	368.1	3,962.2
Total	2,517.6	27,131.2	2,619.9	28,200.4
UNIT 6	sq.m	sq.m	sq.m	
Ground Floor (inc Cores)	1,145.5	12,373.1	1,179.3	12,695.6
First Floor	215.0	2,314.2	237.4	2,555.3
Total	1,360.5	14,687.3	1,416.7	15,250.9
UNIT 7	sq.m	sq.m	sq.m	
Ground Floor (inc Cores)	974.1	10,485.1	1,000.0	10,789.8
First Floor	182.3	1,962.3	201.5	2,168.9
Total	1,156.4	12,447.4	1,201.5	12,958.7
UNIT 8	sq.m	sq.m	sq.m	
Ground Floor (inc Cores)	797.7	8,595.4	820.1	8,827.5
First Floor	148.1	1,604.8	162.2	1,778.2
Total	945.8	10,191.3	982.3	10,605.7
UNIT 9	sq.m	sq.m	sq.m	
Ground Floor (inc Cores)	895.4	9,638.8	920.1	9,903.9
First Floor	157.5	1,692.3	165.1	1,778.2
Total	1,052.9	11,331.1	1,085.2	11,682.1
UNIT 10	sq.m	sq.m	sq.m	
Ground Floor (inc Cores)	935.5	10,069.6	960.1	10,334.4
First Floor	174.9	1,862.3	183.4	1,968.7
Total	1,110.4	11,931.9	1,143.5	12,303.1
UNIT 11	sq.m	sq.m	sq.m	
Ground Floor (inc Cores)	1,545.5	16,646.4	1,597.7	17,197.5
First Floor	271.5	2,622.4	282.2	3,002.9
Total	1,817.0	19,268.8	1,879.9	20,200.4
GRAND TOTAL	9,979.6	107,419.4	10,382.8	111,758.8

Schedule of Accommodation - TOTAL				
	GIA	GEA	Mezz	%
GRAND TOTAL	15,121.4	162,765.2	15,789.9	170,658.9

P13	Fence position moved to line with retaining walls.	JWC	JC	30/04/24
P12	Additional dimensions added	JWC	JC	03/04/24
P11	Unit 5 reduced, footprint indicated	JWC	JC	27/03/24
P10	Additional parking shown in unit 10 yard.	JWC	JC	21/03/24
P09	General changes to all units	JWC	JC	20/03/24
rev	amendments	by	ckd	date

Avro Business Park, Adlington

Proposed Site Plan

Chancerygate

umc architects  
3rd Floor, Manchester Club, 81 King Street, Manchester, M2 4AH  
t: +44 (0)161 413 0590 e: info@umcarchitects.com

Drawing Status:	Planning
Drawn / Checked:	AM / JC
Date:	27/02/23
Scale:	1:500 A1
Drawing no:	Revision:
21552-UMC-ZZZZ-SI-DR-A-0601	P13

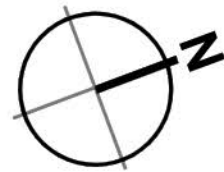
PLANNING

THIS DRAWING IS TO BE USED FOR THE STATED PURPOSE ONLY AND SHOULD NOT BE USED FOR ANY OTHER

10m SCALE 1:500

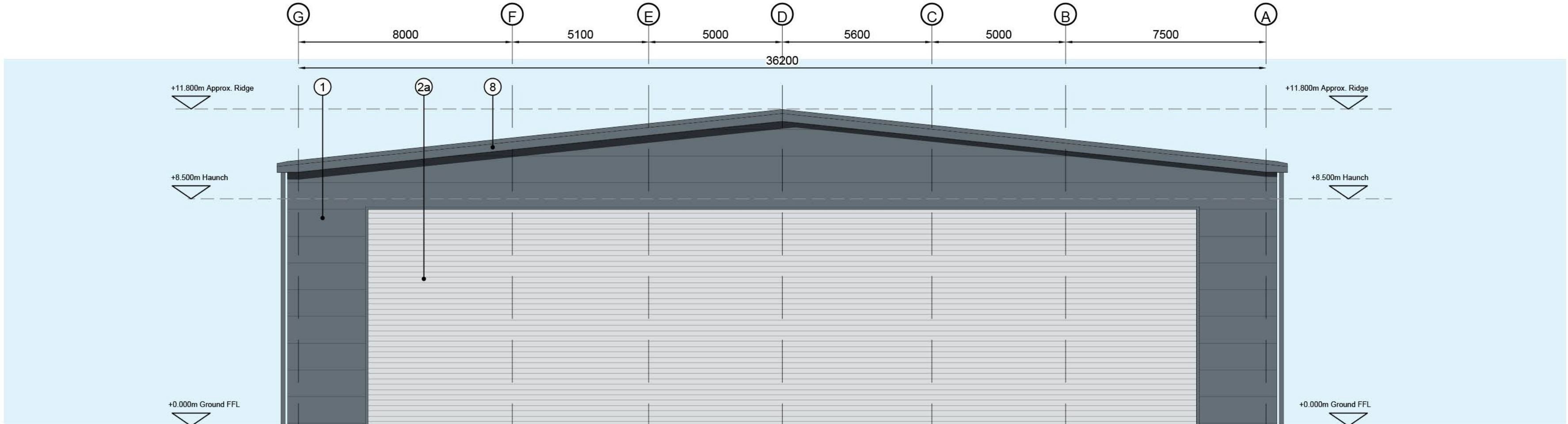


- Dimensions are in millimeters, unless stated otherwise.  
- Scaling of this drawing is not recommended.  
- It is the recipients responsibility to print this document to the correct scale.  
- All relevant drawings and specifications should be read in conjunction with this drawing.

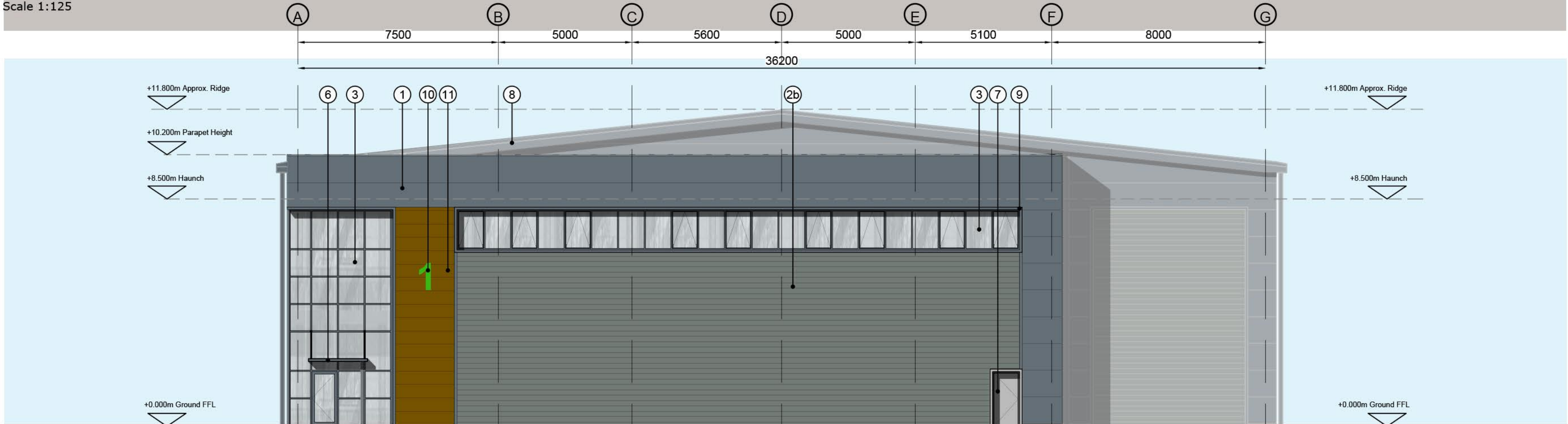


External Finishes

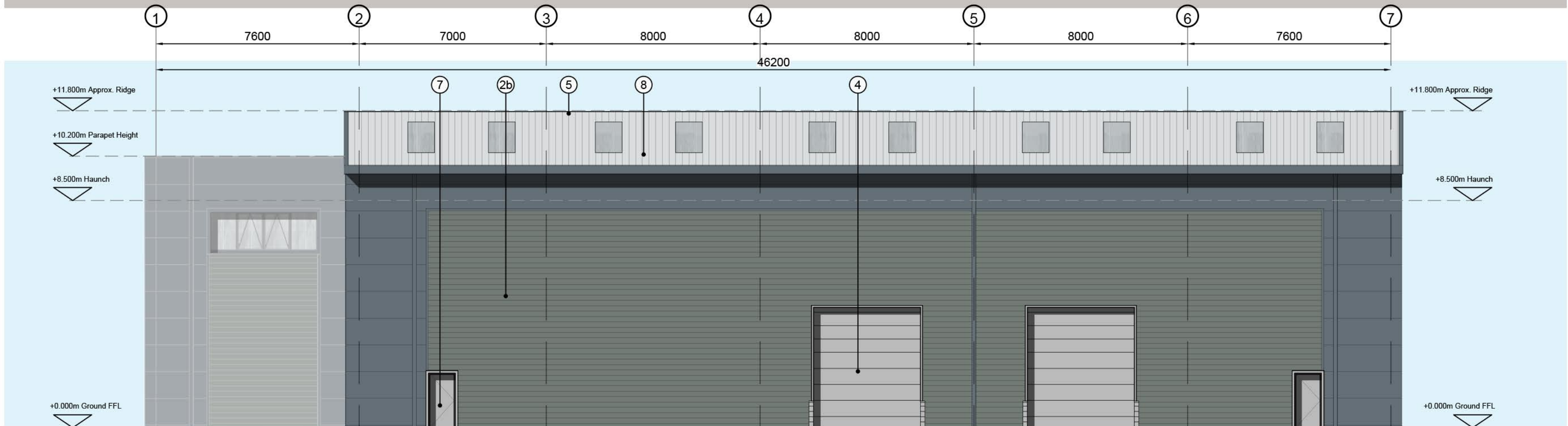
- ① Horizontally laid Microrib cladding panel system.  
Finish: Tata Colorcoat HPS200 Ultra.  
Colour: Merlin Grey (RAL 180 40 05).
- ②a Horizontally laid trapezoidal profiled cladding panel system.  
Finish: Tata Colorcoat HPS200 Ultra.  
Colour: Gull Grey (RAL 240 80 05).
- ②b Horizontally laid trapezoidal profiled cladding panel system.  
Finish: Tata Colorcoat HPS200 Ultra.  
Colour: Green Grey (RAL 150 40 10).
- ③ Thermally broken polyester powder coated aluminium windows.  
Finish: Polyester powder coated. Glazing: Grey tinted.  
Frame Colour: Anthracite (RAL 7016)
- ④ Assa Abloy OH1042P sectional doors with level access to be electrically operated with manual override. Finish: Polyester powder coated. Colour: Light Grey (External) RAL 9002 (Internal)
- ⑤ Trapezoidal profiled roof cladding panels.  
Finish: Tata Colorcoat HPS200 Ultra.  
Colour: Goosewing Grey (RAL 7038).
- ⑥ Glazed canopy to project 1.2m on support rods.  
Glazing: Grey tinted.  
Frame Colour: Anthracite (RAL 7016)
- ⑦ Steel insulated security door & frame. Finish: Polyester powder coated.  
Colour: To match adjacent cladding.
- ⑧ Aluminum flashing. Finish: Tata Colorcoat HPS200 Ultra.  
Colour: Merlin Grey (RAL 180 40 05)
- ⑨ All reveals to ribbon windows, doors & roller shutter doors to be Green Grey (RAL 150 40 10).
- ⑩ Unit numbering to be Green Grey (RAL 150 40 10)
- ⑪ Horizontally laid timber look a like effect cladding panel system.  
Finish: Timber effect.



North Elevation - Unit 1  
Scale 1:125



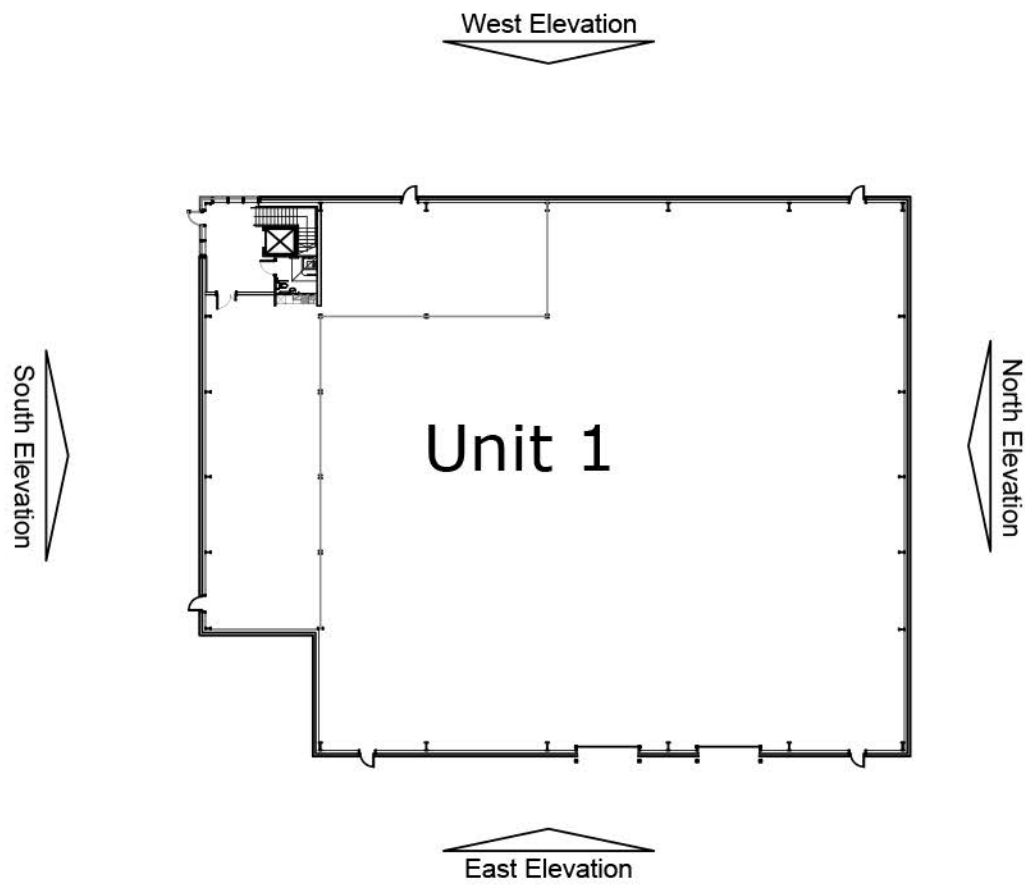
South Elevation - Unit 1  
Scale 1:125



East Elevation - Unit 1  
Scale 1:125



West Elevation - Unit 1  
Scale 1:125



P03	Full updates to revised scheme.	JWC	JC	01/05/24
P02	Annotations Amended	AM	JC	22/05/23
P01	Initial Issue	AM	JC	30/03/23
rev	amendments	by	ckd	date

Avro Business Park,  
Adlington  
Elevations - Unit 1

Chancerygate

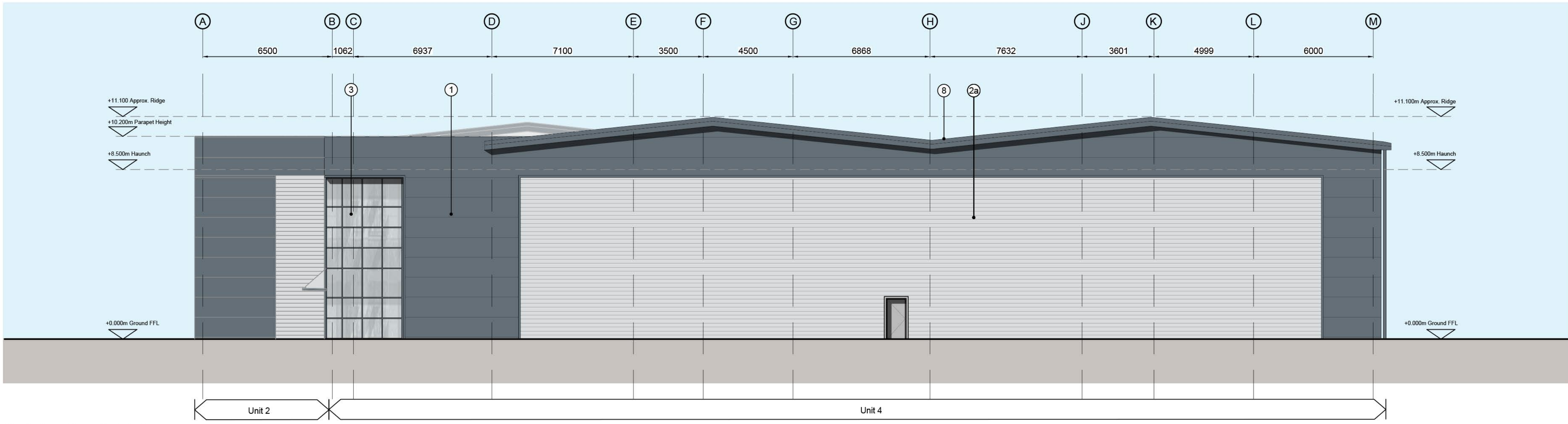


3rd Floor, Manchester Club, 81 King Street, Manchester, M2 4AH  
+44 (0)161 413 0590 info@umcarchitects.com

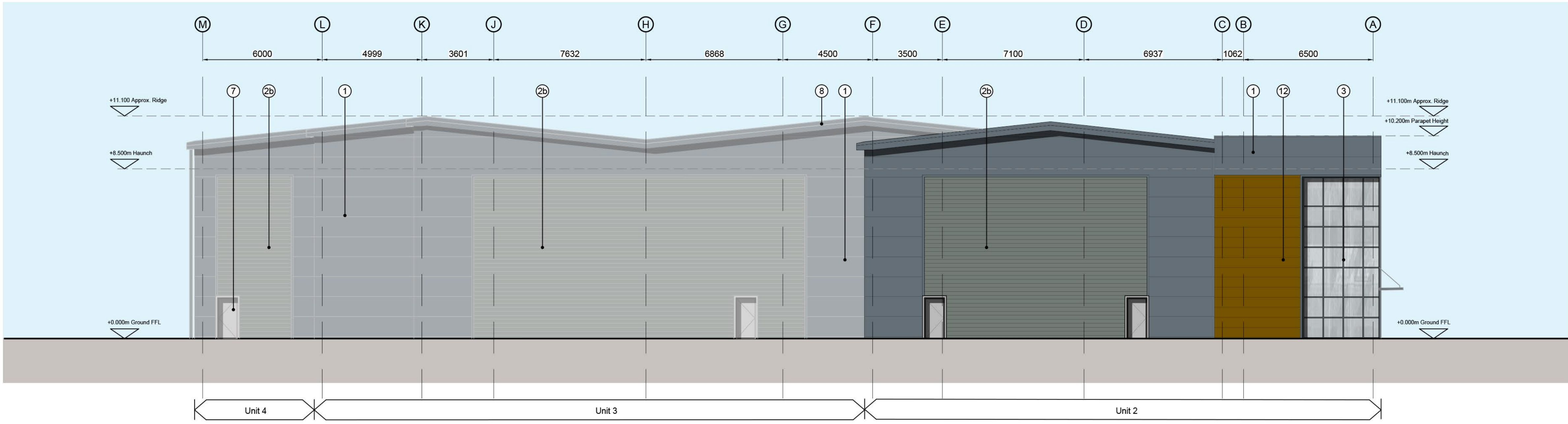
Drawing Status:	Planning
Drawn / Checked:	AM / JC
Date:	30/03/2023
Scale:	1:125 A1
Drawing no:	Revision:
21552-UMC-XXXX-ZZ-DR-A-1301	P03



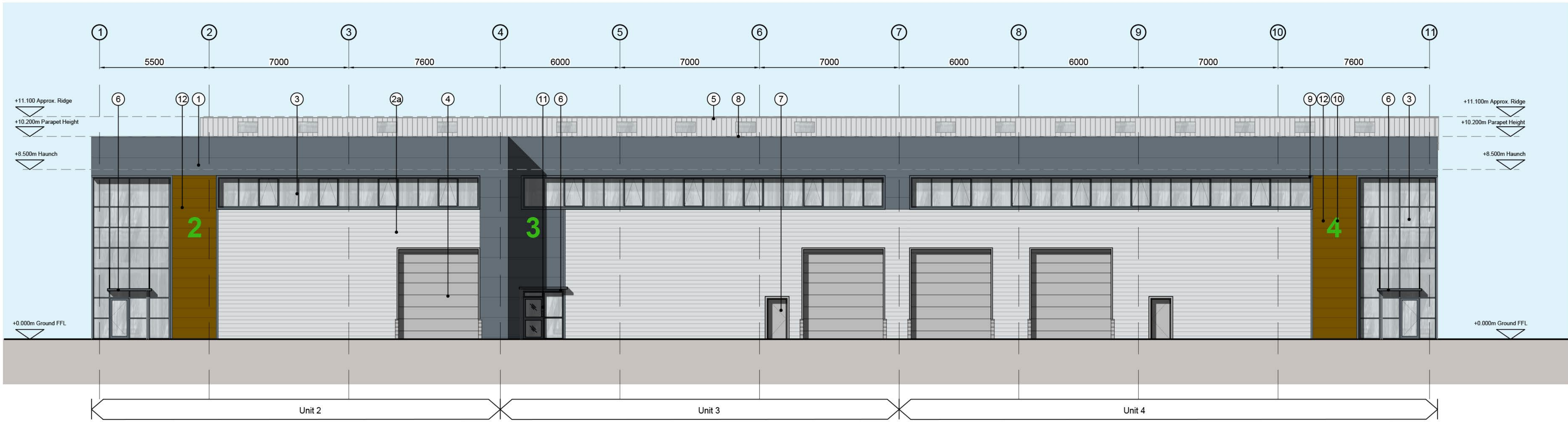




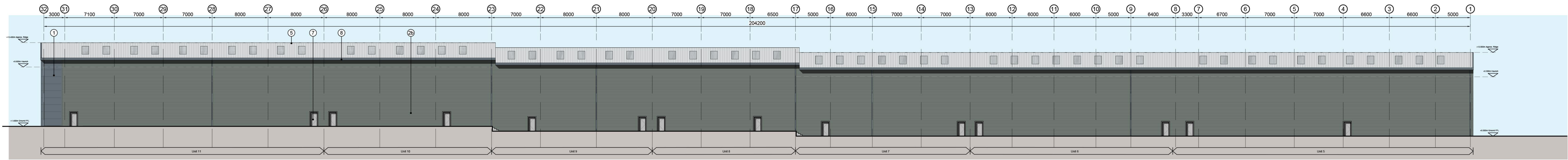
North Elevation - Units 2-4  
Scale 1:125



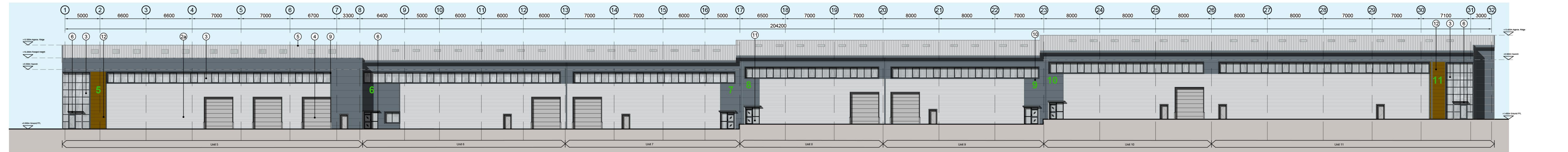
South Elevation - Units 2-4  
Scale 1:125



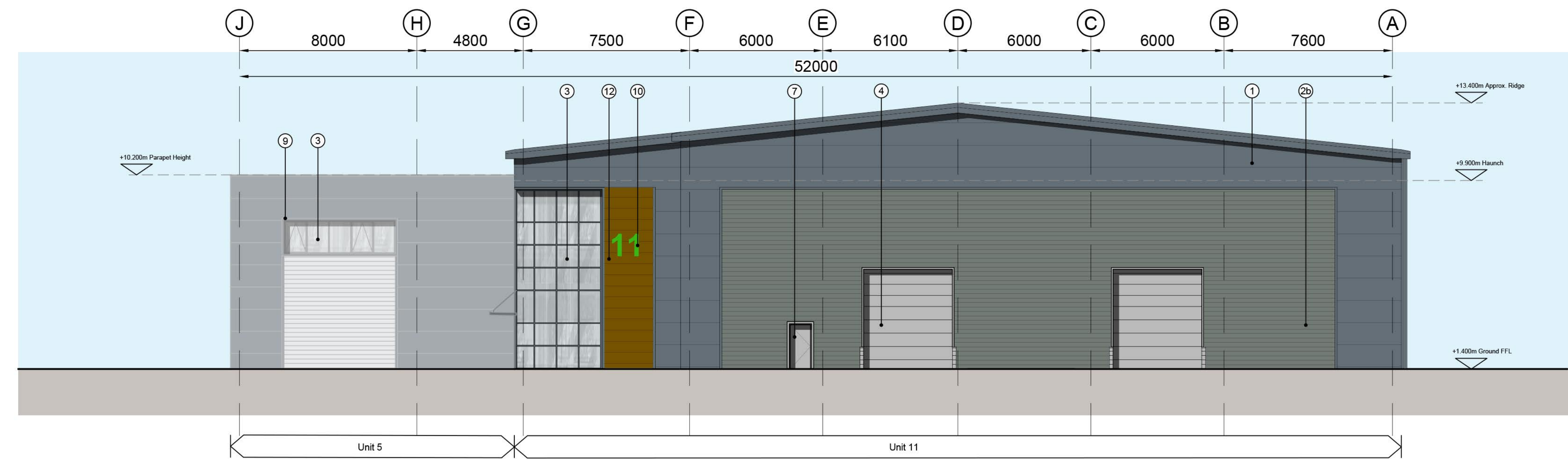




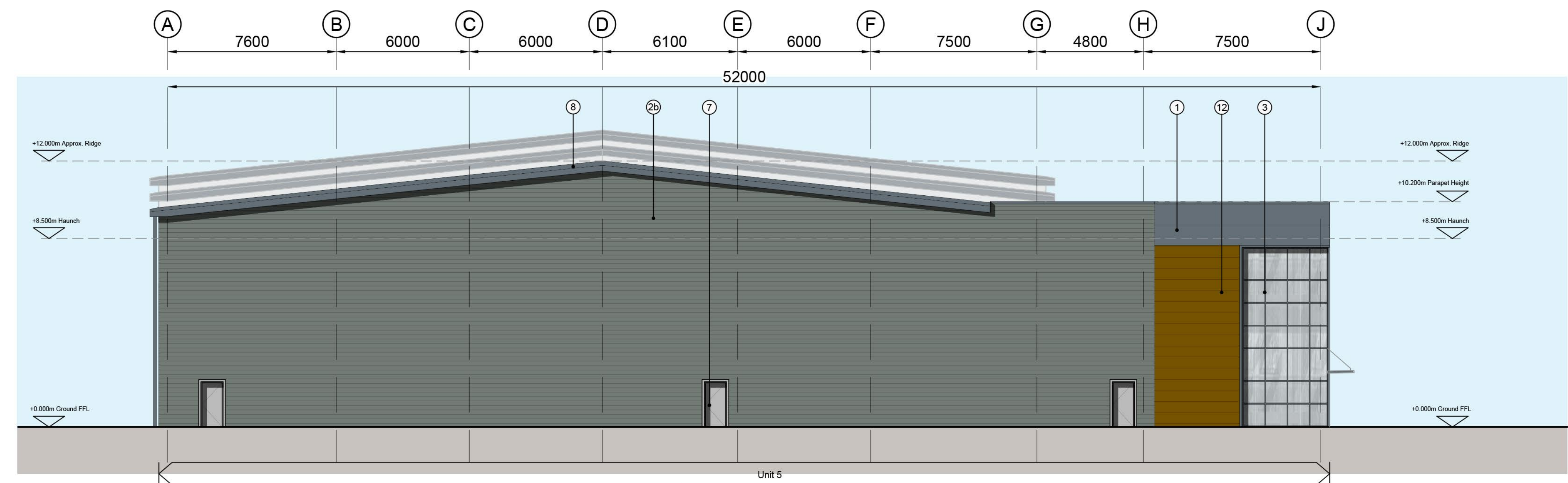
North Elevation - Units 5-11  
Scale 1:200



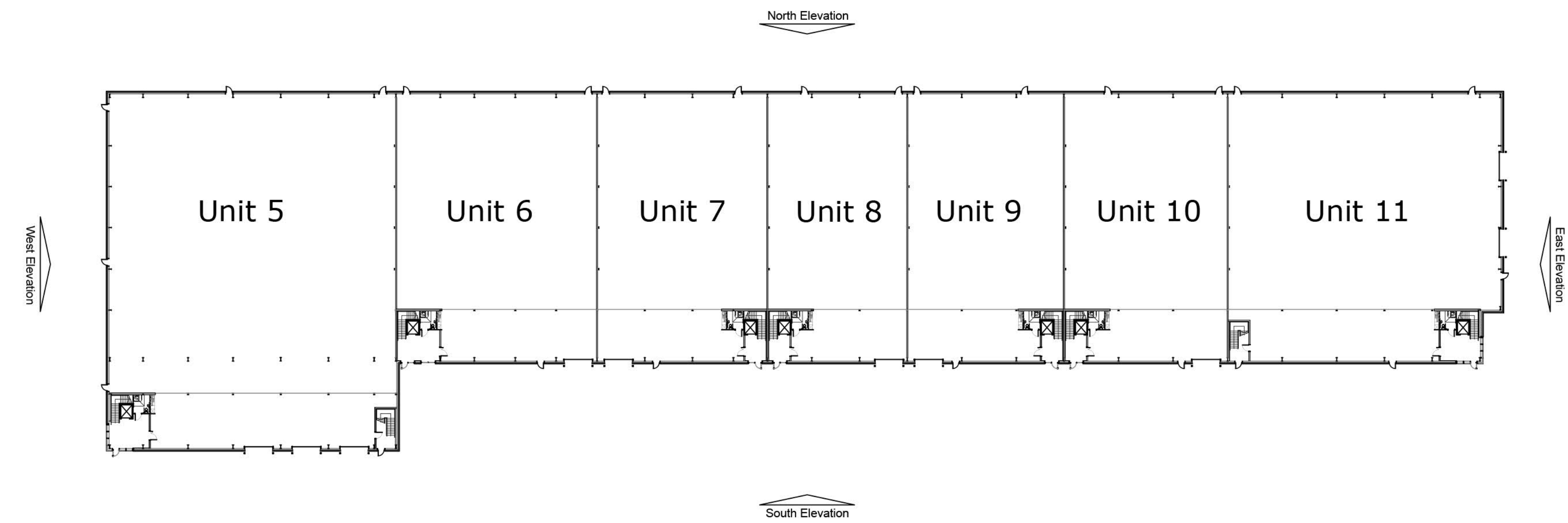
South Elevation - Units 5-11  
Scale 1:200



East Elevation - Units 5-11  
Scale 1:125

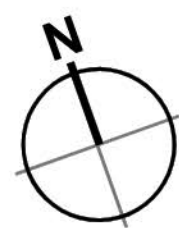


West Elevation - Units 5-11  
Scale 1:125



#### External Finishes

- Horizontally laid Microrib cladding panel system.  
Finish: Tata Colorcoat HPS200 Ultra.  
Colour: Merin Grey (RAL 180 40 05).
- Horizontally laid trapezoidal profiled cladding panel system.  
Finish: Tata Colorcoat HPS200 Ultra.  
Colour: Gull Grey (RAL 240 80 05).
- Horizontally laid trapezoidal profiled cladding panel system.  
Finish: Tata Colorcoat HPS200 Ultra.  
Colour: Green Grey (RAL 150 40 10).
- Thermally broken polyester powder coated aluminium windows.  
Finish: Polyester powder coated. Glazing: Grey tinted.  
Frame Colour: Anthracite (RAL 7016).
- Asa Alloy OH1042P sectional doors with level access to be electrically operated with manual override. Finish: Polyester powder coated. Colour: Light Grey (External) RAL 9002 (Internal).
- Trapezoidal profiled roof cladding panels.  
Finish: Tata Colorcoat HPS200 Ultra.  
Colour: Greening Grey (RAL 1035).
- Glazed canopy to project 1.2m on support rods.  
Glazing: Grey tinted.  
Frame Colour: Anthracite (RAL 7016).
- Steel insulated security door & frame. Finish: Polyester powder coated.  
Colour: To match adjacent cladding.
- Aluminum flashing. Finish: Tata Colorcoat HPS200 Ultra.  
Colour: Merin Grey (RAL 180 40 05).
- All reveals to ribbon windows, doors & roller shutter doors to be Green Grey (RAL 150 40 10).
- Unit numbering to be Green Grey (RAL 150 40 10).
- Corner TPI Thermally Broken Doors.  
Finish: Polyester powder coated. Glazing: Grey tinted.  
Frame Colour: Anthracite (RAL 7016).
- Horizontally laid timber look a like effect cladding panel system.  
Finish: Timber effect.



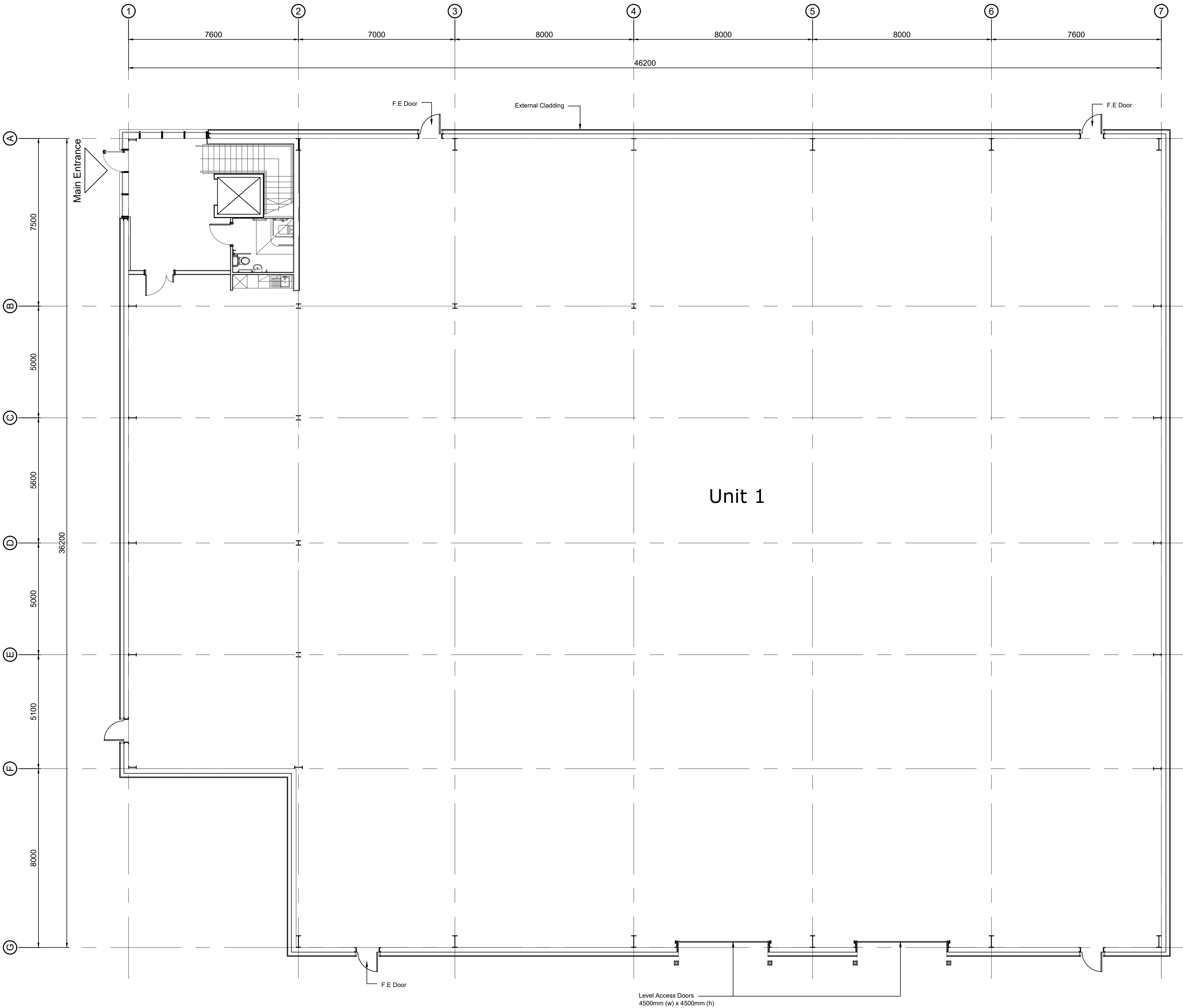
PLANNING

P05 Full updates to revised scheme. JWC JC 01/05/24  
rev amendments by ckd date  
Avro Business Park,  
Adlington  
Elevations - Units 5-11

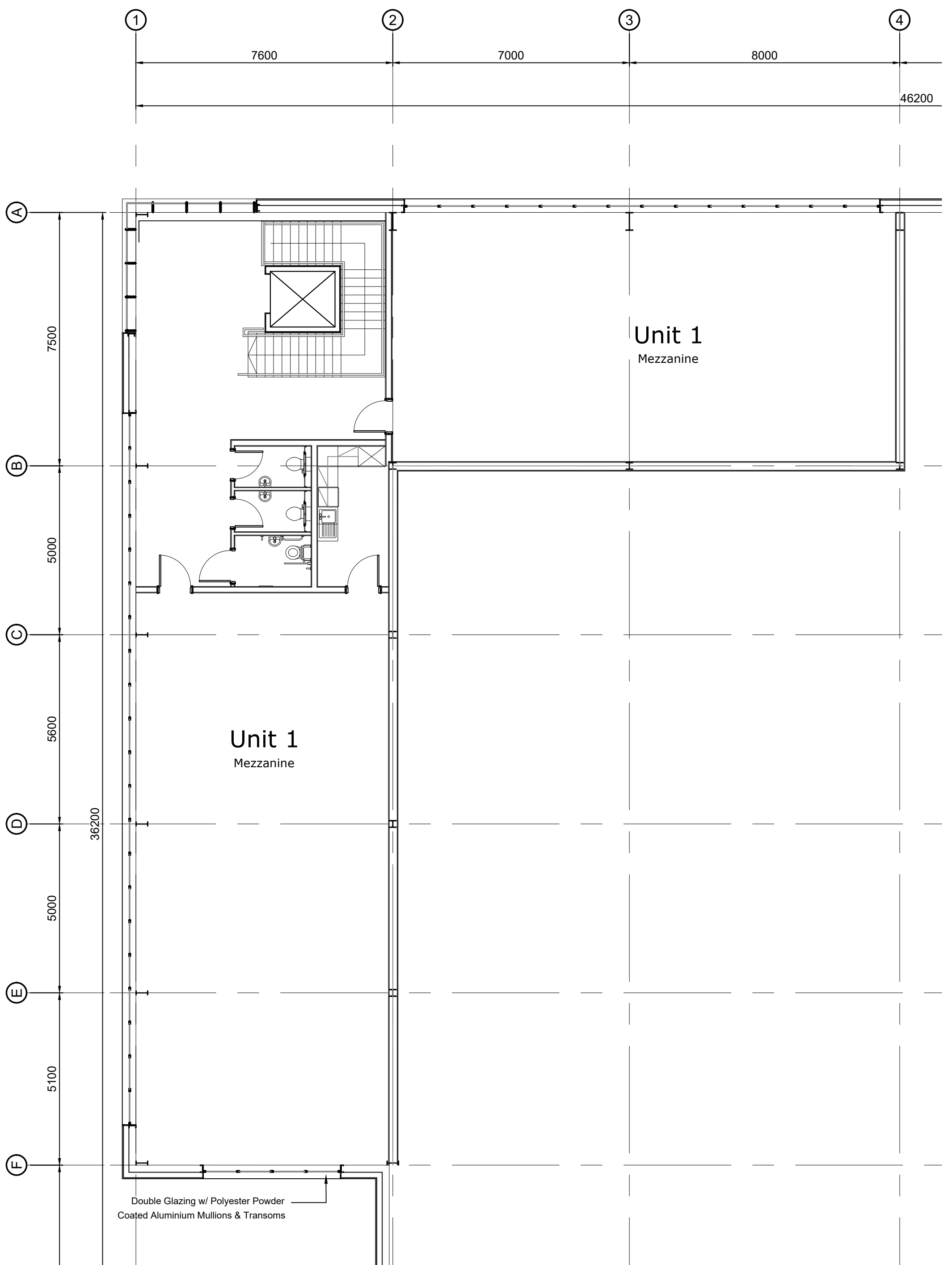
Chancerygate  
umc  
architects

Drawing Status: Planning  
Drawn / Checked: AM / JC  
Date: 30/03/2023  
Scale: As Noted AO  
Drawing no: 21552-UMC-XXXX-ZZ-DR-A-1321 P05  
Revision:



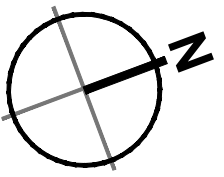


Ground Floor Plan



First Floor Plan

Schedule of Accommodation - Unit 1					
UNIT 1	GIA		GEA		Mezz %
	sq.m	sq.ft	sq.m	sq.ft	
Ground Floor (Inc Cores)	1,612.5	17,356.8	1,679.4	18,076.9	
First Floor	321.1	3,456.3	357.3	3,845.9	
Total	1,933.6	20,813.1	2,036.7	21,922.8	17%



PLANNING

P02	Full updates to revised scheme.	JWC	JC	01/05/24
P01	Initial Issue	AM	JC	30/03/23
rev	amendments	by	ckd	date

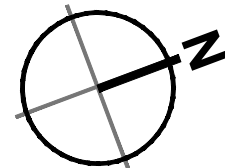
Avro Business Park,  
Adlington  
Building Plans - Unit 1

Chancerygate

umc  
architects

3rd Floor, Manchester Club, 81 King Street, Manchester, M2 4AH  
+44 (0)161 413 0590 info@umcarchitects.com

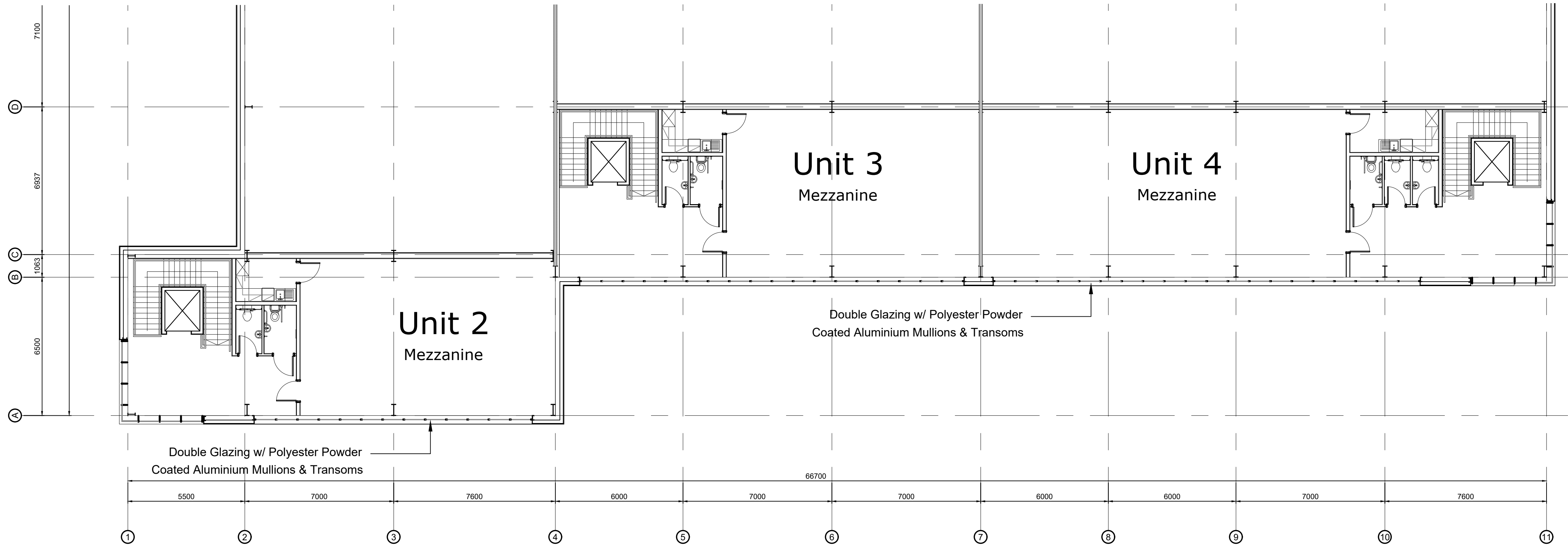
Drawing Status:	Planning
Drawn / Checked:	AM / JC
Date:	30/03/2023
Scale:	1:100 A1
Drawing no:	Revision:
21552-UMC-XXXX-ZZ-DR-A-1001	P02



Schedule of Accommodation - Units 2-4					
	GIA		GEA		Mezz %
UNIT 2	sq.m	sq.ft	sq.m	sq.ft	
Ground Floor (Inc Cores)	406.1	4,371.2	437.7	4,711.4	
First Floor	147.6	1,588.8	170.6	1,836.3	
Total	553.7	5,960.0	608.3	6,547.7	27%
UNIT 3	sq.m	sq.ft	sq.m	sq.ft	
Ground Floor (Inc Cores)	904.0	9,730.6	935.4	10,068.6	
First Floor	155.1	1,680.2	171.1	1,841.7	
Total	1,060.1	11,410.8	1,106.5	11,910.3	15%
UNIT 4	sq.m	sq.ft	sq.m	sq.ft	
Ground Floor (Inc Cores)	1,385.7	14,915.5	1,434.4	15,439.7	
First Floor	208.7	2,246.4	231.1	2,487.5	
Total	1,594.4	17,162.0	1,665.5	17,927.3	13%
GRAND TOTAL	3,208.2	34,532.7	3,380.3	36,385.2	



Ground Floor Plan



First Floor Plan

P03 Full updates to revised scheme.	JWC	JC	01/05/24
P02 Unit 4 GIA Amended	AM	JC	20/05/23
P01 Initial Issue	AM	JC	30/03/23
rev	amendments	by	cdl

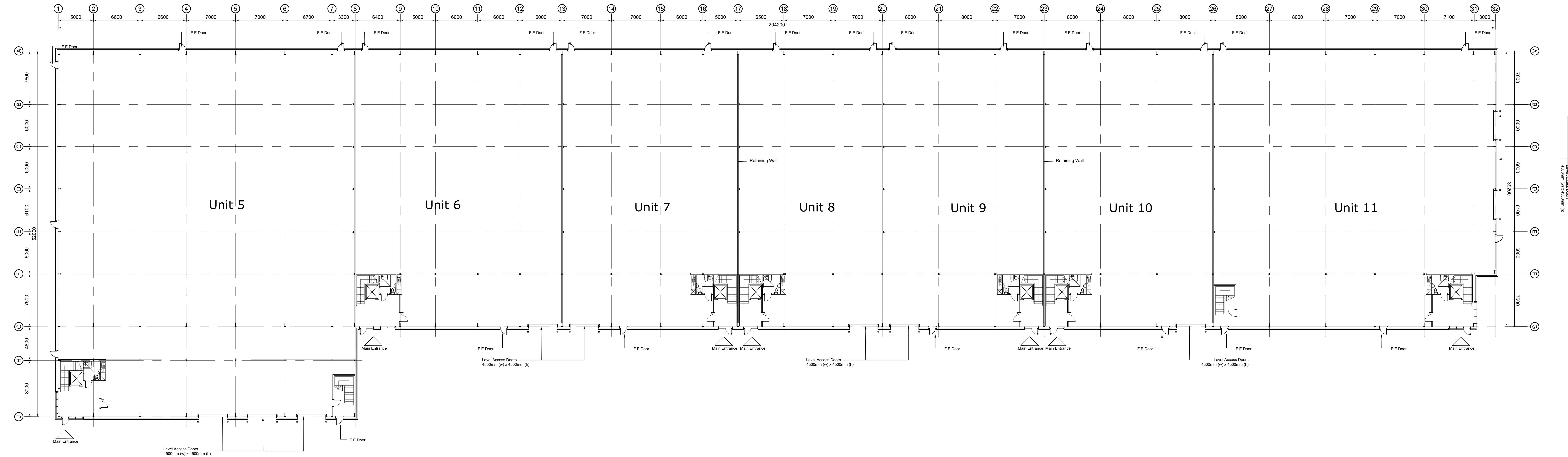
Avro Business Park,  
Adlington  
Building Plans - Units 2-4

Chancerygate

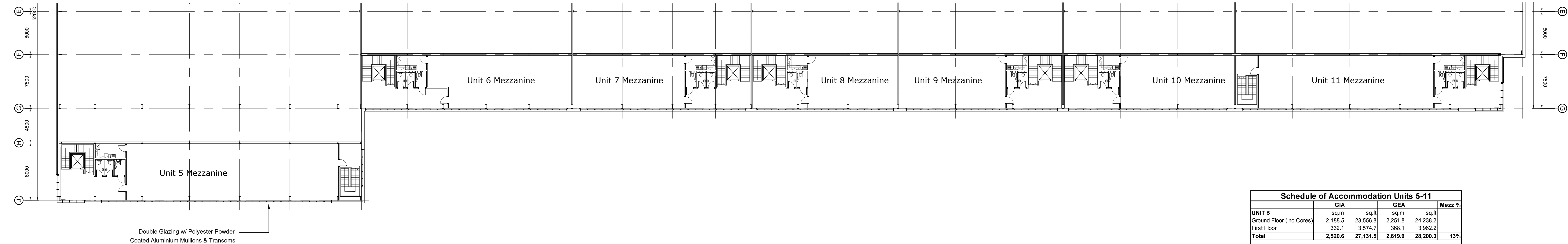


Drawing Status:	Planning
Drawn / Checked:	AM / JC
Date:	30/03/2023
Scale:	1:125 A0
Drawing no:	21552-UMC-XXXX-ZZ-DR-A-1011
Revision:	P03

PLANNING

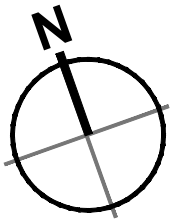


Ground Floor Plan



First Floor Plan

Schedule of Accommodation Units 5-11					
	GIA		GEA		Mezz %
	sq.m	sq.ft	sq.m	sq.ft	
UNIT 5					
Ground Floor (Inc Cores)	2,188.5	23,556.8	2,251.8	24,238.2	
First Floor	332.1	3,574.7	368.1	3,962.2	
Total	2,520.6	27,131.5	2,619.9	28,200.3	13%
UNIT 6					
Ground Floor (Inc Cores)	1,149.5	12,373.1	1,179.0	12,680.6	
First Floor	215.0	2,314.2	237.4	2,555.3	
Total	1,364.5	14,687.3	1,416.4	15,246.0	16%
UNIT 7					
Ground Floor (Inc Cores)	974.1	10,485.1	1,000.0	10,763.9	
First Floor	182.3	1,962.3	201.5	2,168.9	
Total	1,156.4	12,447.4	1,201.5	12,932.8	16%
UNIT 8					
Ground Floor (Inc Cores)	895.4	9,638.0	920.1	9,903.9	
First Floor	167.5	1,803.0	185.4	1,995.6	
Total	1,062.9	11,440.9	1,105.5	11,899.5	16%
UNIT 9					
Ground Floor (Inc Cores)	935.5	10,069.6	960.1	10,334.4	
First Floor	174.9	1,882.6	193.4	2,081.7	
Total	1,110.4	11,952.2	1,153.5	12,416.2	16%
UNIT 10					
Ground Floor (Inc Cores)	1,546.5	16,646.4	1,597.7	17,197.5	
First Floor	271.5	2,922.4	302.2	3,252.9	
Total	1,818.0	19,568.8	1,899.9	20,450.3	15%
UNIT 11					
Ground Floor (Inc Cores)	1,546.5	16,646.4	1,597.7	17,197.5	
First Floor	271.5	2,922.4	302.2	3,252.9	
Total	1,818.0	19,568.8	1,899.9	20,450.3	15%
GRAND TOTAL	9,979.6	107,419.4	10,382.0	111,750.8	



1m SCALE 1:200

PLANNING