

Application No: 14/0378N

Location: BASFORD WEST DEVELOPMENT SITE, CREWE ROAD,
SHAVINGTON CUM GRETTY, CREWE, CHESHIRE

Proposal: Outline planning application for B2 (general industry) and B8 (storage and distribution) comprising 1,042,500 sq ft with ancillary offices and maximum storey height of 18m, and associated works including construction of new spine road with access from Crewe Road and A500, creation of footpaths, drainage including formation of swales, foul pumping station, substation, earthworks to form landscaped bunds and landscaping.

Applicant: Goodman

Expiry Date: 21-Apr-2014

SUMMARY RECOMMENDATION

- **APPROVE** subject to conditions

MAIN ISSUES

Planning Policy
Access
Noise Impact
Landscape
Design
Noise
Air Quality
Drainage
Ecology
Highway Safety/Capacity

REFERRAL

This outline application is referred to Strategic Planning Board because it is a large scale major development.

1. SITE DESCRIPTION

The site is located some 2.5 km to the south of Crewe Town Centre. The majority of the urban settlement of Crewe is situated to the north of the application site. The A500 is located along

the southern boundary of the site and beyond are settlements of Shavington, Basford and Weston. To the east is Crewe/Stoke railway, which links to the West Coast main railway line. To the west of the site are open fields, an ecological mitigation area and beyond, residential development which fronts Crewe Road. There are two existing bungalows located adjacent to the north western boundary of the site. The site is approximately 39.6 hectares in size and comprises former agricultural land. The existing vehicular access into the site is from Crewe Road to the north west of the site. A public footpath exists through the whole site from Crewe Road to Weston Lane (to the south).

2. DETAILS OF PROPOSAL

The proposal involves the revised layout and parameters for the reduction in the employment land area that previously had been granted outline planning approval, as a result of the more recent approval of a revised spine road layout and future residential development to the western side of the original approved site. This application includes the new spine road and infrastructure which are also subject to approval for residential development to the western side of the overall Basford West development area. These allow each outline proposal to be progressed.

The overall red line application area, which includes the 'hybrid' application road, infrastructure and landscape areas equates to; 39.622 hectares (97.91 acres). The 'Net' Employment Area, not including the spine road, infrastructure and landscape areas, comprises 22.471 hectares (55.53 acres). The indicative site layout shows seven buildings at a maximum development floor area of 96,850 square metres (1,042,500 square feet) of which 91,973 square metres would be (B8) Warehouse and 4,877 square metres would be (B1) Office. The maximum sized building would be 155 metres x 320 metres and the maximum building height would be 18 metres. Landscaping is proposed to the southern and western boundaries of the site.

The principle of the main access into the site and landscaping are to be determined at this stage, with appearance, layout and scale reserved for a future application

3. RELEVANT PLANNING HISTORY

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|----------|--|
| P03/1071 | Outline permission for Warehousing and Distribution (B8), Manufacturing (B2), and Light Industrial/ office (B1) Development, Construction of access roads, footpaths, and rail infrastructure, importation of soil materials, heavy good vehicle and car parking and landscaping and habitat mitigation including Environmental Statement. Approved (subject to S106) 13th May 2008. |
| P06/1234 | Ten Great Crested Newt Mitigation Ponds and associated ecological works. Approved 17th January 2007. |
| P08/0801 | Creation of Bat Barn and associated ecological works. Approved 7 th August 2008. |
| P08/1054 | Substation and associated works. Approved 3rd November 2008. |

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| P08/1091 | Screening opinion for enabling works Environmental Impact Assessment not required. 23rd October 2008 |
| P08/1258 | Reserved matters for ground works for spine road, drainage, balancing ponds, plot formation, structural landscaping, public art, (with ecological assessment, lighting strategy, construction management plan, flood risk assessment). |
| 09/1480N | Reserved Matters for B8/B2 unit with ancillary offices, security gatehouse and associated car parking and landscaping. Approved 2010 |
| 12/1157N | Variation of Condition 14 of application P03/1071 – Resolution to approve subject to S106 |
| 12/1959N | Outline application for B2 / B8 Building– Resolution to approve subject to S106 |
| 13/0336N | Outline application for residential development (up to 370 units), offices (B1), hotel (C1), car showroom and associated works etc – Resolution to Approve subject to S106 |

PLANNING POLICIES

Local Plan Policy

E.3.1 (Basford West) Regional and Strategic Employment Allocation

NE.2 (Open countryside)

NE.5 (Nature Conservation and Habitats)

NE.9 (Protected Species)

NE.10 (New Woodland Planting and Landscaping)

NE.20 (Flood Prevention)

NE.21 (Land Fill Sites)

BE.1 (Amenity)

BE.2 (Design Standards)

BE.3 (Access and Parking)

BE.4 (Drainage, Utilities and Resources)

BE.5 (Infrastructure)

TRAN.1 (Public Transport)

TRAN.3 (Pedestrians)

TRAN.4 Access for the Disabled)

TRAN.5 (Cycling)

TRAN.6 (Cycle Routes)

TRAN.9 (Car Parking Standards)

RT.9 (Footpaths and Bridleways)

National Policy

National Planning Policy Framework

Cheshire East Local Plan Strategy – Submission Version

Paragraph 216 of the National Planning Policy Framework (NPPF) states that, Unless other material considerations indicate otherwise, decision-takers may give Weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

In view of the level of consultation already afforded to the plan-making process, together with the degree of consistency with national planning guidance, it is appropriate to attach enhanced weight to the Cheshire East Local Plan Strategy - Submission Version in the decision-making process.

At its meeting on the 28th March 2014, the Council resolved to approve the *Cheshire East Local Plan Strategy – Submission Version* for publication and submission to the Secretary of State. It was also resolved that this document be given weight as a material consideration for Development Management purposes with immediate effect.

Emerging Local Plan Policy

CS.2 Basford West, Crewe
MP1 Presumption in Favour of Sustainable Development
PG1 Overall Development Strategy
PG6 Spatial Distribution of Development
SD1 Sustainable Development in Cheshire East
SD2 Sustainable Development Principles
EG1 Economic Prosperity
EG32 Existing and Allocated Employment Sites
SE1 Design
SE3 Biodiversity and Geodiversity
SE4 The Landscape
SE5 Trees, Hedgerows and Woodland
SE13 Flood Risk and Water Management
CO4 Travel Plans and Transport Assessments

Other Material Policy Considerations

None

4. OBSERVATIONS OF CONSULTEES

Environment Agency

No objection in principle to the proposed development but comment that it would only meet the requirements of the NPPF if measures detailed in the submitted FRA are implemented; the use of Sustainable Drainage Systems (SUDS) are implemented; a scheme for the provision and management of the buffer zone alongside the ditch to the south of the development; scheme to dispose of foul and surface water; scheme to treat and remove suspended solids; contamination remediation strategy. These issues should be secured by planning condition.

United Utilities

No objection to the proposal provided that the following conditions are attached to any approval: -

- The development hereby approved shall be carried out in accordance with the foul and surface water drainage details set out on drawing 03-0084 Drawing number 137 Revision A prepared TH DA consulting Engineers. Any variation shall be prior agreed in writing by the Local Planning Authority.
- This site must be drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to a Sustainable Drainage System as stated on the planning application to meet the requirements of the National Planning Policy Framework (PPS 1 (22) and PPS 25 (F8)) and part H3 of the Building Regulations.

Environmental Health

No objections subject to conditions relating to floor floating; construction phase environmental management plan; construction hours of operation; lighting; mechanical service plants; loading bays/delivery areas; noise assessment; travel plans; dust control; contaminated land. The validity of the air quality assessment is dependent upon the Highways Officer accepting the assumptions and estimates made in the transport assessment but overall the EHO considers the adverse impact to be significant and mitigation should be sought from the developer in form of measures to safeguard future air quality. Therefore conditions are suggested as appropriate.

Sustrans

- Would like to see combined footway/cycle tracks on both sides of the spine road set back from the road within a landscaped strip, for visual interest, and to reduce the immediate impact of traffic for pedestrians/cyclists. These should extend from the northern limit of the site to the roundabout access to the industrial units.
- There should be an additional access for pedestrians/cyclists from the east side footway/cycle track on this spine road into the industrial area between units 1 and 2, to avoid a much longer journey via the roundabout entrance.
- Support the proposed toucan over Gresty Road and the retention of the old road for pedestrians/cyclists.

- Would like to see a refuge crossing suitable for pedestrians/cyclists near the junction of the old Gresty Road with the realigned road to help with those pedestrian/cycle journeys from the old road/district centre into the proposed residential area.
- There should be a direct E-W access for pedestrian/cyclists from the southern end of the industrial site toward Crewe Road for journeys to Shavington, to avoid the Shavington bypass roundabout.
- Would like to see the developers contribute to the off-site works extending the Gresty greenway via Gresty Green Road to the site.
- Support the provision of bus lay-bys.
- Expected a rail connection to the industrial units as originally suggested for this site.
- Support travel planning for the site with targets and monitoring, and with a sense of purpose.
- Secure cycle parking under cover in convenient locations should be provided.
- The council was recently canvassing rail users at Crewe station to support the provision of the HS2 station to the south of the current site, with improved connections for pedestrian/cyclists and public transport users. The layout of this particular development at Basford West may prevent direct access to such a site for pedestrians/cyclists from a large part of Crewe.

Network Rail

Observe that the development would be storing large volumes of water as part of a SUDS design but it appears from the plans (and a desktop study only) to be over 20m from the railway. Whilst the applicant's design parameters are conservative (1/100 year flood) this would need to be regularly maintained to ensure it remains so conservative. Network Rail request conditions within the planning consent to ensure that no surface water flows or drainage outfalls are to be directed towards the railway within a notional 20m strip from the railway boundary.

There appears to be a proposed storm drain around Unit 7 and a swale, both of which are located adjacent to the Freightliner main office building (which is verged red on the attached drawing). There is a large area of surfaced parking/circulation space to be constructed around Unit 7, which in itself is likely to give rise to substantial run-off of water. We would therefore request that the drainage is constructed to sufficient diameter / capacity to ensure that there is limited risk of this water inundating either the railway line or Freightliner's office building.

Full confirmation from the developer of who would be responsible for maintenance of any drainage assets

Maintenance liability for any swale / attenuation will need to indemnify Network Rail for any losses due to failure of or failure to maintain the installed systems. Network Rail would also need to have clarified what the blue striped box indicates. Assume it is an area that would be flooded under extreme events and return period should be clarified. Conditioning protection of the railway from flooding risks is in line with the NPPF.

If the developer and the LPA agree on a sustainable drainage and flooding system then the issue and responsibility of flooding and water saturation should not be passed onto Network Rail. The NPPF states that, “103. *When determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere,*”

Network Rail would need to review all excavation works to determine if they impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway and request this is conditioned.

Public Rights Of Way

Public Footpath Basford No.11 crosses the site and would be instructed and interference with such may result in enforcement action. The provisions stated within the Transport Assessment in relation to the provision of active travel information through the Travel Plan, and cyclist facilities at employment sites are welcomed. The document also states that the spine road will include new foot-cycle ways to connect to the main site access; the detailed design of these facilities will require agreement at Reserved Matters stage. The document states that the developer proposes to upgrade existing footway and cycleway provision along the B5071 corridor between the site and town centre: this is assumed to be secured through the existing s106 agreement to which it is understood that any planning consent would be tied.

Consideration needs to be given to how pedestrians and cyclists would access the site from Shavington to the south, as it is understood that no provision for such users would be provided at the A500 roundabout.

Appropriate destination signage should be provided on all foot-cycle ways, both on and off-site.

Natural England

No objections

Highways

Detailed comments will be reported as an update.

5. VIEWS OF THE PARISH / TOWN COUNCIL

No objections

6. OTHER REPRESENTATIONS

None

7. APPLICANT’S SUPPORTING INFORMATION:

- Flood Risk Assessment
- Design and Access Statement

- Ecological Appraisal

8. OFFICER APPRAISAL

Principle

The principle of the development of this site is enshrined in Policy E.3.1 of the Crewe and Nantwich Replacement Local Plan 2011 that states:-

“Basford West (Gross Area about 55HA) will be developed for a regional warehouse and distribution park.

Proposals for development should include the provision of the appropriate rail sidings with good direct rail access for the trans-shipment of freight between railway and road as well as, or in addition, rail connected warehouse and distribution.

The site is allocated, subject to extensive landscaping and woodland planting, along the site’s western and southern boundaries this should have minimum width of 40 metres, with the average width to be around 70 metres”

The justification to the policy explains that the site should primarily reserved for warehousing and distribution uses (B8) with the appropriate rail sidings.

This policy commitment is continued in the emerging Cheshire East Local Plan Strategy Submission Version 2014 that allocates the site through the local plan strategy via policy Site CS 2. The policy encompasses the greater site up to the existing ribbon residential development on Crewe Road.

The principle of the development is therefore acceptable.

Highways

This Outline Planning Application would cover the eastern part of Basford West. The remaining land to the west is to be developed for residential and mixed retail/leisure uses (13/0336N). The residential/mixed-use scheme was supported by a full Transport Assessment and covered the entire Basford West development site, including the employment land. Prior to this an outline permission had been granted in 2008 for an all-employment development of Basford West which remains valid by virtue of various *Reserved Matters* applications.

Vehicular access to the site would be by means of a new Spine Road that would run through Basford West, commencing at the A500/B5071 roundabout to the south and running in a northward direction to re-join the B5071 Crewe Road south of the Basford Railway Sidings. The residential/mixed-use development on the western part of the site would result in changes to the location of the Spine Road. As a consequence, the eastern employment development permitted by the 2008 Consent and subsequent *Reserved Matters* approval would no longer be implemented.

It is envisaged that the scheme would have a reduced traffic impact on the local highway network than was previously forecast in 2008. Within Basford West, capacity assessments of the proposed Spine Road junctions have been undertaken based on projections for the year 2020. These assessments seem to show that the spine road junctions would provide adequate capacity and would operate in a satisfactory manner.

The number of car parking spaces to be provided within the development has been optimised to ensure that Travel Plan objectives are met with the aim to achieve a balance between the need to provide sufficient operational car parking and the need to avoid encouraging excessive car use. The proposed development and associated transport and access strategies are supported by national, regional and local policies, which seek to locate major freight-generating developments where they can be served from the strategic highway network and where the impact on the local environment can be minimised.

A range of existing bus services pass close to the site. To maximise use of public transport, new bus stops and other infrastructure enhancements are proposed to enable employees at the site to access bus services. The site offers good opportunities for trips to be made by cycle and by walking. A new 3m wide footway/cycleway is proposed alongside the Spine Road together with pedestrian crossings and street lighting. Also proposed are upgrades to existing footways alongside the B5071 north of the site and diversion and upgrading of the existing public footpath that traverses the site to enable development users to access the residential areas to the west and the existing Crewe Road corridor. The provision of secure cycle parking within the site, located close to each building is also proposed. The public transport, pedestrian and cyclist access strategies would be complemented by a formal Travel Plan. It is envisaged that a Travel Plan Co-ordinator would be appointed to deliver the Travel Plan.

Environmental Impacts

The noise criteria for the nearest existing and proposed residential units has been discussed and agreed with the Environmental Health. The construction activities associated with the Employment Development and construction of the Spine Road will be controlled such that they do not exceed 70 dB at the nearest noise sensitive properties. The day and night-time noise predictions for the Spine Road in the year 2019 indicate that the majority of the adjacent residential site falls within NEG B. The land adjacent to the A500, Crewe Road and the Spine Road to the north of the roundabout that provides access to the Employment Development falls within NEG C, where noise mitigation is required. Appropriate noise mitigation in the form of sound insulation at the elevations of residential properties that face the roads is suggested in the submission. The operational noise levels from the proposed Employment Development are predicted to provide acceptable levels in the day and night-time periods at the adjacent residential Development and existing residential properties.

The worst case maximum noise level from the Employment area is predicted to be 59 dB at the residential development, which meets the requirements of the WHO guidelines at night. Mechanical services plant in the Employment area will be located well away from the nearby residential units and will be designed such that the noise impact meets the requirements of BS4142:1997. Noise mitigation measures including the 3m high bunding have been included in the masterplan to reduce the effects of road traffic and operational noise.

In terms of other matters it is considered that there are a number of environmental issues that require conditions to safeguard mitigation on the advice of the Environmental Health Officer. An environmental management plan covering noise and disturbance, waste management, dust generation would be required. A number of conditions are also proposed to control construction hours, lighting, the mechanical plants (described above), position of loading bays, noise assessment. The validity of the submitted air quality assessment is dependent on the Highways Officer being in agreement with the assumptions and estimates made in the transport assessment.

Layout and Design

The detail of layout and design would be a reserved matter but the indicative plan shows vehicular access would be taken from an existing roundabout off the A500 and a new spine road within the site, which would link with Crewe Road to the north. The substation would be located to the south west with screening with the pumping station would be located to the north. Landscaped bunds are shown along the spine road to provide a screen to the western boundary. Landscaping would be provided along the southern boundary with the A500. A series of swales would be provided along the spine road. Pedestrian linkages would also be provided from the site. A maximum building height of 18 metres is proposed across the site. All this is considered acceptable although the building height may be more appropriate at 15 metres in fringe locations. However this would be controlled via the reserved matters applications.

Landscape

It is accepted that the submitted scheme for the woodland/landscape and SUDs (sustainable urban drainage) area, between the employment land and the housing area, offers the highest degree of buffering that can be achieved without significantly compromising the viability of the scheme. Overall proposals for a robust boundary to the existing ecology mitigation area and a 25 – 40 metre wide strip of public open space (POS)/community woodland between the mitigation area and housing will both protect the mitigation area and provide an extensive visual separation between the houses on Crewe Road (that abut the residential site) and the new development. The landscape buffer along the spine road together with the POS/ecological mitigation area provides a robust landscape structure for the new development and an appropriate landscape for this important gateway into Crewe.

The Landscape Officer has commented that the application broadly accords with that submitted for the approved application 13/0336N (where the applications overlap) and other previous applications. On application 13/0336N the width of the landscaping/bunds/SUDs along the spine road was agreed on the basis that the buildings had a maximum height of 18m. This matter and potential solutions have been the subject of pre-application advice and should be subject to conditions.

In turn; the formation of the soil bunds adjacent to the SUDS ponds should be constructed using the “loose tip” method developed by the Forestry Commission, in order that soil structure is not damaged and therefore maximum growth rates can be achieved; a landscape scheme has been supplied for the spine road bunds, A500 bund and newt mitigation areas, but not within the outline area which will contain the built development – landscape details for these areas (plots) should be required to be submitted and approved prior to commencement of each plot; the landscape details submitted for the spine road bunds etc are not in full, so

submission of full details should be required by condition prior to commencement covering all aspects of the landscaping from plants to footpath design, street furniture, signage; the drainage drawing shows numerous surface water drainage culverts feeding into the SUDS ponds. These may require the creation of wayleaves through the planted bunds which could detract significantly from the screening impact of this planting –

The number of culvert pipes should be reduced to a minimum and where possible avoid running under planted bunds; application 13/0336N showed footpath routes across the bunds connecting between the bus stops and employment plots. These are not shown on submitted plans for this application, however if required they could detract substantially from the screen planting and should be routed where they will have minimal impact (to be agreed on submission of full landscape drawings); and the original Basford West planning permission contained a section 106 agreement concerning ecological mitigation, access and other matters.

Ecology

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.

Local Plan Policy NE.5 states *“the Local Planning Authority will protect, conserve, and enhance the natural conservation resource.”*

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 conserve 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 this case this site has been subject to numerous protected species surveys and mitigation strategies have been implemented on site in respect of bats, badgers and great crested newts with an ecological mitigation area being established on the western part of the broader Basford Site. No additional significant impacts associated with any of these species are anticipated in respect of the current application. This is an outline application however a plan submitted shows all of the landscape, habitat creation and associated infrastructure as being 'detailed elements of Hybrid application'. These elements of the development have previously been approved in detail in respect of 13/0336N for the adjacent residential/mixed use development and 12/1959N for the 'Mercer land' in the far south eastern corner of the site.

The site continues to offer opportunities for breeding birds, including those species which are Biodiversity Action plan priority species and hence a material consideration and conditions are attached. The established western ecological mitigation area is subject to a section 106 agreement to secure its management. As with the recent consent for the residential/mixed use scheme it is essential that if planning consent is granted for this latest application that the on-going management is again secured through an appropriate legal agreement and the appropriate conditions.

Flood Risk

It is considered that the Flood Risk Assessment (FRA) is compliant with the requirements of the National Planning Policy Framework (NPPF) as it demonstrates that the proposal is at an acceptable level of flood risk subject to flood mitigation strategies. The proposal would not increase flood risk to the wider catchment area as a result of suitable management of surface water discharging from the site. The Environment Agency has no objections to the scheme subject to the conditions that are attached. The comments of Network rail are also noted and appropriate conditions attached.

CONCLUSIONS

The site is allocated as a Regional Warehouse and Distribution Park within the adopted Local Plan and therefore the proposals are acceptable in principle. It is also a preferred option in the emerging Development Strategy and the Crewe Town Strategy. Furthermore, the previous scheme for the greater site, which comprised entirely B1, B2 and B8 development, in accordance with the Local Plan allocation, sets a further precedent. The delivery of this site, as well as the contributions that it will make towards infrastructure is considered to be of vital importance to the delivery of "All Change for Crewe" as well as the Development Strategy. It is therefore critical that a viable scheme is put forward. The development of the site is therefore considered to be acceptable in principle and to be supported.

The proposal is considered to be acceptable, subject to appropriate conditions, in terms of its impact upon residential amenity, the railway, public rights of way, agricultural land, contaminated land, ecology, air quality, noise impact, layout and design and layout, drainage/flooding, landscape and forestry, and it therefore complies with the relevant local plan policy requirements and so accordingly the application is recommended for approval with the appropriate conditions. All Section 106 obligations are incumbent on the residential site

and thus to ensure the highways improvements are in place prior to the commercial development being implemented an appropriate condition is also proposed.

RECOMMENDATION

Approve subject to the following conditions

- 1. Standard outline (Phased)**
- 2. Residential S106 highway improvements in place prior to commencement of development.**
- 3. Approved plans**
- 4. Submission of phasing plan**
- 5. Provision of spine road in phase 1, remaining roads in accordance with phasing plan, all in accordance with drawings to be submitted and approved.**
- 6. Reserved matters applications to include cross sections through the site and details of existing and proposed levels to demonstrate impact of the proposed development on the locality.**
- 7. Submission / approval / implementation boundary treatment**
- 8. Submission / approval / implementation details of drainage**
- 9. Development to be carried out in accordance with the approved Flood Risk Assessment (FRA).**
- 10. Limiting the surface water run-off generated by the proposed development, so that it will not exceed the run-off from the undeveloped site and increase the risk of flooding off-site.**
- 11. The layout for the proposed development to be designed to contain the risk of flooding from overland flow during severe rainfall events.**
- 12. Submission, approval and implementation of a method statement to deal with the treatment of the environmentally sensitive ditch, its aftercare and maintenance**
- 13. Submission, approval and implementation of a scheme to dispose of foul and surface water, including the provision and installation of oil and petrol separators**
- 14. This site must be drained on a total separate system in accordance with the FRA.**
- 15. The foul water discharge from the proposed site must discharge at an agreed point of connectivity within the public sewerage system and under details set out in submitted drawings.**
- 16. For the avoidance of doubt, no surface water run-off generated from the site shall communicate with the public sewerage system via direct or indirect means.**
- 17. Submission, approval and implementation of an Environmental Management Plan**
- 18. Submission, approval and implementation of low emission strategy**
- 19. Submission and approval of an updated Phase II investigation and implementation of any necessary mitigation.**
- 20. Submission, approval and implementation of location, height, design, and luminance of any proposed lighting**
- 21. Submission, approval and implementation of a detailed noise mitigation scheme with the full application.**
- 22. Submission, approval and implementation of travel plan**
- 23. Submission, approval and implementation of electric car charging points**

24. Mechanical service plants
25. Position of loading bays
26. Dust Control
27. Floor floating
28. Directional signage for pedestrians and cycles
29. Submission / approval / implementation of sustainable design statement
30. A detailed landscape scheme should be submitted for approval prior to commencement on site.
31. A tree survey and tree protection plan in accordance with BS 5837 (2012) should be submitted for approval prior to commencement on site.
32. The agreed landscape scheme should be implemented within the first planting season after commencement of development.
33. No development should take place until details of all earthworks have been submitted and approved.
34. A management plan to include all landscape areas and public open space (within this application) should be submitted and approved prior to commencement of landscape works.
35. A five year landscape establishment management plan should be submitted and approved prior to commencement of landscape works.
36. Any landscape planting that fails within the first 5 years after planting should be replaced on a like for like basis unless agreed in writing with the LPA.
37. Submission / approval / implementation of footpath surfacing / lighting
38. Landscape scheme for spine road.
39. Submission of excavation works for approval close to railway boundary.
40. Surface Water Drainage Scheme to be submitted and approved.
41. Prior to development scheme for provision and management of undeveloped buffer zone alongside ditch to be submitted.
42. Contamination identification and remediation.
43. Breeding birds
44. Construction environment management plan
45. Habitat management plan
46. Wildlife underpass plan
47. Updated badger survey
48. Design of ponds

Application for Outline Planning

RECOMMENDATION: Approve subject to a Section 106 Agreement and the following conditions

