

Application No: 15/3673C

Location: LAND AT, MANOR LANE, HOLMES CHAPEL

Proposal: Erection of a foodstore (Use Class A1), together with associated service area, car parking, landscaping and access.

Applicant: Liberty Properties Developments Limited,

Expiry Date: 09-Nov-2015

## **SUMMARY**

The site is located within the Holmes Chapel Settlement Boundary and relates to an out-of-centre supermarket. The applicant's case is that there are no sequentially preferable sites within the village centre or edge of centre which are sequentially preferable to the application site. Further, the proposals will not give rise to any significant adverse impacts on any existing, committed or planned retail investment within Holmes Chapel Village or other surrounding centres.

Design of the proposed development has been developed to an acceptable standard subject to a number of conditions. In addition, subject to conditions there no landscaping and forestry issues are raised.

No significant highway safety, ecology, flooding and drainage concerns are identified subject to conditions.

No amenity issues would be created subject to a number of conditions proposed in relation to environmental disturbance.

The development would bring positive planning benefits such as; the creation of new employment opportunities, knock-on benefits during construction and benefits with regards to reduced travel and time to access a larger food store for the local residents.

Balanced against this benefit must be the dis-benefits, which in this case are mitigated by conditions.

As such, in this instance, it is considered that economic and social benefits of the scheme outweigh any dis-benefits which can be controlled by conditions.

On the basis of the above, it is considered that the proposal represents sustainable development and is recommended for approval.

## **RECOMMENDATION**

**APPROVE** subject to conditions

## **PROPOSAL:**

Full Planning permission is sought for the erection of a food store (Use Class A1), together with associated service area, car parking' landscaping and access.

The food store in this instance is an Aldi store which would have a floor space of 1,804 square metres.

## **SITE DESCRIPTION:**

The application sites comprises of a previously developed site located on the western side of Manor Lane within the Holmes Chapel Settlement Zone Line.

The site is located approximately 0.7 miles to the east of the Holmes Chapel Village centre on the Manor Business Park. The application site as a whole extends 0.87 hectares, fronts onto Manor Lane which links to the A54 and the A535.

To the north and west of the site is more land comprising of the former Manor Business Park. The site is vacant as the former buildings on the site have been demolished.

The application site falls partially within a Flood Zone 2 and Flood Zone 3 and the Jodrell Bank Radio Telescope Consultation Zone Line.

## **RELEVANT HISTORY:**

**15/4234C** - Proposed demolition of existing buildings and outline planning permission for up to 65 residential dwellings to include access – Under consideration

**10/4464C** - Extension to Time Limit. Ref: 08/0528/REM, 07/0604/REM, 06/0721/OUT - Re-design of Two Storey Office Building from 3no. Self-contained Units to 4no. Self-contained Units – Withdrawn 24<sup>th</sup> January 2011

**08/0528/REM** - Re-design of two storey office building from 3no. self-contained units to 4no. self-contained units – Approved 22<sup>nd</sup> May 2008

**07/0604/REM** - Phase 1 redevelopment of existing business park for mixed commercial use, including B1, B2, and B8 – Approved 13<sup>th</sup> November 2007

**06/0721/OUT** - Redevelopment of existing business park for mixed commercial uses including B1, B2 & B8 – Approved 19<sup>th</sup> September 2006

## **NATIONAL & LOCAL POLICY**

### **National Policy:**

The National Planning Policy Framework establishes a presumption in favour of sustainable development. Of particular relevance are paragraphs:

14 - Presumption in favour of sustainable development, 17 – Core planning principles, 18-22 Building a strong, competitive economy, 23-27 – Ensuring the vitality of town centres, 56-68 – Requiring good design

### **Development Plan:**

For the erection of a food store in this location, the following policies within the Congleton Borough Local Plan First Review 2005 would apply; PS5 (Villages in the Open Countryside and inset in the Green Belt), S1 (Shopping Hierarchy), S2 (Shopping and Commercial Development Outside Town Centres), S7 (Shopping and Commercial Development in Villages), S8 (Shopping – Holmes Chapel), GR1 (New Development – General Criteria), GR2 (Design), GR4 (Landscaping), GR6 (Amenity), GR9 (Accessibility, Servicing and Parking Provision), GR19 (Infrastructure), (GR20 (Public Services), GR21 (Flooding), NR1 (Trees and Woodlands) and NR2 (Protected Species).

### **Cheshire East Local Plan Strategy – Submission Version (CELP)**

The following are considered relevant material considerations as indications of the emerging strategy;

PG2 (Settlement Hierarchy), PG6 (Spatial Distribution of Development), EG3 (Existing and Allocated Employment Sites), SD1 (Sustainable Development in Cheshire East), SD2 (Sustainable Development Principles), SE1 (Design), SE2 (Efficient use of Land), SE3 (Biodiversity and Geodiversity), SE4 (The Landscape), SE5 (Trees, Hedgerows and Woodland), SE6 (Infrastructure), SE8 (Renewable and Low Carbon energy), SE9 (Energy Efficient Development), IN1 (Infrastructure), IN2 (Developer Contributions).

### **Other Material Considerations**

PRE/1432/14 – Pre-application letter

### **CONSULTATIONS:**

**United Utilities** – No objections, subject to a number of conditions including; that the site must be drained on a separate system and that the surface water flows generated from the site must discharge to a soakaway and the nearby watercourse and the inclusion of an access strip

**Head of Strategic Infrastructure (HSI)** - No objections

**Environmental Protection** – No objections, subject to the following conditions; a restriction on the hours of operation; a restriction over the hours of delivery; the prior approval of the acoustic specification and locations of any fixed plant equipment; the prior approval of a dust mitigation scheme; the prior approval of a floor floating method statement; that 2 rapid electric vehicle charge points shall be provided; the prior approval of a staff travel plan; Implementation of dust mitigation measures; the submission of the results of a watching brief for contamination prior to the first use of the site; the submission of a verification report to demonstrate that the soil forming materials for use of landscaping is contamination free.

In addition, informatives relating to hours of construction and contaminated land are proposed.

**Environment Agency** – No objections, subject to a number of conditions including; the prior submission of a remediation strategy; the submission of a verification report prior to the first occupation of the site; That no infiltration of surface water drainage into the ground shall be permitted where adverse concentrations of land contamination are present; No pilling or other foundation designs without the written consent of the LPA.

**Flood Risk Manager (Cheshire East Council)** – No objections, subject to the implementation of the proposed submitted drainage plans. In addition, it is recommended that a section of Alum Brook (Ordinary watercourse) adjacent to this site be promoted as a designated extension to statutory main river once the works to watercourse are completed and subject to the necessary formal Land Drainage Consents.

**Jodrell Bank (University of Manchester)** – No comments received at time of report.

**Network Rail** – No objections, subject to the following condition; The prior approval of a risk assessment detailing the use of any vibro-compaction machinery/piling machinery

**Holmes Chapel Parish Council** – No objections. However the Council would support;

- A restriction on deliveries to between 07.00 and 23.00 hours
- Acoustic fencing for the properties on the opposite side of the site
- Lighting is directed onto the site
- Consideration of the changing locations of the bus stops
- S106 monies can be used to assist with car park maintenance at the HCCC

## **REPRESENTATIONS:**

Neighbour notification letters were sent to all adjacent occupants, a site notice was erected and the application was published in a local newspaper.

To date 10 letters of objection have been received. The main areas of concern raised include;

- Amenity – Noise, lighting
- Retail – Impact upon existing small businesses in the village
- Highway safety – Traffic volume, access safety, pedestrian safety
- Unsustainable location
- Design – Unsightly frontage parking
- Landscaping – impact upon existing buffer

Other issues have been raised which are not material considerations including; the need for a recently approved telecommunications mast, and the request for public toilets.

259 letters of support / no objections have been received for the application. The main reasons for the support include;

- The principle of development
- Convenience
- Creation of jobs
- Utilisation of brownfield site
- More parking provision
- More income via business rates

## **APPRAISAL:**

The key issues are:

- Principle of the development
- Sustainability (Environmental, Social and Economic). More specifically, the acceptability of the impact upon;
  - Landscape / Trees / Hedgerows
  - Design
  - Highways
  - Ecology
  - Drainage and Flooding
  - Amenity
  - Jodrell Bank
- Planning balance

### **Principle of Development**

Policy S1 of the Local Plan advises that proposals for shopping and commercial development will only be permitted where the scale, nature and location reflect Policies S7 and S8 of the Local Plan.

Policy S7 advises that within such settlements, proposals for shopping and commercial developments will only be permitted where the proposal is clearly intended to serve principally the needs of local residents, subject to the proposal adhering with Policy S2 and other relevant Local Plan policies.

Policy S2 advises that any 'significant' shopping or commercial proposal will need to meet all of the following criteria; There is a proven need for the development; No other town centre use is available or suitable; the proposal would not undermine the vitality and viability of the existing centre; it would not have an impact upon local amenity; it is accessible by a choice of means of transport; it would give rise to unacceptable levels of traffic and would adhere with all other local plan policies.

In the subtext of this policy, specifies 'significant' shopping and commercial proposals to be those in excess of 500 square metres net floor space.

Paragraph 26 of the NPPF advises that when assessing applications for retail development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floor space threshold (if there is not locally set threshold, the default threshold is 2,500 sqm).

It is noted that the floor space of the retail unit proposed is 1,804 sqm.

As the application site is located just less than 1 mile from the Holmes Chapel village centre, the applicant was advised to undertake a Retail Impact Assessment (RIA).

In response to this assessment, which was updated during the application process, the Council's Senior Planning Policy Officer, has advised that she is comfortable with the methodology that has

been adopted in this statement and the subsequent application of assumptions relating to these proposals.

The RIA broadly represents the 'worst case' scenario in terms of the modelled floor space and its likely impact, whilst it identifies that there will be an impact on Holmes Chapel centre, circa 8.21%, (when tested cumulatively alongside the committed Sainsbury's store, which is located in a similar out of centre location).

From a policy perspective it is not considered that the proposed food store sited in the location proposed would be to the detriment to the vitality and viability of Holmes Chapel centre (a similar conclusion was also made in determining the Sainsbury's proposals).

The Aldi proposals seek to develop a food store of a much smaller scale to the Sainsbury's store and given the level of residential development that is currently under construction and is already committed within Holmes Chapel itself, this proposal only seeks to provide greater choice and competition within this catchment area that would be complementary to Holmes Chapel centre and would prevent any further leakage to surrounding settlements that is currently being experienced.

As such, it is concluded that the proposed food store in the location proposed would not be to the detriment to the vitality and viability of the Holmes Chapel village centre. The principle of the proposal is therefore considered to be acceptable.

The benefits and dis-benefits of the proposal are considered below based on their sustainability.

## **Sustainability**

The National Planning Policy Framework definition of sustainable development is:

*"Sustainable means ensuring that better lives for ourselves don't mean worse lives for future generations. Development means growth. We must accommodate the new ways by which we will earn our living in a competitive world. We must house a rising population, which is living longer and wants to make new choices. We must respond to the changes that new technologies offer us. Our lives, and the places in which we live them, can be better, but they will certainly be worse if things stagnate. Sustainable development is about change for the better, and not only in our built environment"*

The NPPF determines that sustainable development includes three dimensions:- economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

**an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy

**an economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

**a social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

These roles should not be undertaken in isolation, because they are mutually dependent.

## **Environmental Role**

### Landscape, Hedgerows and Trees

#### *Landscape*

The Council's Landscape Officer has advised that there do not appear to be any significant landscape constraints to the development of this brownfield site. Nevertheless, a wide highway verge is a linear feature on Manor Lane and it is considered important that this is retained as a landscape buffer, which it is.

Along much of the length of Manor Lane, trees are present on the verge and a number of trees were removed from the front of this particular site some years ago. As such, the Council's Landscape Officer advises that it would be desirable to secure suitable tree planting along the frontage of the development site to compensate for losses and maintain a tree lined corridor.

This matter was considered by the applicant and they have introduced further tree planting within the site. However, they were not prepared to insert further planting in order to maximise visibility of the store and for financial viability reasons.

The submission is supported by a landscape scheme which the Council's Landscape Officer considers to be acceptable in principle. However, further tree planting within the site is suggested.

A revised landscaping scheme is therefore recommended as a condition as a means to secure this.

To maintain an open character, The Council's Landscape Officer suggests that the boundary treatment on the site frontage should be no higher than a knee rail. The boundary treatment plan is not clear in this respect.

A boundary treatment condition to overcome these concerns and to consider the acceptability for the boundary treatment for the rest of the site is recommended.

#### *Forestry*

The submission is supported by an Arboricultural Impact Assessment (AIA) which covers the application site and trees on land to the north and west.

The report identifies that three individual trees and two tree groups must be removed to accommodate the development. One tree is identified for removal as it is unsuitable for retention. Mitigation planting is recommended. The Council's Forestry Officer has advised that the trees to

be removed are not significant. It would however be important to secure sufficient mitigation tree planting as part of the proposed development.

The report indicates that site hoarding will demarcate a construction exclusion zone around the site periphery. The Council's Tree Officer has advised that this should provide sufficient protection for retained off site trees. A condition to this effect is recommended.

## Design

Policy GR2 of the Local Plan states that the proposal should be sympathetic to the character, appearance and form of the site and the surrounding area in terms of: The height, scale, form and grouping of the building, choice of materials and external design features. Policies SE1 and SD2 of the Cheshire East Local Plan Strategy – Submission Version, largely reflect the Local Plan policy.

The proposed food store would be located to the rear (west) of the application site at its furthest point away from the proposed access to the site onto Manor Lane.

The food store, at its maximum points, would measure approximately 66.6 metres in width, 30 metres in depth and would comprise of a flat roof with a maximum height of 6.6 metres. The store would be inset by approximately 74 metres from Manor Lane to the east, approximately 5 metres from the southern side boundary of the site, approximately 5.7 metres from the rear western boundary of the site and approximately 10.9 metres from the northern side boundary.

A car park comprising of 117 parking spaces which includes 10 disabled spaces and 9 staff parking spaces is proposed between the food store and Manor Lane.

The scheme has been amended following discussions between the applicant and the Council's Urban Design Officer. More specifically, a number a changes to the elevations of the proposed food store have been made. These include;

- Raising the parapet
- Changing the mix of materials on the front elevation
- Breaking up the elevation with brick piers and extending the glazed sections
- Introduction of a brick band detail to define the parapet
- The addition of an further glazed section

The extent of the changes made to the elevations are to the satisfaction of the Council's Urban Design Officer.

With regards to the general layout of the site, the Council's Urban Design Officer recommended a number of improvements. More specifically, he advised that the following changes be made;

- The creation of a pedestrian link to the north
- The introduction of further tree planting along the customer entrance
- The introduction of further selective tree planting along the frontage
- A reduction in the width of the hard standing between parking spaces and the access from 7 metres down to 6 metres
- The re-siting of a kneeler rail on the front boundary



- The introduction of a Children's zone at the entrance

In response to these points, the applicant was not able / prepared to make these further changes for the following reasons;

- Aldi has no control of access onto the neighbouring site to the north (onto a proposed new housing site comprising of up to 65 dwellings – 15/4234C, currently under consideration). The 2 sites are of separate ownerships and the owner of the site to the north is not prepared to accept this link
- Trees – There has already been a substantial increase in the number of proposed new trees within the site. Aldi would prefer no trees at all in order to maximise visibility, however has introduced a number of trees at significant cost.
- That the car park needs to meet Aldi's standards which are specific for the purpose of providing an effective, functional car park. Essentially, Aldi's parking spaces are larger than average.
- The 7 metre width of the access and aisles between parking spaces is the Aldi standard and no objections are raised by the Council's Highways.
- A timber kneeler rail cannot be re-sited to the edge of the site as proposed as it falls on highways land and is not within the control of the applicant.
- Children's zone not possible as the store entrance has been designed for a specific purpose, would create additional traffic and congestion and therefore should remain safe and open.

To conclude, it is accepted that the applicant has made a number of changes to the application proposal on the advice of the Council's Urban Design Officer. Although the applicant has not made all the changes sought, some matters could be further secured via condition.

It is therefore considered that the design and layout of the scheme on balance is acceptable, subject conditions for the prior approval of landscaping details, the implementation of a landscaping scheme, the prior approval/implementation of boundary treatment.

#### Highways Implications

The proposed development would retain one of the vehicular access points to be used for the delivery of vehicles and staff. A new vehicular access junction is proposed to the north close to the boundary for customers. It is advised within the submitted Design and Access Statement that this will keep the two functions separate and both routes can be used by pedestrians.

It is further advised that new pedestrian routes will be provided for the site from Manor Lane, access will be via the vehicular access points by using the defined pathways that lead to the front of the food store. Paving will be provided around the building.

The size of the store is 1,804 Sqm and has 117 car parking spaces in total proposed on the site, there is 10 disabled spaces and 9 staff spaces included in this total.

#### *Accessibility*

The site can be accessed by pedestrians, there is a footway on the development side of Manor Lane and does connect with Macclesfield Road, providing access to the centre of Homes Chapel.

There are a number of bus services that could be used to access the site. Whilst, the site is accessible, most food store trips are undertaken by private car.

### *Traffic Impact*

Manor Lane is a busy route and is used as an alternative route to using London Road to access Macclesfield Road, there has recently been a new roundabout junction provided at the junction of the A54. A Transport Assessment has been submitted with the application. The applicant has assessed the impact of the development on a number of local junctions on the road network and considered whether further capacity assessments are necessary.

In regard to trip generation, the Council's Head of Strategic Infrastructure (HSI) accepts that not all trips to food stores are new trips as many trips are already undertaken to other retail destinations and there are transferred and pass by trips with a new food store. The applicant has applied this methodology to the traffic impact of the site and undertaken a proportional impact assessment at each of the junctions.

The HSI advises that the traffic impact from the development does not have a material impact at the majority of the junctions assessed but of concern is the existing priority junction at the A535 Macclesfield Road / Manor Lane. The capacity tests undertaken in the Transport Assessment indicate that this junction will operate over capacity with committed development and the food store in place.

Approval has recently been given for a residential development just north of this site (Saltersford Corner) that requires the implementation of a new roundabout at the Macclesfield Rd/ Manor Rd junction to provide access to the site. The applicant has assessed the food store development with and without this roundabout being in place. With the roundabout, it has been demonstrated that the capacity assessment indicates that the roundabout can accommodate the development traffic without undue queuing taking place. Without the roundabout, the current situation, the HSI has advised that whilst there would be a traffic impact at the junction from the food store, it does not result in a severe congestion impact that warrants the addition of a condition to provide a roundabout.

### *Summary and Conclusions*

The HSI has advised that the accessibility of the site has been assessed and it is considered acceptable as it can be accessed on foot and there is cycle parking being provided. The store can be accessed by public transport and the applicant is proposing a new bus stop on Manor Lane. Overall, the HSI considers that the site is accessible although the majority of trips to the site will be made by car.

There is no highway concern regarding the proposed internal layout of the site are raised, the southern site access is indicated as being used for service access only although it is not apparent how the access for customers is to be prevented. The HSI recommends that a condition is required, for the applicant to submit details of how access is reserved for servicing vehicles should the application be approved.

Subject to this condition, no objections are raised.

## Ecology

The application is supported by an Ecological Assessment.

In response to this, the Council's Nature Conservation Officer has advised that he does not anticipate there being any significant ecological issues associated with the proposal. However, it is advised that if Planning Permission is granted, a condition seeking the protection of breeding birds should be imposed.

## Flood Risk/Drainage

### *Flooding*

The application is supported by a Flood Risk Assessment (FRA).

The Environment Agency has reviewed the proposal and advised that they have no objections, subject to a number of conditions; These include; the prior approval of a remediation strategy to deal with the risks associated with the contamination of the site; the submission of a verification report prior to the first occupation of the site; That no infiltration of surface water drainage into the ground shall be permitted where adverse concentrations of land contamination are present; No piling or other foundation designs without the written consent of the LPA.

The Council's Flood Risk Manager has reviewed the proposal and advised that he has no objections in principle on flood risk grounds subject to the development proceeding in accordance with the submitted FRA. Furthermore, it is recommended that a section of Alum Brook (Ordinary watercourse) adjacent to this site be promoted as a designated extension to statutory main river once the works to watercourse are completed and subject to the necessary formal Land Drainage Consents. As this adoption is considered under different legislation, this shall be added as an informative only.

### *Drainage*

United Utilities have also reviewed the proposal and advised that they raise no objections, subject to a condition that the site be drained on a separate system and that a service strip be retained along the frontage.

The separate system condition can be included, however the service strip proposal should be added as an informative only. Sufficient space along the site frontage is available to adhere to this requirement.

## Environmental Conclusion

The application would have a limited impact upon the landscape due to the previously developed nature of the site. The scheme would not have any detrimental impact upon trees of amenity value however, further tree planting within the site is recommended and boundary details submitted for prior approval.

The revised design of the unit is acceptable and the proposal would not create any significant highway safety concerns. The development would not create any ecology concerns subject to a

condition to protect breeding birds. No flooding or drainage concerns are raised subject to a number of conditions.

As a result of the above reasons, it is considered that the development would be environmentally neutral.

## **Social Role**

A large number (259) of the representations supporting the scheme highlight that the provision of the food store in this location would be of personal benefit to them with regards to convenience.

## Amenity

Policy GR6 (Amenity and Health) of the Local Plan, requires that new development should not have an unduly detrimental effect on the amenities of nearby residential properties in terms of loss of privacy, loss of sunlight or daylight, visual intrusion, environmental disturbance or pollution and traffic generation access and parking.

Given the location of the application site on a Business Park, there are limited neighbouring residential properties around the site. The site is enclosed by further previously developed land to the north, further industrial units to the west, business park units to the south and Manor Lane to the east. On the opposite side of Manor Lane are the closest neighbouring dwellings. These comprise of the residential barn conversions; Oak Barn, The Stables and The Coach House.

At their closest point, these dwellings would be 74 metres away from the food store itself, but would be sited directly opposite to the proposed access.

Given the large distance of these properties from the food store, it is not considered that the occupiers of these dwellings would be detrimentally impacted by the proposed development in terms of; loss of privacy, light or visual intrusion.

With regards to environmental disturbance, the Council's Environmental Protection Officer has reviewed the proposal and has raised no objections in principle to the development, subject to a number of conditions.

These conditions include; a restriction on the hours of operation; a restriction over the hours of delivery; the prior approval of the acoustic specification and locations of any fixed plant equipment; the prior approval of a dust mitigation scheme; the prior approval of a floor floating method statement; that 2 rapid electric vehicle charge points shall be provided; the prior approval of a staff travel plan; Implementation of dust mitigation measures; the submission of the results of a watching brief for contamination prior to the first use of the site; the submission of a verification report to demonstrate that the soil forming materials for use of landscaping is contamination free. In addition, informatives relating to hours of construction and contaminated land are proposed.

Subject to the imposition of these conditions, the Council's Environmental Protection Officer raises no objections with regards to environmental disturbance.

## Jodrell Bank

As the application site falls within the Jodrell Bank Radio Telescope Consultation Zone, it is subject to Policy PS10 of the Local Plan. Policy PS10 advises that for such sites, development will not be permitted which can be shown to impair the efficiency of the Jodrell Bank Radio Telescope.

It is proposed that Policy PS10 will be replaced by Policy SE14 within the emerging Cheshire East Local Plan Strategy – Submission Version. The principles of this policy broadly reflect those of Policy PS10.

Jodrell Bank have not provided comments at the time of the report. Therefore, it is assumed that they have no objections. However, an update will be provided to members before planning committee should a response be received.

### Network Rail

The application site is separated from the closest rail line by third party land of at least 35 metres. As such, Network Rail have advised that their normal comments do not apply.

Notwithstanding this, Network Rail have recommended that should the application be approved, a condition seeking the prior approval of a method statement detailing the use of any vibro-compaction machinery / piling should be submitted to the LPA.

### Social conclusion

The creation of a food store at this location would be of convenience to the people of Holmes Chapel as detailed within the large number of consultation letters received. Furthermore, no significant amenity issues would be created subject to the inclusion of a number of conditions as proposed by the Council's Environmental Protection Officer.

As a result of the above reasons, it is considered that the proposed development would be socially sustainable.

### **Economic Role**

It is advised on page 39 of the submitted Planning Statement that *'the development will also lead to the creation of 40-50 jobs and will deliver indirect jobs through services supporting the food store.'*

It is also accepted that the construction of a development of this scale would bring the usual economic benefits to the closest shops in Holmes Chapel for the duration of the construction, and would potentially provide wider economic benefits to the construction industry supply chain.

Within a large number of the received neighbouring consultation responses, many people have advised that the creation of this food store at this location would save them money in so far as they no longer have to travel as far to access a food store of this brand or of this scale. This would also be an economic benefit.

As a result of the above, it is considered that the development would provide strong economic benefits and would therefore be economically sustainable.

## **Planning Balance**

The site is located within the Holmes Chapel Settlement Boundary and relates to an out-of-centre supermarket. The applicant's case is that there are no sequentially preferable sites within the village centre or edge of centre which are sequentially preferable to the application site. Further, the proposals will not give rise to any significant adverse impacts on any existing, committed or planned retail investment within Holmes Chapel Village or other surrounding centres.

Design of the proposed development has been developed to acceptable standard following discussions between the applicant and the Council's Urban Design Officer, subject to a number of conditions. In addition, subject to conditions, no landscaping and forestry issues are raised.

No significant highway safety, ecology, flooding and drainage concerns are identified subject to conditions.

No amenity issues would be created subject to a number of conditions proposed in relation to environmental disturbance.

The development would bring positive planning benefits such as; the creation of new employment opportunities, knock-on benefits during construction and benefits with regards to reduced travel and time to access a larger food store for the local residents.

Balanced against this benefit must be the dis-benefits, which in this case are mitigated by conditions.

As such, in this instance, it is considered that economic and social benefits of the scheme outweigh any dis-benefits which can be controlled by conditions.

On the basis of the above, it is considered that the proposal represents sustainable development and is recommended for approval.

## **RECOMMENDATIONS**

### **APPROVE subject to the following conditions**

- 1. Time (3 years)**
- 2. Plans**
- 3. Prior approval of facing and roofing material details**
- 4. Prior approval of surfacing materials**
- 5. Landscape – Prior approval of details**
- 6. Landscape – Implementation**
- 7. Boundary treatment – Prior approval**
- 8. Prior approval of site hoarding details which will demarcate a construction exclusion zone around the site periphery**
- 9. Prior approval of a plan to demonstrate how access is reserved for servicing vehicles**
- 10. Protection of breeding birds**

- 11. Prior approval of a remediation strategy to deal with the risks associated with the contamination**
- 12. The submission of a verification report prior to the first occupation of the site**
- 13. No infiltration of surface water drainage into the ground shall be permitted where adverse concentrations of land contamination are present**
- 14. No piling or other foundation designs without the written consent of the LPA**
- 15. Proceed in accordance with submitted Flood Risk Assessment**
- 16. Site to be drained on a separate system**
- 17. Hours of operation - Monday to Saturday 08:00 – 22:00 and Sundays and Public Holidays: 10:00 – 16:00**
- 18. Hours of delivery - Monday to Saturday 07:00 – 21:00 and Sundays and Public Holidays 09:00 – 19:00**
- 19. Prior approval of acoustic specification and locations of any fixed plant equipment;**
- 20. Prior approval of a dust mitigation scheme;**
- 21. Prior approval of a floor floating method statement;**
- 22. The provision of 2 rapid electric vehicle charge points**
- 23. Prior approval of a staff travel plan;**
- 24. Implementation of dust mitigation measures;**
- 25. The submission of the results of a watching brief for contamination prior to the first use of the site**
- 26. The submission of a verification report to demonstrate that the soil forming materials for use of landscaping is contamination free.**
- 27. Prior approval of a risk assessment detailing the use of any vibro-compaction machinery/piling machinery**

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

