

Application No: 17/4011N

Location: Bentley Motors Ltd, PYMS LANE, CREWE, CHESHIRE, CW1 3PL

Proposal: Hybrid Planning Application for - Outline planning application (with all matters reserved except for means of access and layout for Production and Manufacturing Facility 2) for the erection of 2 no. production and manufacturing facilities; two covered links connecting one of the production and manufacturing facilities with Bentley's existing manufacturing facility; an engine test bed facility together with associated car parking, landscaping and associated infrastructure. Full planning application for the erection of a gatehouse, security fencing, pedestrian turnstile and associated turning facilities to the west of the existing Bentley Motors site on Pyms Lane; the erection of a gatehouse, security fence, pedestrian turnstile, bin store, reconfiguration of visitor parking and associated turning facilities to the east of the existing Bentley Motors site on Pyms Lane; the erection of a gatehouse, security fence, cycle store, pedestrian turnstile and associated turning facilities together with a further gate on Sunnybank Road.

Applicant: Mr Colin Hunt, Bentley Motors Limited

Expiry Date: 07-Nov-2017

SUMMARY:

The proposal is for new production and manufacturing buildings for the existing Bentley Motors campus which would also require the permanent closure of Pyms Lane and Sunnybank Road (north of the railway line) for general highway use.

This proposal would bring economic benefits and investment in an area with a longstanding association with the manufacture of motor vehicles. Bentley Motors are a major employer located within one of the principal growth areas of the Borough where national / local plan policies strongly support such development.

Traffic modelling has been undertaken to assess the impact of this new development and the closure of these roads on the operation of both the existing and future highway networks taking into account future development as allocated within the Cheshire East Local Plan. Additional modelling has been undertaken on the assumption that the new development will generate traffic in line with the national traffic generation database (TRICS). This modelling has shown that the proposals including the closure of Pyms Lane and Sunnybank Road are acceptable subject to the provision of mitigation schemes along Minshull New Road and the West Street/Sunnybank Road junction.

Whilst the proposal will result in the closure of Pyms Lane and Sunnybank Road to general highway traffic, this has to be balanced against the economic benefits of the proposals and

the aspirations of the Council to realise the growth potential of Crewe as the '*Crewe High Growth City/M6 Corridor*' by encouraging investment in the area.

The proposal is compatible with the surrounding development and the design, scale and form of both the detailed proposals and those indicated in outline form would not appear incongruous within their context.

The impact of the proposal on trees and hedges would not be significant and environmental considerations relating to flooding, drainage, land contamination (subject to further investigations) and ecology would be acceptable subject to conditions and the submission of appropriate reserved matters.

The impact on neighbouring residential amenity would be acceptable subject to noise mitigation measures and owing to the generous separation with the nearest neighbouring properties and having regard to the context of the area as a centre for automotive manufacturing.

Satisfactory access and parking provision can be provided and the development would not result in 'severe harm' on the local highway network. The Head of Strategic Infrastructure (HSI) is satisfied that the vehicular movements and parking associated with the proposals could be accommodated by the existing highway network and the existing and proposed parking provision at the site.

The proposal is therefore considered to comply with the relevant policies of the Cheshire East Local Plan Strategy (CELPS), the saved policies of the Borough of Crewe and Nantwich Local Plan and advice contained within the NPPF. The application is therefore recommended for approval.

RECOMMENDATION: APPROVE subject to s106 agreement and conditions

PROPOSAL:

This application is a Hybrid Planning Application (i.e. part outline and part full planning permission) for the site of Bentley Motors, Pyms Lane, Crewe. The proposals seek:

- 1) Outline planning approval (with all matters reserved except for means of access and layout) for the erection of 2 no. production and manufacturing facilities; two covered links connecting one of the production and manufacturing facilities with Bentley's existing manufacturing facility; an engine test bed facility together with associated car parking, landscaping and associated infrastructure
- 2) Full planning approval for the erection of a gatehouse, security fencing, pedestrian turnstile and associated turning facilities to the west of the existing Bentley Motors site on Pyms Lane; the erection of a gatehouse, security fence, pedestrian turnstile, bin store, reconfiguration of visitor parking and associated turning facilities to the east of the existing Bentley Motors site on Pyms Lane; the erection of a gatehouse, security

fence, cycle store, pedestrian turnstile and associated turning facilities together with a further gate on Sunnybank Road

SITE DESCRIPTION:

This application relates to the site of Bentley Motors, a large industrial site for the manufacturing of motor vehicles located on Pyms Lane, Crewe. The application site measures some 9.8 hectares in size and relates specifically to parts of the carriageways of Pyms Lane and Sunnybank Road; an area to the west of the existing production plant including an existing car park at the corner where Sunnybank Road junctures with Pyms Lane; an area to the north of Pyms Lane adjacent to CHK Engineering as well as 2 parcels of land to the far west situated either side of the property referred to as 'Oakleigh Farm' on Middlewich Road. There are also other minor pockets of development included within the site which would be required to facilitate the proposals.

The site is bound to the north by the 'Meadow Brook Cemetery', to the east by a 4 storey office building used by Bentley beyond which there are residential properties fronting Pym's Lane. To the south of Pym's Lane is the main production plant beyond which there is residential development forming part of the 'Marshfield Bank Estate'. Middlewich Road bounds the site to the west beyond which lies open countryside. At the far western end of the site is also the Pyms Lane Household Waste recycling depot. There are other areas which are within the applicant's ownership for car parking, a showroom and ancillary development.

The site falls entirely within the settlement boundary of Crewe as designated in the Borough of Crewe and Nantwich Replacement Local Plan 2011. Land to the north of the site is identified as Strategic Site LPS 4 under the Cheshire East Local Plan Strategy. This seeks to promote the development of a new sustainable neighbourhood at Leighton West and promotes the creation of an automotive research, development and supply hub, in partnership with Bentley Motors, in order to provide new employment opportunities and expand the automotive related investment in Crewe and the wider area.

RELEVANT HISTORY:

There is an extensive planning history for the Bentley Motors site. However, the only applications of relevance to this proposal are as follows:

12/4373N - New build showroom with associated car parking approved on 6th February 2013

12/3418N – Full planning permission approved to develop site to provide a permanent car park with a total of 478 parking spaces on 30th November 2012

12/4319N – Resolved to grant full planning permission (subject to S106 Obligation) for the erection of a two storey temporary office accommodation with links to an existing building to accommodate existing staff relocated on site on 1st May 2013

12/4426N - Proposed development of the site to provide a permanent car park with a total of 1817 car parking spaces plus lorry parking for up to 14 HGV's – Approved 03-Jun-2013

13/5114N - Variation of condition 2 (approved plans) on application 12/4426N (proposed development of the site to provide a permanent car park with a total of 1817 car parking spaces plus lorry parking for up to 14 HGV's) – Approved 18-Feb-2014

14/2944N - Construction of a new Painted Body Store Warehouse and ancillary accommodation totalling approximately 5060sqm gross internal floor area. The relocation of fuel tanks and a fuel filling location. The proposed building comprises a large warehouse with one and a half portal frame structure, a single storey office annex to the North elevation with rest and WC facilities, an enclosed link to the existing adjacent warehouse to the east and an enclosed bridge link above the private road to the adjacent property to the North. A 10m overhanging canopy will be provided for the full width of the building to the west elevation and a 2m deep canopy to the north side of the east link – Approved 29-Aug-2014

14/5262N - Proposed pre-fabricated building, complete with services to be installed as office and restrooms for lorry park on site at Bentley Motors – Approved 09-Feb-2015

15/3665N - Construction of a 4 storey office building on the site of an existing carpark – Approved 28-Oct-2015

15/3869N - It is proposed to convert the existing field into a private car park for Bentley Motors. The site is an existing green area which will be converted to hard standing material to suit the needs of a car park. The car park will be enclosed with fences. North east and south of the proposed car park, a 14m width band will be dedicated for planting – Approved 18-Mar-2016

15/4141N - Alterations to E1 Car Park, realignment of internal road, construction of a vehicle test building, relocation of Gate 3 Security Lodge and amendments to gate arrangement, installation of 5 No. entry gate positions and relocation of cycle and motor cycle shelters – Approved 18-Nov-2015

16/0341N - Demolition of all existing on-site buildings and structures, the construction of a five storey engineering technical centre comprising offices at the front of the building and warehousing at the rear, the construction of a two storey design centre comprising offices and a workshop together with associated works – Approved 27-Oct-2017

18/0228N - Construction of two 7,200sqm, 4 storey office blocks and related external works – Currently under consideration

NATIONAL & LOCAL POLICY

National Policy:

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

Of particular relevance are paragraphs 7, 9, 14, 17, 18, 19, 21, 56, 65, 109, 111 and 118.

Local Policy:

Borough of Crewe and Nantwich Local Plan Saved Policies:

NE.5 (Nature Conservation and Habitats)
NE.10 (New Woodland Planting and Landscaping)
BE.13 (Buildings of Local Interest)
BE.1 (Amenity)
BE.3 (Accessing and Parking)
E.4 (Development on Existing Employment Areas)
TRAN.3 (Pedestrians)
TRAN.6 (Cycle Routes)
TRAN.8 (Existing Car Parks)

Cheshire East Local Plan Strategy (CELPS):

Policy MP 1 Presumption in Favour of Sustainable Development
Policy PG 1 Overall Development Strategy
Policy PG 2 Settlement Hierarchy
Policy PG 7 Spatial Distribution of Development
Policy SD 1 Sustainable Development in Cheshire East
Policy SD 2 Sustainable Development Principles
Policy LPS4 Leighton West
Policy IN 1 Infrastructure
Policy IN 2 Developer Contributions
Policy EG 1 Economic Prosperity
Policy EG 3 Existing and Allocated Employment Sites
Policy SE 1 Design
Policy SE 2 Efficient Use of Land
Policy SE 3 Biodiversity and Geodiversity
Policy SE 4 The Landscape
Policy SE 5 Trees, Hedgerows and Woodland
Policy SE 6 Green Infrastructure
Policy SE 7 The Historic Environment
Policy SE 8 Renewable and Low Carbon Energy
Policy SE 9 Energy Efficient Development
Policy SE 13 Flood Risk and Water Management
Policy CO 1 Sustainable Travel and Transport
Policy CO 2 Enabling Business Growth Through Transport Infrastructure
Policy CO 4 Travel Plans and Transport Assessments

Other Material Considerations:

- National Planning Practice Guidance

CONSULTATIONS:

Highways: No objection subject to conditions requiring the submission of Travel Plan, a scheme to facilitate the flow of through traffic along Minshull New Road north of its junction with Badger Avenue and the improvement at the West Street/Sunnybank Road junction and a construction management plan. Informatives for a S278 Agreement are required to facilitate the design and implementation of highway schemes along Minshull New Road and the

junction of West Street/Sunnybank Road, an application under S247 of the Town & Country Planning Act 1990 to permit the stopping up of Pyms Lane and Sunnybank Road and a s106 agreement securing a financial contribution of £10,000 towards the future monitoring of the Travel Plan.

Environmental Protection: No objection, subject to conditions / informatives requiring submission of an acoustic mitigation scheme, a construction management plan (including dust control), restriction on hours of construction, submission of details of external lighting, provision of electric vehicle charging points, submission of a travel plan and further contaminated land survey.

Flood Risk Officer: No objection subject to submission of a surface water drainage scheme and a scheme to manage the risk of flooding from overland flows.

United Utilities: No objection subject to drainage conditions. It is also noted that there is an easement affected by the proposals, however, there is already a 'Building Over Agreement' in place. A modification of the water mains may be necessary at the applicant's expense.

CREWE TOWN COUNCIL (CTC):

CTC support the plans to invest in Bentley. However, CTC consider that the following needs to be addressed before the application can be supported:

- The proposal does not address some of the requirements of the Bentley Development Framework and Masterplan
- **Highways impact** - The applicant's Transport Assessment concludes that the local highway network has sufficient capacity to accommodate the proposals including the traffic displaced by the road closures. Given that the network already suffers from congestion and pinch points (for example on stretches of Minshull New Road between Badger Avenue and West Street and outside Leighton Academy, and at the Flowers Lane/Middlewich Road traffic lights) this flies in the face of experience. The assertion that the overall development will create no additional employment is surprising. The Leighton West Link Road will provide an alternative to Pyms Lane once constructed, and there must be a clear timetable for its provision before the road closures.
- b) **Access to the hospital.** The Town Council supports the view of Mid Cheshire Hospitals Trust that for reasonable access to and from the hospital to be maintained after the closure of Pyms Lane, junction improvements are required before closure takes place
- c) **Bus services.** Both the Framework Travel Plan appended to the Transport Assessment, and the Design and Access Statement make reference to the existing bus services along Pyms Lane, but we can find no assessment of the effects of the road closures on these services. This is a serious omission as it affects both local residents and the sustainable travel options for employees. The simple assertion in the Supporting Planning Statement (section 4.9, page 13) that diverting the 78 bus route onto West Street and Minshull New Road "would have no significant implications on either journey time of passenger catchments" ignores the practical difficulties of routing a bus down Minshull New Road, and disregards the impact on residents of the

Sunnybank Road area. It should also be noted that the Transport Assessment (Table 4.1) does not take account of potential changes to routes and frequencies currently under discussion.

- d) **Marshfield/Sunnybank.** The Development Framework refers to the possible need to restrict the use of the proposed Sunnybank Road entrance to address the impacts on the local community and this is repeated in the Transport Assessment (para 5.3.1) but no commitment or detail is provided in the application. It is important for residents that this is clarified, with a clear commitment that this entrance will only be for access to the Legends facility and not for employees by car or (generally) on foot (to prevent parking on the residential streets). Presumably the entry systems could be programmed to allow entry on foot by local residents only. Employee parking on other residential roads may also increase once access to the car parks is only available from Middlewich Road. This already causes considerable distress to residents of Minshall New Road.
- e) Sustainable means of travel. The Development Framework requires that any application be accompanied by a Travel Plan that puts sustainable travel at the heart of the future campus. The Framework Travel Plan submitted as an appendix to the Transport Assessment includes at Section 5.1.1 a cycle to work initiative and 3 specific 1 day events. It falls a long way short of the sort of interventions required to address congestion and pollution in the town. More detail on bus, pedestrian and cycle links and improvements is required.

MINSHULL VERNON AND DISTRICT PARISH COUNCIL:

Accept the importance of this application but express concerns about the significant potential disruption. If approved the following is required:

- No roads to be closed until the physical infrastructure is in place. This will help to reduce the disruption for residents and other members of the public
- None of the alternative routes have the capacity to cope with the traffic
- Implement junction improvements at Sunnybank Road with West Street by installing either traffic lights or a roundabout, to reduce disruption for residents and other members of the public.

REPRESENTATIONS:

16 representations have been received from Members of the public objecting to this proposal on the following grounds:

- Public roads will be closed with no alternative provided
- Closing the roads would cause the displaced traffic to be forced into roads that are already at full capacity
- Proposal will isolate the Marshfield Bank Estate with only 2 roads to enter or leave the estate
- The proposed East-West spine road to the North of Pym's Lane is totally speculative
- Traffic flows need to be addressed and existing parking
- Would lead to more congestion

- Would lead to an increase in Bentley Employees parking on the neighbouring residential streets
- People travelling towards Middlewich will have to travel an extra mile
- Would Bentley bear the cost of traffic signals at the junction of Sunnybank Road and West Street
- What plans are in place for the bus service that goes to Leighton Hospital
- Would the Council be putting a weight restriction on both Marshfield Avenue and Sunnybank Road of 7.5 tons
- The residents of Marshfield Bank Estate I feel would be entitled to a reduction in their Council Tax
- The pavements and roads on the Marshfield Estate are in poor condition
- Cannot comment as there is little information
- No consideration in this plan for any road improvements to aid traffic flow along Middlewich Road
- How do Bentleys propose that their workers from both the south and east of the factory use the Car parking access
- The increased use of Flowers Lane will add greatly to traffic along Bradfield Road and North Street and Cross Keys roundabout
- Residents were assured that vehicles would not enter from the east yet the plans show a barrier access
- Access to neighbouring properties will be compromised
- Impact of noise, fumes and vibration from vehicles entering and leaving the site
- No benefits to closing Pyms Lane for existing residents or people of Crewe
- It seems that part of the grass verge and two trees would be removed
- We need Pyms Lane and Sunny Bank kept open as an alternative route for ambulances, staff and patients etc
- Existing junctions on the surrounding network will be more dangerous and issues will be exacerbated
- Transport Report is flawed
- Restricting access for the local community and pedestrians/cyclists
- There are no funded proposals for the east-west Leighton link road
- No mention that Bentley will contribute towards link road
- The Highway proposals for large-scale, city-style roundabouts at Flowers Lane, Smithy Lane, Pyms Lane junctions with Middlewich Road, will be no-go areas for pedestrians/cyclists
- What is the Council proposing for these and the revised junction at Flowers Lane/Bradfield Road, to help people cross the two-lane entries/exits
- Proposed planting scheme appears to be very modest and lacking any vision
- Applicant's submission is biased
- The two road closures will not take place until all the road improvements, roundabouts, spine road etc. are in place and working satisfactorily
- Sunnybank Road and Pyms Lane at the Ashbank end should be totally sealed by security fences
- Health and environmental issues pollution from increased traffic, decreased air quality
- Safety issues unable to access transport such as local buses, local disabled buses
- School children would have further to walk / travel
- Impact on local business due to people being unable to park to access local business

- Impact on property values
- Lack of consultation
- Public transport and social services access will be very difficult due to the increased traffic
- Bentley employees speed, obstruct driveways and park inconsiderately
- Lack of access for emergency services
- Just got 71 Merrills Ave to do

Representations have also been made by the Mid Cheshire Hospitals NHS Foundation Trust for Leighton Hospital objecting to this application on the following grounds:

- The Leighton Spine Road linking Minshull New Road to Leighton Hospital needs to be completed and fully operational, before Pyms Lane is closed
- By closing Pyms Lane all of the Badger Avenue and Minshull New Road traffic will be forced to travel along Minshull New Road past Leighton Academy School
- Even if the Leighton Spine Road is delivered, the roads still needs to be widened across Leighton Brook at its junction with Pyms Lane
- Additional hardship and Increased journey times for hospital workers
- Needs to be junction improvements on the Sunnybank Road and Marshfield Avenue junctions onto the A532
- Will reduce the number of railway crossing points in Crewe
- Will undermine safe cycling routes and lead to more people using the motor car for travel
- Safe segregated vehicle and cycling cycle links into the centre of Crewe including Woolstanwood and Wistaston need to be provided and the Connect 2 cycle link to Nantwich needs to be completed before Pyms Lane and Sunnybank Road are closed

Neighbouring Ward Councillors Roberts and Rhodes have commented that they are supportive of Bentley Motors future expansion. However, they note that this proposal does not include an increase in employment and that the application fails to address the concerns he residents expressed during the Bentley Masterplan Consultation. The residents concerns are summarised as follows:

- The effect the closure of Pym's Lane and Sunnybank Road will have on the road network
- Reduced access to Leighton Hospital, bus services, traffic congestion, highway safety and the increase of employee parking on the residential roads
- The future and the reduced accessibility of the Pym's Lane Household Waste and Recycling Centre
- Significant effect on the residents of Sunnybank Rd. and Marshfields Estate
- If road closure is to go ahead, the access point to the Marshfield Estate should be closed to foot and road traffic
- More Bentley Employees parking on residential streets as it is the quickest route and they will avoid congestion
- Problems of drive blocking, damage to verges, congestion and safety issues at junctions
- It would be totally unacceptable for the residents of this area to have parking restrictions imposed upon them and their visitors

- The application should provide a clear commitment that this access will be for and employees who cycle or walk to work only
- Impact on bus services not taken into account
- The Transport assessment states the local highways have sufficient capacity to accommodate the proposals which contradicts what problems are actually experienced on these roads due to congestion, parking, tailbacks from junctions and traffic lights
- Additional HGVs hauling approx.65000 tons of Green Waste annually to the soon to be constructed CEC composting plant to be situated on Middlewich Rd
- The extensive works around the Sydney Rd area and Crewe Green Roundabout must also be considered
- The residents expressed there should be no closures of Sunnybank Rd and Pym's Lane until a link road is completed
- Middlewich Road will need significant upgrade including widening if roads are to be closed
- Access to Cheshire East Council Household Waste and Recycling Facility

OFFICER APPRAISAL:

Background

The area and site has a longstanding association with the manufacture and production of motor cars and as such, it is considered that the compatibility of the site and the area for such use is well established. More recently, the Local Planning Authority has considered and approved a number of planning applications to facilitate the future expansion of Bentley Motors at the Pym's Lane site, the most notable of which are:

- A 7,200 sq. m business building providing office and business space
- A 32,148 sq. m Engineering and Technical Centre containing workshop and technical centre

In addition to this, a Development Framework and Masterplan for the Bentley Motors site was developed by Cheshire East Council's Skills and Growth Company in collaboration with Bentley Motors. The Development Framework sets out Bentley's long term aspirations for their headquarters at Pym's Lane, and how such aspirations may be achieved in spatial terms. This long term vision has been developed to "create an internal campus where manufacturing, design, research and development, and engineering operations are fully integrated within a single site with seamless connectivity that enables the efficient flow of people, goods and services". The Development Framework and Masterplan was endorsed by the Council's Cabinet on 9th May 2017. It forms a material planning consideration in the determination of future planning applications.

This application seeks, in part, to realise the vision set out in the Development Framework and Masterplan by erecting 2 no. production and manufacturing facilities towards the western end of the existing plant. The proposed development would require the permanent closure of both Pym's Lane and Sunnybank Road. Together, this would provide Bentley with a wholly internal campus enabling them to streamline their operations further whilst making them more competitive and attractive in terms of attracting future production at the plant.

Principle of Development

In terms of the Local Plan, the site is within the settlement boundary of Crewe where development is acceptable provided that it is compatible with surrounding uses and accords with other relevant local plan policies. The area has a longstanding association with the manufacture and the production of motor cars and as such, it is considered that the compatibility of the site and the area for such use is well established. However, the site abuts the edge of the residential development and consequently the impact on neighbouring residents will be explored further in this report.

With respect to the principle of the development more generally, it is important to recognise that Bentley Motors is a major employer in the area. This proposal is one of the key components in the long term vision to invest in production and manufacture at the plant. Thus, there are significant benefits arising from the scheme that would support future economic growth in the locality and the Borough.

The development of science, enterprise, manufacturing and advanced engineering is a key component of the economic vision for Cheshire East within the Cheshire East Local Plan Strategy (CELPS). The economy of Cheshire East is one of the most successful in the North of England and consequently a principal aim of the CELPS is to “*ensure the right foundations are in place to sustain this success over the next twenty years*”, including capturing the success and strengths of the *Crewe High Growth City/M6 Corridor*. Indeed, the Council’s economic growth strategy seeks to secure “*a growth proposition for the south of the Borough centred around Crewe as a principal town but linking to a wider set of growth ‘nodes’ using the M6 Corridor as a key attractor and asset to support our ambition*”. It is considered that such benefits are in line with the local plan.

The NPPF requires Local Planning Authorities to adopt a positive and constructive approach towards planning applications for economic development. Planning applications that encourage sustainable economic development should be treated favourably and this view is further reinforced in Policy EG1 of the Council’s Local Plan Strategy. The proposal could therefore be acceptable in principle subject to compliance with other relevant planning considerations. One of the key considerations associated with this application, is the impact that the permanent closure of Pyms Lane and Sunnybank Road will have on the local highway network and local community.

Highways

Saved Policy BE.3 of the Crewe and Nantwich Local Plan deals with access and parking and states that development will only be permitted where proposals provide:

- safe pedestrian access
- the provision of any off street parking
- manoeuvring and operational space should be designed to minimise visual impact
- safe vehicular access and egress arrangements

The current site takes vehicular access from Pyms Lane and Sunnybank Road. Pyms Lane connects to Middlewich Road (A530) at its western end, and this road provides a major route to the site from the north and south. The existing manufacturing plant extends to approximately

350,000 square metres and is located to the south east of the site. The area to the north of Pym's Lane is where a future Engineering Technical Centre or alternative proposal for the construction of two 7,200sqm, 4 storey office blocks will be located. The main staff parking area is located to the west of the Bentley campus currently served from Pym's Lane and Sunnybank Road.

The proposals which are submitted by way of a hybrid application will provide new production and manufacturing facilities along with an engine test bed facility. A total of 33,150 sq. m of new B2 general industrial floorspace is proposed. In order to deliver this site expansion the applicant is proposing to close Pym's Lane (excluding the eastern section which provides access to 12 existing dwellings and Ashbank Court) and Sunnybank Road (north of the railway line) to general traffic via way of a stopping up order under sections 247 and 248 of the Town and Country Planning Act 1990. An application for the stopping up of Pym's Lane and Sunnybank Road have been submitted for consideration by the Department for Transport and will be the subject of a separate decision.

Transport Assessment.

The Transport Assessment (TA) prepared by the applicant's Transport Consultant advises that the delivery of the proposals will not result in materially different site traffic generation which will continue to route to and from the site as it does today.

The TA provides an analysis of the proposals, in particular the impact on the operation of the local highway network resulting from the closure of Pym's Lane and Sunnybank Road, by assessing the effect on the operation of the highway network and proposing (where appropriate) measures to mitigate the highways impact.

The initial TA assumed that the additional B2 general industrial floorspace of 33,150 square metres generated no new employment hence no new vehicular traffic. While this may well be the intention of Bentley's future operational needs, the possibility of the additional floorspace generating new vehicular trips in line with nationally accepted traffic generation rates (TRICS) has been tested through a sensitivity test at the request of Cheshire East Council to ensure a robust assessment.

Sustainable Access

Controlled or uncontrolled pedestrian crossing facilities are provided at main junctions near to the site. At the Pym's Lane/Minshull New Road/Badger Avenue roundabout, an uncontrolled pedestrian crossing with a central pedestrian island is provided across each arm. Two zebra crossings are located across Pym's Lane in the proximity of the existing Bentley buildings. The section of Pym's Lane, to the east of Sunnybank Road, forms part of the wider footway network, a lit walk/cycleway set back from the road. There are also additional traffic-free walk/cycle routes in the areas surrounding the site.

Pedestrian/cycle access to the Bentley site will be maintained as existing to allow sustainable access for staff. If in the event of indiscriminate parking taking place within the adjoining residential area this will need to be regulated as part of Bentley's site management plan. Parking on the public highway is not something that can be controlled or enforced by the Local Planning Authority. Foot/cycle traffic as a result of the road closures will be able to re-route via West Street and Minshull New Road with minimal implications on journey times.

The nearest bus stops to the development are currently located on Pyms Lane, just outside the main entrance to the factory site. These are served by bus route no. 78. There are additional bus stops located on Minshull New Road, which is approximately 170m from the site. These stops are served by bus routes 85/85A. As a result, the development proposes that the no. 78 bus route would be diverted onto alternative roads in place of the current routeing via sections of Pyms Lane and Sunnybank Road which would be closed.

The Council's Head of Strategic Infrastructure (HSI - Highways) has confirmed that routeing via West Street and Minshull New Road would have no significant implications on journey time. However, bus penetration to the Bentley site would be reduced. However existing bus stops are present on the diverted route and are within acceptable walking distance to the site. Any school bus services affected by the road closures would also be diverted in a similar manner.. The bus operator has been consulted regarding the provision of improved bus stop facilities closer to the main site. However, the operator has confirmed that there would be no requirement to improve bus stop facilities closer to the site.

To ensure the active promotion of sustainable travel amongst staff, a travel plan has been submitted summarising the current measures which Bentley promote to minimise the impacts of site related staff travel and identifies future measures that will be implemented to encourage this. However, this plan needs to be amended to update the target on reducing single occupancy car trips over the forthcoming 5 year period. In addition the plan needs to detail the provision of cycle and bus travel vouchers for staff (up to the value of £150) to further promote the use of non-car modes for staff traveling to/from work. This could be secured by condition requiring an updated travel plan to be submitted.

Safe and Suitable Access

The vehicular access arrangements are predominately utilising the existing roads within the Bentley site and not creating new access points onto the surrounding network. The expanded car parking will be served via the existing car park access arrangements. Accordingly, these access arrangements are considered to be acceptable.

Significant concern has been expressed by local residents that the closure of Pyms Lane and Sunnybank Road will lead to and further exacerbate Bentley employees parking on neighbouring residential streets on the Marshfield estate to the south to avoid driving further round and accessing Bentley designated parking from Middlewich Road to the east. Whilst such concerns are acknowledged, this is a matter that will need to be regulated as part of Bentley's site management plan. Legitimate parking on the highway cannot be enforced or controlled by the Council.

Network Capacity - Strategic modelling

The traffic impacts associated with the delivery of the development proposals and the closure of parts of Pyms Lane and Sunnybank Road have been modelled utilising a SATURN traffic model which has been run on behalf of Bentley Motors by Cheshire East Council. This involved creating a 'cordoned' smaller area model based upon an existing SATURN traffic model of the town which was used to test the implications of the delivery of future local plan growth across the town.

The implications of the development proposals and road closures has been assessed for 2017 and 2032. The earlier year has been considered so that the implications of the development including road closures can be understood based upon current conditions. An additional assessment year of 2032 has been included so that long term impacts can be understood following the delivery of significant local plan growth and associated infrastructure. The weekday AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00) have been examined being the traditional weekday traffic peaks. 'Do Minimum (DM)' and 'Do Something (DS)' scenarios have been presented with the former representing the baseline position and the latter reflecting the implementation of the development proposals.

A technical note (Crewe Saturn Model Technical Note, Pym's Lane & Sunnybank Road at Bentley Motors Road Closure Option Testing, July 2016) which presents the SATURN modelling has been produced. The report concludes that the impact on key junctions in all of the considered options compared with the Do-minimum scenario i.e. keeping the roads open, is within the tolerance of acceptability and would not require the provision of or contribution to a replacement road to compensate for the closure of Pym's Lane.

Detailed Traffic Modelling

The detailed junction assessments which followed the strategic modelling exercise indicate that all of the junctions within the study area would operate within acceptable capacity limits for both the existing and future highway networks following the delivery of the development proposals including the necessary road closures given the context set within the National Planning Policy Framework.

The applicant's Transport Assessment confirms that in the 2017 assessments, the maximum forecast increase in queue on any junction approach is three vehicles and there are also some reductions in queues due to traffic reassignments. Impacts in 2032 are further reduced due to associated local plan development infrastructure.

Sensitivity Test

As referred previously, a sensitivity test has been carried out on the assumption that the new B2 floorspace generates additional traffic in line within the national traffic generation database (TRICS). The additional agreed level of trips have been rerun within the SATURN model using the same scenarios as the first test and the results have been analysed. The modelling shows that the impact of the additional traffic on key junctions on both the existing and future network scenarios are still within acceptable tolerances, however, it does illustrate a marginal increase in flow on some residential roads to the east of the site, namely Minshull New Road. To mitigate this impact, a scheme to assist through traffic flow along Minshull New Road north of its junction with Badger Avenue is required. This could comprise the provision of parking bays where appropriate within the grass verge (part of the adopted public highway) along the western edge.

In addition, as a result of the severance of Sunnybank Road, the main vehicular access in/out of this residential area will be via its West Street junction. To mitigate this impact, the applicant is requested to submit a scheme within the confines of the public highway to improve the operation of this junction for traffic accessing / egressing this estate.

It is recommended that both of these schemes would be secured by planning condition. Subject to these measures, the scheme is found to be acceptable in terms of its impacts on the local

highway network and the existing parking and pedestrian facilities would be sufficient to accommodate the proposed development. The proposal therefore accords with Policy BE.3.

Design

In terms of the detailed proposals for which full planning permission is sought, this would comprise of the erection of a gatehouse, security fencing, pedestrian turnstile and associated turning facilities to the west of the existing Bentley Motors site on Pyms Lane; the erection of a gatehouse, security fence, pedestrian turnstile, bin store, reconfiguration of visitor parking and associated turning facilities to the east of the existing Bentley Motors site on Pyms Lane; the erection of a gatehouse, security fence, cycle store, pedestrian turnstile and associated turning facilities together with a further gate on Sunnybank Road.

The proposed gatehouse facilities will be modest in terms of their size and will be modular in terms their construction. The gatehouse will have glazing on all elevations and the walls will be finished with a two-tone grey cladding which will be contemporary in appearance, and will tie-in with the appearance of the recently constructed office block found on the north side of Pyms Lane. There will be associated fencing and pedestrian turnstiles which will be of mesh paladin construction, examples of which are already found within the vicinity of the site.

Turning to the outline proposals, the application seeks approval of the details of layout and means of access for the erection of a Production and Manufacturing Facility including links to existing facilities, an engine test bed facility, and 2 no. car parking areas providing up to 500 car parking spaces.

The proposed manufacturing facility would comprise of 2 buildings with a floorspace of 21,000 square metres and 7,500 square metres. Both buildings would be sited to the west of the existing plant. The larger building (Manufacturing Facility 1) would be sited on the existing car park at the corner where Sunny Bank Road junctures with Pyms Lane. There would be 2 covered walkways spanning across Sunnybank Road linking in with the existing plant to the east.

The smaller building (Manufacturing Facility 2) would be located to the north of the larger building and would occupy a position partly over the existing highway forming Pyms Lane, just south of an existing industrial building occupied by CHK Engineering, who manufacture steel components. It is indicated in the scale parameters that both buildings would have a maximum height of 9 metres to the ridge. In terms of the siting and the indicative scale, the proposed manufacturing buildings would be well grouped with the existing plant and would be commensurate with the scale of the buildings to the east. Consequently, their visual impact would be acceptable in terms of siting and scale and an appropriate appearance could be secured at the reserved matters stage.

Also in outline form is a proposed engine test bed measuring 4,500 square metres in floorspace. It is indicated that this building would also have a maximum ridge height of 9 metres. The building would be located towards the far northern boundary of the site and would sit behind the proposed design centre approved under planning ref; 16/0341N. In the context of the site, and the extant planning approval, the proposed engine test bed building would be modest in terms of its size and height and would be read against the backdrop of the existing Bentley plant. The detailed design and appearance would be secured at reserved matters stage.

Owing to the siting of Manufacturing Facility 2 on an existing car park, 500 car parking spaces would be provided towards the far western end of the site where it borders Middlewich Road. This would be provided on 2 parcels of land situated either side of the existing property referred to as Oakleigh Farm. They would serve as an extension to the existing Bentley car park to the east and would not appear out of context. These 2 parcels of land do serve an important function in providing screening along Middlewich Road. Subject to further considerations relating to landscape and the submission of appropriate reserved matters for appearance and scale, the proposal complies with Local Plan Policy SE1 (Design).

Impact on Designated Heritage Asset

On the southern side of Pym's Lane, there are 2 Art Deco period buildings which form part of the frontage to the Bentley Production Plant. The main building further to the west is locally listed and therefore a designated heritage asset. The building to the east, whilst still of Art Deco style, is less architecturally significant and is not a designated heritage asset. The main works adjacent to these buildings would comprise of a security gate house, associated barrier, security fencing, pedestrian turnstiles, cycle storage and an area for vehicles to turn. These works would be sited to the front of the eastern building and not the main frontage to the locally listed building and consequently, the impact on its setting would not be detrimental.

Landscape

The application is supported by a Landscape and Visual Impact Appraisal (LVIA). The Council's Environmental Planning Manager has assessed the submitted LVIA agrees with its findings. However, this is subject to the recommendations that one area (Planting Area D) is planted with a number of larger growing trees to soften the impact of the Production and Manufacturing Facility on the Legends Sports Ground and house properties further to the south. Semi ornamental "urban" trees such as Plane and Red Oak would be suitable in this area. A complete planting specification, numbers of species etc will be required for all planting areas at the reserved matters stage when details of landscaping are submitted for consideration.

Trees

The application is supported by an Arboricultural Report which considers the outcomes of the proposed development on trees by reference to BS5837:2012 Trees in Relation to Design, Demolition and Construction – Recommendations.

The submitted Tree Survey has identified 54 individual trees, 7 groups of trees and 15 hedgerows within the application site which have been categorised in accordance with Table 1 of BS5837:2012 Cascade Chart to Tree Quality Assessment. The Report refers to the proposed Masterplan footprint and identifies that 9 individual Moderate (B) category trees and 7 low (C) category trees and 8 low (C) category hedgerows will be directly lost as a consequence of the proposed development. No High (A) category trees are proposed for removal.

Principal tree losses will be along the roadside verge of Pym's Lane where 10 semi mature Limes and a Horse Chestnut are proposed for removal to make provision for a new security gate and associated infrastructure. Whilst the trees provide some contribution to the visual amenity of Pym's Lane, new planting along Middlewich Road and elsewhere on the site shown

on the submitted landscape proposals will to some extent mitigate for the proposed tree losses. In the absence of any objection from the Council's Principal Forestry and Arboricultural Officer, the scheme is found to be acceptable in terms of its impact on trees, subject to detailed landscaping proposals, which would be the subject of a reserved matters application.

Ecology

Woodland

There is a small area of woodland located at Target 11 of the submitted Phase One Habitat Survey (to the west of the existing CHK building on the submitted masterplan). This habitat was recorded as supporting characteristic woodland species. The Council's Nature Conservation Officer has advised that this woodland is of sufficient value to warrant its retention as part of the proposed development. Whilst the applicant has advised that this woodland is outside of the red line of the development, the submitted phase one plan does show this woodland extending into the red line of the application site and being lost under the current masterplan. Further, it appears that the corner of the proposed 'manufacturing and production facility 2' would encroach slightly into the said woodland. However, it is considered the majority of this woodland could be retained. Given that the trees which form this woodland habitat could reasonably be retained as part of the proposals, and would also offer some screening value, a condition recommending their retention as part of the future landscaping proposals is recommended, or in its absence, some replacement planting to offset any losses.

Hedgerows

The proposed development is likely to result in the loss of some sections of hedgerow. Hedgerows are a priority habitat and hence a material consideration. The precise extent of loss would however depend on the detailed designs proposed at the reserved matters stage. Accordingly, in the event that outline planning permission is granted, it is recommended that a condition be attached which requires the submission of replacement hedgerow planting proposals for any hedgerows lost as a result of the development.

Great Crested Newts (GCN)

No evidence of Great Crested Newts were recorded during the assessments and surveys undertaken as part of the submitted ecological assessment. Whilst there is a small pond present on the OS plan and air photography located at SJ6831 5672, this is an ornamental pond and it is therefore unlikely to support GCN.

As such, subject to conditions and the submission of appropriate reserved matters, the scheme would be unlikely to materially harm species protected by law.

Air Quality

CELPS Policy SE 12 states that the Council will seek to ensure all development is located and designed so as not to result in a harmful or cumulative impact upon air quality. This is in accordance with paragraph 124 of the NPPF and the Government's Air Quality Strategy. When assessing the impact of a development on Local Air Quality, regard is had to (amongst other things) the Council's Air Quality Strategy, the Air Quality Action Plan, Local Monitoring Data and the EPUK Guidance "Land Use Planning & Development Control: Planning for Air Quality May 2015).

For this proposal, air quality impacts have been considered within the air quality assessment submitted in support of the application. The report considers whether the development will result in increased exposure to airborne pollutants, particularly as a result of additional traffic and changes to traffic flows. The assessment uses ADMS Roads (a pollution model) to model NO₂ and PM₁₀ impacts from additional traffic associated with the development and the cumulative impact of committed development within the area.

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

- 2015 baseline = existing baseline conditions
- 2032 “Do Minimum” = baseline conditions + committed development flows
- 2032 “Do Something” = baseline conditions + committed development flows + proposed development flows

It should be noted that the report uses diffusion tubes CE230, CE238 and CE239 for its verification and the values attributed to them for the year in use (2015) are 30.80, 30.25 and 36.23 µg/m³ respectively. These figures are marginally different than the most up to date figures for these tubes from 2015 which stand at 26.40, 24.09 and 32.17 µg/m³ respectively. Whilst these differences are significant, the actual data used is effectively an over-prediction of the development’s effects and can be considered a worst case scenario. These up to date figures are also distance corrected to the closest receptors. Using distance corrected figures for model verification can increase the overall uncertainty of the process, and as such, the Councils Environmental Protection Unit deems the figures used to be acceptable.

The assessment concludes that the impact of the future development on the chosen receptors will be *negligible* with regards to both NO₂ and PM₁₀ concentrations with some receptors seeing an improvement in air quality as a result of the closure of Pym’s Lane to through traffic. However, there is a need for the Local Planning Authority to consider the cumulative impact of a large number of developments in a particular area. In particular, the impact of transport related emissions on Local Air Quality. Taking into account the uncertainties with modelling, the impacts of the development could also be worse than predicted.

Crewe has three Air Quality Management Areas (AQMAs), and as such the cumulative impact of developments in the town is likely to make the situation worse, unless managed. 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 vulnerable individuals. It is therefore considered appropriate that mitigation should be sought in the form of direct measures to reduce the adverse air quality impact. Environmental Protection considers that robust mitigation measures are required to reduce the impact on sensitive receptors in the area. These would take the form of conditions requiring the provision of electric vehicle charging infrastructure, the submission of an updated Travel Plan and dust suppression measures during construction. Subject to these, the scheme is found to comply with CELPS Policy SE 12.

Land Contamination

The application site has a history including use as for a depot; parking and agriculture and therefore the land may be contaminated. Parts of the site are also within 250m of a known landfill site or area of ground that has the potential to create gas.

The submitted contaminated land report recommends the collation of all historical ground investigation to assess what further works are required. The Council's Environmental Protection Unit are in agreement with this and would advise that all supporting historical ground investigation (including all logs, analysis, monitoring data etc.) be provided. This should be accompanied by appropriately scaled maps showing the exploratory locations on the application site and a proposed scope of works for additional assessment. It is also recommended that current landfill gas monitoring data for the adjacent Pyms landfill site is sought and considered in the assessment.

As such, and in accordance with the NPPF, the Council's Environmental Protection Unit recommends that a Phase II investigation can be secured by condition together with any remediation identified as being required. Subject to this, the considerations in respect of land contamination are acceptable.

Residential Amenity

Policy BE1 states that proposals for new development will be permitted provided that the following criteria are met:

- they are compatible with surrounding land uses;
- they do not prejudice the amenity of future occupiers or the occupiers of adjacent property by reason of overshadowing, overlooking, visual intrusion, noise and disturbance, odour or in any other way;
- they do not generate such levels of traffic that the development would prejudice the safe movement of traffic on surrounding roads, or have an adverse impact on neighbouring uses; and
- they do not lead to an increase in air, noise or water pollution insofar as this might have an adverse effect on the other use of land.

The impact of the development upon nearby residential properties is a material consideration in regard to noise, disturbance and the physical massing of buildings. The application is supported by a Noise Impact Assessment.

In terms of the uses, the B2 (general industrial) uses which would comprise of the manufacturing, production and engine test bed building, could have the potential to disturb the neighbouring residential amenity by reason of noise. However, these buildings would be self contained with appropriate noise mitigation and would be sited amongst other industrial buildings.

The proposed security gatehouses and associated works as well as the proposed industrial buildings would be of a sufficiently modest size, scale and distance from neighbours to ensure no significant loss of amenity through loss of light, visual intrusion or increased sense of enclosure.

The engine test building would achieve a separation of at least 280 metres with the nearest residential property. The manufacturing and production buildings would achieve a separation of at least 260 metres with the nearest residential properties. Coupled with this, there would be existing (and future) industrial buildings situated closer to the nearest residential properties (excluding Oakleigh Farm to the west). It is also important to recognise that the area is

characterised by commercial, industrial and manufacturing uses (specifically automotive) and therefore the proposals are compatible in this respect.

Subject to the rating sound level from mechanical plant associated with engine test beds and the proposed production facilities not exceeding 26 dB(A) at assessment location ST3, as detailed in the noise report, it is considered that the appropriate design/mitigation to meet this level can be achieved through the use of silencers on ventilation and exhaust ducts, acoustic louvres and enclosures.

Representations have expressed concern that the changes in road traffic as a result of the road closures may impact on amenity. The application submission states that the maximum increase in traffic flow is 13% in 2017, and 11% in 2032 as predicted by the traffic model. This increase corresponds to less than 1 dB change in noise emissions, which is below the adopted significance threshold. With respect to the proposed car parking extensions, the predicted increase in ambient noise level would be below the adopted criterion of 3dB and therefore the occupants of Oakleigh Farm would not be materially affected.

Accordingly, the Council's Environmental Protection Unit (EPU) is satisfied that subject to conditions, the scheme would not prejudice the amenity of future occupiers or the occupiers of adjacent property by reason of noise or odours. Accordingly, it is considered that the proposal would not materially harm neighbouring amenity by reason of loss of light, direct overlooking, visual intrusion or noise and therefore complies with local plan policy BE.1.

Flooding and Drainage

The site is within Flood Risk Zone 1 and is not therefore at risk from flooding. However, owing to the size of the proposals, a Flood Risk Assessment (FRA) has been undertaken. The Council's Flood Risk Team have assessed the FRA and are satisfied that subject to the recommendations within the FRA, the proposal would not give rise to flooding or drainage issues.

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.

The financial contribution towards the monitoring of the site specific Travel Plan is necessary to make the development acceptable in planning terms in order to mitigate the impact of the proposals on the local highway network. It is found to be necessary, directly related to the development and is fair and reasonable in relation to the scale and kind of the development.

PLANNING BALANCE & CONCLUSIONS

The proposal is for new production and manufacturing buildings for the existing Bentley Motors campus which would also require the permanent closure of Pyms Lane and Sunnybank Road (north of the railway line) for general highway use.

This proposal would bring economic benefits and investment in an area with a longstanding association with the manufacture of motor vehicles. Bentley Motors are a major employer located within one of the principal growth areas of the Borough where national, local plan policies strongly support such development.

Traffic modelling has been undertaken to assess the impact of this new development and the closure of these roads on the operation of both the existing and future highway networks taking into account future development as allocated within the Cheshire East Local Plan. Additional modelling has been undertaken on the assumption that the new development will generate traffic in line with the national traffic generation database (TRICS). This modelling has shown that the proposals including the closure of Pyms Lane and Sunnybank Road are acceptable subject to the provision of mitigation schemes along Minshull New Road and the West Street/Sunnybank Road junction.

Whilst the proposal will result in the closure of Pyms Lane and Sunnybank Road to general highway traffic, this has to be balanced against the economic benefits of the proposals and the aspirations of the Council to realise the growth potential of Crewe as the '*Crewe High Growth City/M6 Corridor*' by encouraging investment in the area.

The proposal is compatible with the surrounding development and the design, scale and form of both the detailed proposals and those indicated in outline form would not appear incongruous within their context.

The impact of the proposal on trees and hedges would not be significant and environmental considerations relating to flooding, drainage, land contamination (subject to further investigations) and ecology would be acceptable subject to conditions and the submission of appropriate reserved matters.

The impact on neighbouring residential amenity would be acceptable subject to noise mitigation measures and owing to the generous separation with the nearest neighbouring properties and having regard to the context of the area as a centre for automotive manufacturing.

Satisfactory access and parking provision can be provided and the development would not result in 'severe harm' on the local highway network. The Head of Strategic Infrastructure (HSI) is satisfied that the vehicular movements and parking associated by the proposals could be accommodated by the existing highway network and the existing and proposed parking provision at the site.

The proposal is therefore considered to comply with the relevant policies of the Cheshire East Local Plan Strategy (CELPS), the saved policies of the Borough of Crewe and Nantwich Local Plan and advice contained within the NPPF. The application is therefore recommended for approval.

RECOMMENDATION:

APPROVE subject to conditions and a S106 Agreement / Unilateral Undertaking making provision for:

- **Financial contribution of £10,000 for Travel Plan Monitoring.**

Approve subject to the following conditions:

- 1. Standard 3 year time limit (Full Planning Details – Road Closure, gatehouses and associated works)**
- 2. Standard outline time limit (Outline Details – Manufacturing and Production Buildings and Car Parks)**
- 3. Submission of reserved matters (for Manufacturing and Production Buildings and Car Parks)**
- 4. Accordance with approved plans**
- 5. Materials to be submitted and approved**
- 6. Development to be carried out in accordance with submitted noise impact assessment**
- 7. Reserved matters to include a noise mitigation scheme**
- 8. Reserved matters shall not exceed the floorspaces specified in this application**
- 9. Further details of any fixed plant / noise generative equipment to be submitted and approved**
- 10. Submission of an Environmental Management Plan**
- 11. Additional Phase II Land contamination investigations and assessments to be submitted and approved**
- 12. Development to be carried out in accordance with submitted ecological surveys**
- 13. Survey for nesting birds if works carried out during nesting season**
- 14. Scheme to incorporate features suitable for breeding birds**
- 15. Development to be carried out in accordance with submitted Flood Risk Assessment**
- 16. Submission of a sustainable drainage management and maintenance plan / scheme**
- 17. Details of foul water drainage to be submitted**
- 18. Surface water drainage strategy to be submitted**
- 19. Landscape scheme to be submitted with reserved matters and shall include retention of woodland planting in Target 11 as far is practicable or scheme for its replacement where there are losses**
- 20. Tree and hedgerow protection scheme to be submitted with reserved matters**
- 21. Piling method statement**
- 22. Details of external lighting to be submitted and approved**
- 23. Details of cycle parking to be submitted and approved**
- 24. Travel Plan to be submitted and approved and shall include provision of an updated target on reducing single occupancy car trips over the forthcoming 5 year period and the provision of cycle and bus travel vouchers for staff (up to the value of £150)**
- 25. No development to commence until details of a scheme to facilitate the flow of through traffic along Minshull New Road north of its junction with Badger Avenue and the improvement at the West Street/Sunnybank Road junction are submitted to and approved and implemented prior to the closure of Pym's Lane**

and Sunnybank Road to through vehicular traffic and be retained for the life of the development.

26. Submission of a construction management plan to include:

- A construction phasing plan.
- A routeing plan for construction traffic.
- Compound and parking arrangements for site operatives.
- Wheel wash facilities

27. Scheme of dust control to be submitted

28. Provision of electric vehicle charging infrastructure

Informatives to include:

1. Informative to include s278 agreement to facilitate the design and implementation of highway schemes along Minshull New Road and the junction of West Street/Sunnybank Road.

2. An application under S247 of the Town & Country Planning Act 1990 to permit the stopping up of Pym's Lane and Sunnybank Road will need to be secured by the applicant.

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

Should this application be the subject of an appeal, authority be delegated to the Head of Planning (Regulation) in consultation with the Chairman of the Strategic Planning Board to enter into a planning agreement in accordance with the S106 Town and Country Planning Act to secure the Heads of Terms for a S106 Agreement.

