

Application No: 18/2522C

Location: Land To The South Of, CREWE ROAD, ALSAGER (Radway Green North)

Proposal: Application seeking outline planning permission for up to 19,695 sqm of employment floorspace (Use Class B1c/B2/B8) with ancillary (integral) office floorspace (Use Class B1a), associated parking, landscaping and reprofiling of site (all matters, except for layout and access, reserved for future determination).

Applicant: c/o Agent, BAE Systems (Property Investments) Limited

Expiry Date: 26-Oct-2018

SUMMARY

The principle of development is considered to be acceptable and the site is allocated for employment development under LPS 25 of the CELPS

The development will not have a detrimental impact upon residential amenity (including for future occupants of the approved development to the north).

The impact upon air quality has been assessed as part of this application and subject to the imposition of planning conditions the development would comply with Policy SE 12.

Details of the proposed landscaping would be secured at the reserved matters stage and a condition will be imposed to secure the details along the northern boundary as part of the first Reserved Matters application. The proposed development is considered to comply with the requirements of Policies SE 4 and SE 5.

With regard to ecological impacts, the development would not impact upon the Midland Meres and Mosses Phase 2 Ramsar and Oakhanger Moss SSSI or protected species/biodiversity (subject to the imposition of planning conditions. The development complies with the requirements of policies LPS 25 and SE 3.

The development would not have significant drainage/flood risk implications and complies with Policy SE 13.

The development is acceptable in terms of its impact upon trees on this site and replacement planting will be secured. This development will comply with Policy SE 5.

On balance it is considered that the proposed development demonstrates that an acceptable design solution can be secured in accordance with Policy SE 1. However this is a Reserved Matter and the final judgement will be made at that stage.

The impact in terms of the proximity to the licensed explosive facility the matter will be dealt with at the reserved matters stage.

The proposed access point is acceptable and the traffic impact as part of this development has already been accepted together with contributions for off-site highway works. This is in accordance with policies LPS 25 and CO 1.

The development of the site would provide a number of economic benefits in terms of job creation and during the construction phase of the development.

RECOMMENDATION

That the application be approved subject to referral to the Secretary of State, subject to the completion of a Section 106 Agreement and conditions

PROPOSAL:

This is an outline planning application for up to 19,695sqm of employment floor space (Use Classes B1c/B2/B8) with ancillary office, associated parking, landscaping and profiling of the site.

The matters to be determined at this stage are the access and layout of the development. Appearance, landscaping and scale are reserved for future determination.

The built form of the proposed development would be located to the north of the watercourse which crosses the site with the southern part being utilised for compensatory storage. The plans show a layout of 5 units arranged around an internal access road.

SITE DESCRIPTION:

The application site forms three fields which are located to the south east of Crewe Road (B5077). The two fields which adjoin Crewe Road are divided by a hedgerow and track which leads to a pumping station which is located outside the application site. A watercourse runs through the site with the third field located to the south of this watercourse. To the south of the site is railway line with the Radway Green (BAE Site) to the south of the railway.

The site includes a number of trees which are located to the boundary of the site and along the watercourse which bisects the site. Electricity Pylons and cable cross the northern part of the site.

To the north-east the site adjoins the boundary with the Plough Public House with residential development to the opposite side of Crewe Road including a consented residential scheme for Persimmon (which at the time of the case officer's site visit had commenced but did not appear to be occupied) and a Bed and Breakfast.

The application site is located largely within Flood Zone 1 although land on either side of the existing watercourse is located within Flood Zone's 2 and 3.

Public Right of Way Alsager FP5 is located to the north-east of the site just beyond the boundary of the site.

RELEVANT HISTORY:

17/6274S - EIA screening opinion for a proposed employment development, comprising warehouse and ancillary office space – EIA Not Required 26th January 2018

24242/3 - Pumping Station South of Crewe Road - Change of use to rabbit breeding for meat – Refused 28th April 1992

23108/3 - Pumping Station South of Crewe Road - Change of use to pony and trap hire on seven days a week – Refused 26th March 1991

POLICIES

Cheshire East Local Plan Strategy (CELPS)

LPS25 – Radway Green North, Alsager

MP1 – Presumption in Favour of Sustainable Development

PG1 – Overall Development Strategy

PG2 – Settlement Hierarchy

PG7 – Spatial Distribution of Development

SD1 - Sustainable Development in Cheshire East

SD2 - Sustainable Development Principles

SE 1 - Design

SE 2 - Efficient Use of Land

SE 3 - Biodiversity and Geodiversity

SE 4 – The Landscape

SE 5 – Trees, Hedgerows and Woodland

SE 6 – Green Infrastructure

SE 7 – The Historic Environment

SE 9 – Energy Efficient Development

SE 12 – Pollution, Land Contamination and Land Instability

SE 13 - Flood Risk and Water Management

EG3 - Existing and Allocated Employment Sites

IN1 – Infrastructure

IN2 – Developer Contributions

CO1 – Sustainable Travel and Transport

CO2 – Enabling Business Growth through Transport Infrastructure

Congleton Borough Local Plan

PS4 Towns

PS8 Open Countryside

GR6 Amenity and Health

GR7 Amenity and Health

GR8 Amenity and Health

GR9 Accessibility, servicing and provision of parking

GR10 Accessibility, Servicing and Parking Provision (New Development)

GR13 Public Transport Measures

GR14 Cycling Measures
GR15 Pedestrian Measures
GR16 Footpaths Bridleway and Cycleway Networks
GR17 Car parking
GR18 Traffic Generation
GR20 Public Utilities
NR2 Statutory Habitats
NR3 Habitats
NR4 Non-statutory sites
NR5 Habitats
E12 Distribution and Storage Facilities

National Policy:

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

Of particular relevance are paragraphs:

11 Presumption in favour of sustainable development.

80-82 Building a Strong Competitive Economy

102-107 Promoting Sustainable Transport

124-132 Requiring good design

Neighbourhood Plans

The Alsager Neighbourhood Plan is at Regulation 7 stage.

CONSULTATIONS:

Ministry of Housing, Communities & Local Government: The Secretary of State has received a request to call in the above planning application. The Secretary of State is unable to begin considering if call in is appropriate or not until such time as the application has gone through the normal planning process with the local planning authority and the Council is minded to approve.

United Utilities: United Utilities has a right of Way access to Radway Green Waste Water Pump Station, reference CH584702 which appears to be affected by the proposal. United Utilities must have unrestricted 24 hour access to the WWPS and nothing should occur that removes this right of access. Drainage conditions suggested.

CEC Environmental Health: Conditions suggested in relation to a scheme of fixed mechanical plant to be submitted and approved, piling works, dust control, floor floating, construction management plan, external lighting, electric vehicle infrastructure (including unit 4 which does not have any according to the amended plans), travel plan and contaminated land. Informatives suggested in relation to contaminated land and construction hours.

Cadent Gas: No comments received.

Health and Safety Executive: The Explosives Inspectorate has no comment to make on this application provided that the development is not a vulnerable building. A vulnerable building is defined as follows;

- A building of more than three storeys above ground or 12m in height constructed with continuous non-load bearing curtain walling with individual glazed or frangible panels larger than 1.5m² and extending over more than 50% or 120m² of the surface of any elevation
- A building of more than three storeys above ground or 12m in height with solid walls and individual glass panes or frangible panels larger than 1.5m² and extending over at least 50% of any elevation
- A building of more than 400m² plan area with continuous or individual glazing panes larger than 1.5m² extending over at least 50% or 120m² of the plan area; or
- Any structure that, in consequence of an event such as an explosion, may be susceptible to disproportionate damage such as progressive collapse

Natural England: No objection. The proposed development will not have likely significant effects on the Midland Meres & Mosses Phase 2 Ramsar site. The proposed development will not damage or destroy the interest features for the Oakhanger Moss SSSI. For advice on protected species refer to the standing advice.

CEC Head of Strategic Infrastructure: No objection subject to a S106 Agreement contribution of £120,000 to improve pedestrian crossing facilities and bus infrastructure and the imposition of planning conditions.

CEC Archaeology: Archaeological mitigation condition suggested.

Network Rail: No comments received.

CEC PROW: It appears unlikely that the proposal would affect the PROW. An advice note is suggested.

Furthermore the National Planning Policy Framework states that “planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails”

CEC Flood Risk Manager: No objection in principle to the development subject to the imposition of conditions and an informative.

Environment Agency: No objection. Conditions and Informative suggested.

VIEWS OF THE TOWN COUNCIL:

Alsager Town Council: Object to the application on the following grounds;

- The proposed site is on a flood plain and, although there is to be an 8 metre buffer zone from Valley Brook, there are concerns that the soakaway and water attenuation will not be sufficiently robust to cope with new builds. The Town Council has concern if the Valley Brook is to be re-profiled which is likely to be detrimental to the environment with knock-on effects along the length of the water-course.
- The Town Council has health and safety issues with the proposed site as 12 metre high warehouses will be situated in the outer blast zone of the BAE site.

- Have CEC Highways produced traffic modelling for the increased traffic to both the proposed site and the housing development of over 450 houses and a convenience store directly opposite Crewe Road?
- Air quality issues are a concern especially with the new housing development increasing traffic and the potential for large numbers of HGVs servicing the warehouses.
- The warehouses will be directly opposite residential developments rather than be sited nearer the M6 and away from housing.
- The 'gateway' to Alsager will be blighted by warehousing which is not sensitive to the street scene.
- The economic benefit to Alsager is low as the amount of employment is small and does not meet identified employment needs. The emerging Alsager Neighbourhood Plan policies state that Alsager has a need for small start-up business units which was identified during their community consultation.
- There are brownfield sites at the BAE site which should be developed before greenfield sites.

REPRESENTATIONS:

Letters of objection have been received from 248 local households/businesses which raise the following points;

Principal of development

- Loss of green space
- Corporate profit without any thought for local people
- The small amount of jobs created would not outweigh the harm
- Too much development in Alsager
- Current industrial estates in Crewe, Middlewich and Stoke should be extended as an alternative
- The development will bring limited and poor quality employment opportunities
- The development would be better sited between the existing BAE site and the M6
- The proposed development will create few jobs
- Sustainability has not been considered
- The cleared parts of the Radway Green site should be used for employment development
- Warehouses of this size should not be built so close to a small town like Alsager
- Little benefit to Alsager
- There will be no economic benefits
- The development would result in low quality employment development which is not envisaged in the CELPS
- There is a large warehouse available to rent on Weston Road in Crewe
- There is an abundance of warehousing closer to Junction 16
- Unsustainable location
- Industrial development should take place around Crewe
- The development will dominate the entrance to Alsager putting off future visitors and people moving into Alsager
- The CELPS allocation was made against the wishes of Alsager
- The warehouses are too high
- Alsager has overburdened infrastructure – schools, medical provision etc
- The application does not comply with the CELPS which requires 'sensitive design in terms of scale and massing'

- Alternative designs that would bring more and better employment opportunities with far less intrusive constructions are possible, indeed more obvious and more rational
- Large scale warehousing should be constructed on the East and South Radway Green sites allowing lower scale development on this site
- Loss of Green Belt
- The development is contrary to the NPPF
- These uses should be provided at J16
- The development will offer poorly paid jobs
- Brownfield sites should be used for this type of development
- The proposed development should be considered alongside the two other sites so that there is no duplication
- The site should be used for small high tech or start up businesses
- There is no indication as to what will be stored in the proposed warehouses
- The inclusion of the site within the CELPS is an extension too far for Alsager
- There is a lack of infrastructure investment to deal with the growth of Alsager
- The site allocation should be removed from the CELPS
- The proposal does not meet any identified employment need
- There are 17 empty distribution centres of greater than 50000 square feet within a 10 mile radius of the site
- The developer cannot say how many jobs will be created
- The local plan allocation does not envisage such large structures on the site
- The emerging Alsager Neighbourhood Plan supports the development of the site providing that it meets a number of requirements such as being well designed, landscaped, sensitive in terms of scale and massing, low rise units only, provides units for artistic and creative businesses as well as high tech electronic and manufacturing and develops green infrastructure along Valley Brook
- The description of the development is vague, deceptive and misleading
- The CELPS allocates 12 hectares of employment land but one third of the site is not being used and is not being fulfilled
- No need for the proposed warehousing has been identified

Highways

- Proximity of the site to the congested level crossing
- The site is at a congested hotspot
- The roads are congested enough without this development
- Increased HGV movements
- Increased volume of traffic along Crewe Road, Alsager
- Increased traffic
- Increased traffic will result in further sinkholes on the roads in Alsager
- Additional traffic will put pedestrians including school children at risk
- If there is a problem on the M6 then Alsager suffers traffic problems
- The submitted TA is not complete
- Problems at the traffic lights at the junction of Crewe Road and Radway Green Road
- Narrow road network in Alsager
- Proximity of the site to the consented Persimmon site access
- Traffic makes it difficult to exit Close Lane, Cranberry Lane and Hassall Road
- The road network is not designed to take the existing volumes of traffic
- Difficulty crossing Crewe Road
- The existing road network is in a poor state of repair

- HGV traffic will increase risks to pedestrians
- In the event of the failure of the level crossing the HGV traffic will be routed through the centre of Alsager or through Oakhanger
- It would be more suitable to have employment sites on the opposite side of the level crossing
- The road network is not designed for these increases in traffic
- The submitted TA does not assess the junction of Close Lane and Crewe Road
- The access interferes with the Persimmon access opposite the site
- The proposed informal crossing over Crewe Road near to Close Lane does not make any allowance for the proposed traffic signal scheme
- There are no cycle facilities near the site and the train station is over 2km away. The site is not sustainable

Green Issues

- Loss of wildlife habitat
- The development will be a blot on the landscape
- Loss of landscape
- Loss of habitat for birds – Tawny Owls, Barn Owls and Skylarks
- Impact upon the SSSI and Ramsar sites.
- There needs to be a HRA screening exercise in relation to the effect on European designated sites
- The site is well used by Bats

Design Issues

- The proposed development is out of character for Alsager
- The development will look out of place at the entrance to the village
- Loss of views across Crewe Road
- The proposed warehouses are too large and too high
- The height of the buildings is not appropriate for the semi-rural area
- Visual impact on the approach into Alsager
- Large sheds are not in keeping with Alsager
- Due to the proximity of the development to Crewe Road it will not be possible to screen the development
- The development would dominate the skyline of Alsager
- The site is in a prominent location
- Visual impact of the proposed development
- The proposed design is unimaginative and ugly
- The re-profiling of the site should be explained at this stage

Amenity Issues

- The size and scale of the development in a residential area
- The warehouse will operate 24 hours a day causing noise and air quality pollution
- Proximity to the consented Persimmon Homes site on the opposite side of Crewe Road
- Increased air pollution
- Light pollution
- Noise and disturbance
- Impact upon the health and wellbeing of local residents
- Dust pollution
- Vibrations caused by HGV vehicular movements
- The noise assessment cannot be undertaken if the development is not there

- Concerns over the orientation and proximity to adjacent dwellings
- There should be strict controls over the hours of operation
- The submitted noise assessment is unable to predict all likely individual noise sources on the development
- Current noise levels are above those specified in BS8233

Other issues

- Flooding/drainage issues due to Valley Brook
- Increased discharge into Valley Brook
- Underground tributaries crossing the site
- Erosion of the banks of Valley Brook
- The site is located within the Blast Zone for Radway Green
- Risk to human life due to the location of the site within the Blast Zone
- Impact upon property values
- The proposed development will become a terrorist target
- The development would destroy the outlook of the hotel opposite
- The development will cause flooding issues downstream
 - The development will impact upon the saleability of the housing opposite
- Lack of public consultation
- The development should be no higher than the adjacent dwellings
- Some of the neighbour addresses who have been notified do not exist
- A development of this size will put off visitors to the B&B opposite the site
- Access rights should be maintained to the agricultural land to the south of Valley Brook which currently has access across the site
- The pre-app consultation was meaningless and the views given have been ignored
- Requirements of the Alsager Neighbourhood Plan have not been met

An objection has been received from Cllr Deakin which raises the following points;

- Even as a staunch advocate of providing employment opportunities in Alsager, I cannot support this application because of several concerns that I have and I know that residents share these concerns as well:

1) The proposed design of the development is out of character with the surrounding street scene. I am concerned that the pleasant approach to Alsager town from the west and the Haslington and Barthomley area will be spoiled by the massive, grey and metal-sheathed design that is being proposed here.

2) Secondly, there are pressing concerns surrounding the site's proximity to the "blast zone" on the Radway Green munitions site behind which I feel have not been properly addressed by the planning authority.

3) Finally, the proposed development is unnecessarily high. One warehouse will be 55ft (16.5m) tall and this will tower over the adjacent road and adjacent residences. I share feelings shared by residents and fellow councillors that a better thought-out design could be proposed which will both serve the employment needs of the town whilst being sensitive to nearby homes.

An objection has been received from the Crewe Road Action Group which raises the following points;

- Approving the layout and access will mean that the development is only suitable for large warehousing
- With a different layout better uses can be put forward on the site which would cause less harm

- The CELPS allocated the site for 12 hectares of employment land but would only provide 8 hectares as the southern field is not proposed for development and would be undevelopable
- The proposal is not sensitively designed
- The CELPS Inspector never stated that this site would be suitable for warehousing
- There is no Blast Zone Risk Assessment
- The design is out of character with the surroundings
- Adverse impact upon visual amenities
- The noise assessment which has been undertaken has very different results to the noise assessment undertaken by persimmon on the site opposite
- Light pollution
- Warehousing offers work for few people and is poorly paid with casual and zero hours contracts
- No alternatives are considered to employment uses at the site
- If the application is refused it will allow for the consultation and coordination of the three Radway Green sites
- Road usage is dangerous and unsafe. The access mixes vehicles, cyclists and pedestrians
- The proposed mitigation measures in terms of noise and highways are unsatisfactory
- The development within the Blast Zone will bring members of the public into areas of increased risk to life and health
- The development within the Blast Zone will threaten the viability and future of the existing employment at BAE's Radway Green Plant. There is the possibility that the HSE licence will be lost
- The site lies at least within the outer restricted zone of the Blast Zone where vulnerable buildings are not permitted
- The proposed buildings exceed the heights specified within the consultation response from the HSE
- As part of the Hall Drive (15/3410C) application it is specified that the proposed dwellings should be brick built and no more than three stories in height (12 metres)
- The four buildings will be 'vulnerable buildings' and are within the Outer Blast Zone safeguarding area
- Approving the development would dramatically reduce the quantity of explosives which could be licenced to be stored at the Radway Green site
- The proposal is contrary to the CELPS
- The site is within the Blast Zone – increased risk to life and health
- BAE deliberately failed to reveal information in relation to application 18/3348N during the consultation period and pre-application period for this current proposal
- Therefore the consultation process is flawed and relevant information was not available
- The Visual and Noise Assessments were unable to gauge the impacts and the results are flawed
- The existence of two extra 24-hour warehouses has not been taken into account
- The extra impacts of the frequent closures of the M6 have not been taken into account
- The additional application 18/3348N will increase the 'adverse' impacts of this development to 'major adverse' impacts
- The need for the Radway Green North development is reduced by application 18/3348N
- The existence of application 18/3348N reinforces the argument that better quality employment should be provided on the Radway Green North site. Such as low rise brick built developments
- A masterplan should be provided for all three Radway Green sites within the CELPS

An objection has been received from Fiona Bruce MP which raises the following points;

- Numerous points of objection from constituents including the following;
 - Air pollution is already unacceptable from passing vehicles
 - Danger caused by the increased usage of the junctions of Hassall Road and Close Lane with Crewe Road which the application will exacerbate
 - Alsager will be the only village in the country with residential properties opposite an industrial site
 - The entrance will operate for 24 hours which is inappropriate opposite an hotel
 - Whilst temporary lights have been in place there has been gridlock to Oakhanger and Alsager which will be replicated if the additional vehicle movements from the development go ahead.

An objection has been received from Persimmon Homes which raises the following points;

- There has positive changes in respect of the design and layout of the scheme but there are still concerns over the heights of the warehouses and the stand off distances between the proposed development and the residential areas to the north
- Concern that the proposed design will impact upon residential amenities
- The height of the proposed buildings in proximity to residential properties is not acceptable – overbearing impact
- Further increased stand-off distances and reduction in height are required to successfully integrate within the surrounding area
- A more significant landscape bund with mature planting should be installed along the boundary with Crewe Road – this should be brought into use before the development is first brought into use
- Noise, air quality and traffic implications upon residential amenity
- The scale of the development would have an unacceptable impact upon the character and appearance of the open countryside
- Conditions should be imposed in relation to external lighting and to control hours of operation
- The proposal is contrary to the NPPF and the design provisions within the CELPS

APPRAISAL

Principle of Development

The NPPF states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Paragraph 80 emphasises that ‘significant weight’ should be placed on the need to support economic growth and productivity. Paragraph 82 then goes onto state that;

‘Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations’

The site is a strategic employment allocation under LPS 25 (Radway Green North, Alsager) of the CELPS which identifies that the site has the potential to provide around 12 hectares of employment land. The glossary to the CELPS then defines employment land as land identified for business, general industrial, and storage and distribution development as defined by Use Classes B1, B2, and B8.

This application is for up to 19,695sqm of employment floor space (Use Classes B1c/B2/B8) with ancillary office, associated parking, landscaping and profiling of the site. As a result the principle of the proposed development would comply with the requirements of LPS 25.

It should also be noted that LPS 25 includes a number of site specific principles of development as summarised below;

- Green infrastructure provision including;
- The retention of the watercourse and an undeveloped 8m buffer zone of open space/seminatural habitats
- The creation of wildlife habitats
- Sustainable drainage
- Structural landscape proposals
- Contributions to improvements to existing and the provision of new public transport links to Alsager Town Centre and local villages
- A desk based Archaeological Assessment
- Contributions to M6 J16 and the railway crossing at Radway Green Road
- A Flood Risk Assessment should be prepared
- New development should respect any flooding constraints and provide mitigation where necessary
- Provision of new pedestrian and cycle links to residential areas and shops
- The site will only be developed where it can be demonstrated that there is no adverse impact upon the Midland Meres and Mosses Phase 2 Ramsar and Oakhanger Moss SSSI. This should include a Habitats Regulations Assessment
- A Phase 1 Contaminated Land Assessment should be undertaken

A number of the representations are critical of the allocation of the site as part of LS 25. The issue of this allocation was considered by the Inspector in his Report on the Examination of the Cheshire East Local Plan Strategy and it is states at paragraph 205 that the site is *'of strategic importance, being within the M6 motorway growth corridor, with good access available from the B5077. The amount of employment land now proposed (37ha) is appropriate and proportionate to the employment growth required in Alsager'*. It is then acknowledged that the site has been fully assessed through the site-selection process after considering reasonable alternatives.

The representations submitted also state that the brownfield land at the existing BAE site should be developed first or as an alternative. Again this issue was considered by the Inspector who stated at paragraph 206 that *'Some argue that a more intensive development should be proposed, using existing brownfield land within the BAE Systems site, but neither this land, nor Site CS14 and other existing employment sites would constitute "new" employment land, and so it cannot be counted towards meeting the overall requirement for new employment land'*.

Economic Benefits

A number of the letters of objection state that the economic benefits of this scheme will be limited and they also refer to the perceived poorly paid jobs that the development will create.

The supporting planning statement identifies that the development will result in direct and indirect job creation. It acknowledges that it is not possible to determine the number of jobs that the development will create at present as the final mix of Use Class B uses and occupiers is yet to be

determined. It is stated that the anticipated jobs to be created would be in sectors such as manufacturing, logistics, office administration and managerial positions.

In an attempt to identify the number of jobs that would be created the agent has used guidance from the Homes & Communities Agency Employment Density Guide which provides indicative job densities for Use Class B1c, B2 and B8 developments. The densities have been applied to the proposed floorspace at the application site in each scenario assuming the total floorspace comprises one Use Class to provide an indication of the potential number of jobs created. The results can be seen in the table below;

USE CLASS	FLOORSPACE BASIS	FLOORSPACE	DENSITY (JOBS PER SQ M)	GROSS JOBS (FULL TIME EQUIVALENT)
B1c Light Industrial	Net Internal Area	16,740 ²	47	356
B2 Industrial & Manufacturing	Gross Internal Area	19,695	36	547
B8 Storage & Distribution ³	Gross External Area	20,679 ⁴	77	268

This shows that the development has the potential to deliver between 268 and 547 Full Time Equivalent (FTE) direct jobs. In addition to the above the supporting planning statement identifies that there would be indirect job creation as a result of supply chain linkages and employee expenditure in the area.

As a result it is considered that the development will create economic benefits for the local area.

Highways Implications

Site Access

A single point of access onto Crewe Road is proposed as a priority junction with a ghost island right turn lane. The access has been positioned so not to conflict with the existing access to the residential site on the north side of Crewe Road. The standard of access is in conformity with an industrial access design being 7.3m wide with two 2.0m footways; the access has been locally widened on the bend to accommodate HGV traffic.

Traffic Impact

The Traffic Impact Assessment has been undertaken assuming a B1c use rather than the B2/B8 use as this would result in the highest trip generation from the site. It has been assumed that the vast majority of trips will take place inbound and outbound towards J16 of the M6. This assumption is accepted given the location of the site. There will be some trips that will route using the local road network although this represents only a small percentage increase on the existing flow. The overall trip generation based upon a B1c use results in 149 trips in the AM peak and 117 in the PM peak.

Due to the number of committed residential schemes in Alsager the applicant was asked to include these schemes in the capacity assessments undertaken for this site. The impact on a

number of junctions was requested taking into account the location of the site and these junctions are as follows:

- Site Access junction
- Radway Green level crossing
- M6 Junction 16
- Radway Green/Crewe Road
- Crewe Road/Sandbach Road North (Alsager)

The results of the capacity assessment indicate that the site access junction would operate well within its capacity as would be expected given the predicted level of traffic generation arising from the site.

In relation to the level crossing at Radway Green Road the applicant has surveyed the queue lengths and the length and numbers of occasions in the peak hours that the barriers are down. This can be seen in the table below which is taken from the submitted Traffic Impact Assessment.

Table 7.2: 2020 Base and base plus Development Queues at Radway Green Road Level Crossing

	Closure Event	Barriers Down (Min)	Northbound			Southbound		
			2018 Survey Queue	2020 Base Queue	2020 Base + Dev Queue	2018 Survey Queue	2020 Base Queue	2020 Base + Dev Queue
AM Peak	1	3.2	34	37	39	7	19	20
	2	4.4	41	45	48	8	24	26
	3	1.7	16	18	19	7	13	14
	4	1.9	33	35	36	5	12	13
	5	3.0	36	39	41	7	18	19
PM Peak	1	4.7	19	30	31	7	17	19
	2	4.6	30	41	42	8	18	20
	3	1.7	3	7	7	8	12	12
	4	5.8	34	47	49	7	19	22

It is recognised that there are substantial queues that form at the level crossing and the survey indicates that the northbound queues are longest in both the AM and PM periods. The proposed development would increase the extent of the queues in the peak hours but these would be small increases of 3 to 4 vehicles.

Consideration has been given to possible mitigation measures that could be put in place to reduce the level of queues at the level crossing. The operation of the crossing is undertaken by Network Rail and as such the frequency and length of operation of the crossing is not within the control of the Council. There is no scheme identified that can be implemented that would significantly reduce queues and as such an assessment of whether the development impact would result in significantly more delay at the crossing needs to be made.

The Strategic Highways Manager states that the extent of the queues in the peak hours at the level crossing is a concern and he would wish to see the delay reduced. However he has stated that the location of the crossing and the queues that form when the barriers are in operation does not affect other roads in the network and is purely a delay to journeys. Given that the forecast

increases in queues are small it is considered that this does not result in a severe impact and does not warrant a reason for refusal.

The applicant has assessed the operation of J16 of the M6 and also the Radway Green Road link to the junction. The capacity results indicate that J16 will be operating over capacity in the forecast year 2023 for the circulatory roundabout, the Radway Green Road arm has been shown to have a 3 or 4 vehicles in the queue. This has not been validated against current queue length surveys (as there are longer actual queues that form on Radway Green Road although this is normally a slow rolling queue). Improvements have been recently made to provide two approach lanes to the junction on Radway Green Road and this has reduced the extent of queues. Consideration has been given to providing additional mitigation measures to J16 to reduce the level of congestion at the junction and also on Radway Green Road. There is no scheme within current highway boundaries that has been identified that can improve the capacity of the junction and as such it is the level of impact of the development that needs to be considered. The applicant has provided traffic flow figures which indicate that the site will generate some 27 extra peak hour's trips to add the existing and committed flow of 713 vehicles on Radway Green road approach to the junction. The Head of Strategic Infrastructure has stated that he would wish avoid adding cumulatively to the traffic demand using J16 but would have to accept that the development traffic does not result in a severe impact on the road network.

The town centre junction at Crewe Road/Sandbach Road North has also been assessed and the results do show that the junction will be operating over capacity in 2023 with this development and committed development added. However, the increase in queue lengths is small (being 1 or 2 vehicles in both the AM and PM peaks). This development is considered to have a negligible impact on the operation of the junction.

The internal layout has been designed to an industrial standard to take account of HGV usage and there are two footways provided. The proposed layout is acceptable according to the Head of Strategic Infrastructure.

Accessibility

Providing safe and accessible walking and cycling routes to the site is important as this will help to reduce the traffic impact of the development. The site access includes a pedestrian refuge and a frontage footway is proposed that links to the nearby bus stop. However, there are no controlled crossing facilities on Crewe Road and no additional cycle links to the site have been provided.

Bus service 3 operates on Crewe Road and provides access to the site. There are bus stops located on each side of Crewe Road that are within walking distance of the site. The daytime frequency Mon –Fri is 2 services per hour and runs between Hanley and Crewe.

It is important that the accessibility of the site is good to reduce the traffic impact of the development and that measures are provided to link the development to the pedestrian/cycle network and public transport services. Although the development is providing some infrastructure to improve accessibility there are other improvements that can be provided in relation to pedestrian crossing facilities and bus infrastructure which can be made. As a result a contribution of £120,000 is required for these improvements.

Highways Conclusion

It is not considered that the development will result in a severe impact on the local highway network and is acceptable subject a financial contribution secured in S106 Agreement.

Amenity

The nearest properties to the application site are to the opposite side of Crewe Road including at the Persimmon site which is currently under construction.

In this case indicative site sections have been submitted as part of the application. These sections show the indicative levels for the proposed development together with the position of the landscaping/bund and the relationship to selected dwellings opposite the site.

Section A shows the relationship between Unit 1 and the dwelling at Holly Barn. The proposed Unit 1 (ridge height of 13.5m) would be sited 1.5m lower than the dwelling at Holly Barn and would have a separation distance of 27.4m.

Section B shows the relationship between Unit 3 and a dwelling on the Persimmon site. The proposed Unit 3 (ridge height of 13.5m) would be sited 1.8m lower than the selected dwelling on the Persimmon site and there would be a separation distance of approximately 101.4m.

Section C shows the relationship of Units 4 and 5 and the Plough Public House. The proposed Unit 5 (ridge height of 13.5m) would be sited 0.8m lower than the Plough and there would be a separation distance of approximately 40.6m.

Section D shows the relationship of Unit 2 and a dwelling on the persimmon site. The proposed Unit 2 (ridge height of 11.5m) would be approximately 0.9m lower than the selected dwelling on the Persimmon site and there would be a separation distance of approximately 43.7m

Other key properties not identified on the section plans are the apartments at The Point which are approximately 43m from Unit 5 and 259 Crewe Road which is approximately 77m from Unit 5.

It is considered that the separation distances and the provision of landscape strip which in parts would include a bund and would be a minimum of 10m in width is on balance considered to be an acceptable solution which would ensure that residential amenity is protected.

Noise

The applicant has submitted a noise assessment in support of the application. The impact of the noise from the proposed development on existing residential properties has been assessed.

The applicant has stated that the proposed development would operate for 24 hours a day. In relation to this issue the submitted noise assessment concludes the noise impacts from the resultant HGV deliveries based on the proposed layout are predicted to insignificant. This is due to the distance, attenuation and mitigation inherent in the design, comprising screening afforded by the proposed buildings, many of which lie between the noise sensitive receptors and the HGV loading bays and car park facilities.

The noise generated due to changes in road traffic volumes and type as a result of the proposed development is also predicted to be insignificant.

The main concern in terms of noise is from the fixed mechanical plant. Providing that such plant meets fixed plant noise limits and that the positioning of the plant is carefully considered then any impacts could be adequately controlled as part of a planning condition.

On this basis the Environmental Health Officer has raised no objections subject to the imposition of a planning condition in relation to the siting and specification of any fixed mechanical plant.

It should be noted that the submitted noise assessment is based on an old layout plan for the development. It is likely that the conclusions and recommendations will still apply to the current layout but for completeness an updated noise assessment has been requested.

Disturbance during the Construction Phase of the Development

In order to protect residential amenity during the construction phase of the development a Construction management Plan will be secured as part of a planning condition.

Air Quality

Policy SE12 of the Local Plan 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 181 of the NPPF and the Government's Air Quality Strategy.

This is an outline proposal for the development up to 19,695sqm of employment floor space. Air quality impacts have been considered within the air quality assessment submitted in support of the application. The report considers whether the development would result in increased exposure to airborne pollutants, particularly as a result of additional traffic and changes to traffic flows. The assessment uses the DMRB screening tool to model NO₂, PM₁₀ and PM_{2.5} impacts from additional traffic associated with this development and the cumulative impact of committed development within the area.

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

- 2016 – model verification
- 2023 Opening Year - without development
- 2023 Opening Year – with development

The assessment concludes that the impact of the future development on the chosen twelve receptors will be '*not significant*' with regards to both NO₂ and PM₁₀ concentrations, with none of the receptors experiencing greater than a 1% increase relative to the Air Quality Assessment Level.

That being said there is a need for the Local Planning Authority to consider the cumulative impact of a large number of developments in a particular area. In particular, the impact of transport related emissions on Local Air Quality.

Poor air quality is detrimental to the health and wellbeing of the public and also has a negative impact on the quality of life for sensitive individuals. It is therefore considered appropriate that

mitigation should be sought in the form of direct measures to reduce the adverse air quality impact. Mitigation measures have been proposed by the developer, as a result of the development being scoped with this office prior to the submission of the outline application. These are in the form of a Travel Plan and a suitable number of electric vehicle charging points per unit. On this basis the Environmental Health Officer has no objection to this proposed development.

Lighting

A condition will be imposed to secure details of any external lighting. This will ensure that any lighting does not detract from the character of the area, residential amenity, or biodiversity.

Contaminated Land

A Phase I Preliminary Risk Assessment and a Phase II ground investigation (comprising a contaminated land risk assessment and a factual report) have been submitted in support of the planning application. The Phase I PRA was reasonable and identified most of the potential contaminant linkages for the site.

The Phase II Assessment sought to further explore and assess the identified contaminant linkages. The intrusive investigation positions have been generally well distributed across the site. However the Environmental Health Officer has queried a number of aspects of the Phase II Assessment and has suggested that a condition is imposed in relation to an updated Phase II Ground Investigation, submission of a verification report, details of any soil imported onto the site and further mitigation if any contaminated land not previously identified is found on the site.

Design

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

The application is in outline form with the matters of the access and layout to be considered at this stage. Within the application and this report there is reference to indicative matters which have been submitted in relation to the scale (including height of the development), landscaping and appearance. It should be noted that all 3 of these matters will be determined at a later date as part of any reserved Matters applications.

As part of this application concerns have been raised over the layout of the development in terms of the footprint of the units and the siting in proximity to Crewe Road/the residential properties opposite (other concerns were raised over the effectiveness of the landscape buffer and the height of the scheme – as stated above these issues are not for determination as part of this application). In response to these concerns the layout has been revised and the larger unit has been subdivided and set back from Crewe Road, with an increase in the landscape width together with further information (see landscape section below), whilst the maximum height of the proposed buildings have been reduced on the indicative plans from 16m to 13.5m.

On balance it is now considered that the submitted details are acceptable and would comply with Policies SE.1 and LPS25. The detailed design and scale of the development will be considered at a later date.

Archaeology

In accordance with LPS 25 the application is supported by a Historic Environment Desk-Based Assessment which was produced in consultation with the Cheshire Archaeology Planning Advisory Service (APAS). The advice given by APAS is that any flood works required within the development will be considered for a targeted programme of archaeological mitigation (watching brief), which will concentrate on the construction of any flood works which are likely to affect alluvial deposits around the stream. This will provide an opportunity to observe and record any archaeological deposits and sample any suitable deposits in the alluvium for palaeo-environmental assessment and, if appropriate, further analysis. This work will be secured as a condition of planning consent'.

Therefore the Councils Archaeologist has confirmed that it would not be reasonable to object to the development on archaeological grounds, and it is advised that if planning permission is granted for this or any other similar scheme, the site should be subject to a programme of archaeological mitigation. The work may be secured by the imposition of a planning condition.

Landscape

A Landscape and Visual Impact Assessment has been submitted as part of the application, this indicates that it has been based on the Guidelines for Landscape and Visual Impact Assessment, third edition (GLVIA3). The application site comprises three fields bound to the north by Crewe Road to the north and residential development, to the south the railway line and south of this Radway Green Business Park.

The assessment identifies the National Landscape Character, NCA61: Shropshire, Cheshire and Staffordshire Plain in this case, and the regional landscape character, which is the Lower Farms and Woods Character Area and specifically LFW7: Barthomley. The assessment also offers a more local landscape character analysis of the site and surrounding study area.

This landscape has no designations and that there is no public access across the site. The landscape assessment identifies that it is of medium sensitivity and that during construction there would be a minor magnitude of change and a minor adverse significance of effect, and that this would remain upon completion. The visual assessment identifies 8 viewpoints and offers an assessment of the significance of effects during construction and at completion. This identifies a major magnitude of change and moderate significance of effect for pedestrians, road users and residents of Holly Tress Hotel at viewpoint 1 (Crewe Road); and a major magnitude of effect and major adverse significance of effect for viewpoint 2 (residents along Crewe Road); the remaining viewpoints have lesser magnitudes of effect and significance of effect.

The Councils Landscape Architect has stated that he would broadly agree with the landscape and visual assessments that have been submitted. The Councils Landscape Architect stated that the landscape proposals along the brook and southern part of the site are acceptable, but the visual assessment identifies that there will be significant visual effects for residents of properties located along Crewe Road and slightly lesser visual effects for the Holly Trees Hotel and users of Crewe Road.

It is acknowledged that there are some limitations due to the location of the overhead power line. However this is localised and a well designed landscape strategy and plan along the northern boundary could very easily reduce the visual effects after a period of completion.

As a result of these concerns the landscape parameters plan was amended to move the proposed units further south to create a greater landscape buffer, the provision of mounding along the northern boundary with Crewe Road, revised planting to the mound and additional landscaping details (native hedgerow transplants 60-90cm high to be maintained at 1.5-2 metres and trees to be extra heavy standards at approximately 5-6m in height at planting with an ultimate height of 15m plus. Extra heavy standard trees at 9m centres and punctuated with Silver Birch and Rowan (ultimate height 15m plus and 10m).

The illustrative masterplan identifies that the development will include an approximately 10m wide strip for mounded landscaping. The revised details are now considered to be an acceptable solution in the view of the Councils Landscape Architect.

Trees/Hedegrows

The site is agricultural land south of Crewe Road. There is substantial tree cover on and adjacent to the site, mainly associated with the Valley Brook which runs through the site. The submission includes an Arboricultural Impact Assessment (AIA) which records a survey of 51 individual trees, 18 groups of trees and four hedges.

As an outline application with access and layout to be determined, arboricultural impacts of development of the site need to be assessed for these aspects.

On the basis of the Proposed Illustrative Masterplan the AIA identifies the loss of a hedgerow (H1 approx. 130 metres in length which runs at right angles to Crewe Road) and a group of 2 Oak trees (G1 adjacent to H1). The two Oak trees in G1 are reported to be in relatively poor condition as a result of past unsympathetic pruning to obtain clearance from an overhead electricity line. One of the trees has a fractured stem. Both specimens are deemed to have a short safe life expectancy.

Indicative landscape proposals show new tree planting across the site and in the AIA recommendations are made in respect of respecting root protection areas and construction exclusion zones, tree protective fencing and the future provision of services.

The provision of the point of access point from Crewe Road as proposed should have no arboricultural implications.

In addition to impacts identified in the AIA, it appears that the internal access route would encroach very close to the root protection area of a mature Willow tree (T20). Whilst existing and proposed levels plans have been provided for the whole site at 1:2000 scale, it is difficult to establish the finer detail in relation to retained trees. Unfortunately, the sections provided do not show the closest pinch points in relation to trees along the watercourse corridor and do not appear to show proposed surface water attenuation proposals between the development and the corridor. It appears that the RPA of Willow tree (T20) may be impacted by ground works. In this case it should be noted that the tree is afforded Grade C (Low Quality and Value) in the survey and has

less than 10 years anticipated safe life expectancy. Conditions could be attached to secure the long term management and retention of existing tree cover and new tree planting.

Hedgerow Regulations 1997

Where proposed development is likely to result in the loss of existing agricultural hedgerows which are more than 30 years old, a Hedgerow Removal Notice would be normally required under the Hedgerow Regulations 1997. Therefore, for completeness in the assessment and determination of a planning application, where hedge loss is involved it is considered the hedge should be assessed against all the criteria in the Hedgerow Regulations 1997 in order to ascertain if it qualifies as 'Important'. The Regulations require assessment on various criteria including ecological and historic value. Should any hedgerows be found to be 'Important' under any of the criteria in the Regulations, this would be a significant material consideration in the determination of the application. Hedgerows are also a habitat subject of a Biodiversity Action Plan.

The applicants have now provided a historic assessment of the mature hedgerow proposed for removal as part of the development. The findings of the assessment indicate that the hedgerow qualifies as 'Important' under the criteria in the Regulations on the basis that it marks a boundary which forms part of a field pattern predating the Enclosure Act of 1845.

The impact on an 'Important' hedge is a material consideration as referred to in the justification to Policy SE5 of the CELPS. This issue is not considered to be determinative given the allocation of the site under Policy LPS 25 and replacement planting will be secured through the imposition of a planning condition.

Ecology

Statutory Designated Sites

Policy LPS 25 states that it will only be developed where it can be demonstrated that there is no adverse impact upon the Midland Meres and Mosses Phase 2 Ramsar and Oakhanger Moss SSSI (particularly in relation to changes in water levels and quality and recreational pressures). This should include a Habitat Regulations Assessment of the direct impacts of the development on the features of special interest.

Natural England has been consulted on this application and they have advised that in terms of the Midland Meres & Mosses Phase 2 Ramsar that they have no objection to the proposed development. In terms of the Oakhanger Moss SSSI Natural England consider that the development will not damage or destroy the interest features for which the site has been notified and that no objection is raised.

As a result of the comments from Natural England the proposed development is not likely to have an adverse impact upon the features for which the site was designated and so an Appropriate Assessment under the Habitat Regulations is not required.

Under regulation 61 of the Habitat Regulations the Council is required to undertake an 'Assessment of Likely Significant effects'. This assessment has been undertaken and is available to view on the application file. This assessment concludes that the proposal is not likely to have a

significant effect on a European protected site wither alone or in combination with other plans or projects.

Great Crested Newts

This protected species is unlikely to be present on site or affected by the proposed development.

Other Protected Species

Other Protected Species have been recorded as occasionally being active on site. The Councils Ecologist has advised that the proposed development is not likely to have an impact upon this species. A suggested condition requires an updated survey to be submitted in support of any future reserved matters application.

Water Voles and Otter

No conclusive evidence of these species was recorded on site, although there remains the possibility that otter may occur at this site on an occasional basis and there also remains a low risk that water vole may occur on site.

As the site does not provide any opportunities likely to be used as otter as places for shelter/protection and the development is required to provide an undeveloped buffer adjacent to the stream. The Councils Ecologist advises that the development of this site is unlikely to result in an offence under the Habitat Regulations in respect of otters or have a major impact on water vole. Any reserved matters application at this site should be supported by an updated survey for these species in case the status of these species on site changes.

Hedgerows

Hedgerows are a priority habitat and hence a material consideration. The proposed development is likely to result in the loss of a significant length of hedgerow with a co-responding loss of biodiversity. If outline planning consent is granted it must be ensured that a substantial length of compensatory planting is provided to address this loss.

Trees with bat roost potential

A number of trees have been identified on site as having potential to support roosting bats. Two such trees are likely to be removed as part of the proposed development. No evidence of roosting bats was observed at these trees during the submitted surveys and consequently there is no indication that roosting bats would be affected by the proposed development. In the event that planning permission is granted a condition should be attached to avoid any impacts on foraging and commuting bats in terms of external lighting.

Reptiles

Reptiles are known to occur in this broad locality of this site. However the application site supports limited opportunities for this species group. The Councils Ecologist advises that the low level potential impacts of the proposed development can be mitigated by the implementation of Reasonable Avoidance Measures as recommended by the submitted ecological assessment.

Furthermore the habitat creation measures for this site could potentially lead to enhancement of the available habitat for this species group.

Barn owls

Barn owls are known to occur in this locality. Following the receipt of additional information the Councils Ecologist has confirmed that roosting/nesting Barn Owls are unlikely to be affected by this development.

Ecological Mitigation and enhancement condition

If planning permission is granted a condition could be imposed to enhance the biodiversity value of the proposed development.

Energy Efficient Development

Policy SE 9 (Energy Efficient Development) of the CELPS sets out that;

“non-residential development over 1,000 square metres will be expected to secure at least 10 per cent of its predicted energy requirements from decentralised and renewable or low carbon sources, unless the applicant can clearly demonstrate that having regard to the type of development and its design, this is not feasible or viable.”

It is considered reasonable to impose a condition on any planning approval for the submission of energy saving requirements in line with the above.

Flood Risk/Drainage

The application site is located largely within Flood Zone 1 (low probability of flooding) although an area of land either side of the existing watercourse is located within Flood Zone's 2 (medium probability of flooding) and 3 (high probability of flooding). The built form of the proposed development (the warehouses, service yard and car parking) would all be located outside the 1:100 +30% climate change revised flood zone.

In this case the Environment Agency has stated that the development will meet the requirements of the NPPF if the mitigation measures identified within the Flood Risk Assessment (FRA) are implemented. The proposed mitigation measures are as follows;

- Provision of compensatory flood storage to be provided, to mitigate for the loss of floodplain due to infilling works on the proposed development.
- Finished floor levels of proposed buildings are to be set at the relevant 100 years plus climate change fluvial flood level, plus a 600mm freeboard allowance.
- Levels of proposed access roads, parking areas etc. are to be set at the relevant 100 years plus climate change fluvial flood level, plus a 300mm freeboard allowance.

The Councils Flood Risk Manager and United utilities have also been consulted as part of this application and have raised no objection to the proposed development subject to the imposition on planning conditions. As a result the development is considered to be acceptable in terms of its drainage and flood risk implications.

Proximity to a Licensed Explosive Facility

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

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

In the case of these proposals the materials, design and scale of the buildings are reserved matters and not to be determined at this time, therefore a refusal on these grounds could not be sustained.

The applicant should engage in discussions with HSE to ensure that the reserved matters application proposes buildings that would be acceptable in this context.

Ground Levels

The application includes some information in relation to the existing and proposed land levels and whilst it appears that these would respect the existing levels on the site it is difficult to conclude given the scale of the submitted plan. Detailed proposals and cross-sections will be required and these will be secured as part of a condition to require details to be submitted as part of each Reserved Matters application.

CIL Compliance

In order to comply with the Community Infrastructure Regulations 2010 it is necessary for planning applications with planning obligations 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 development would result in increased public transport and there is a need to improve the non-motorised connectivity to this site. In order to increase capacity and public transport facilities as well

as pedestrian crossing connectivity which would support the proposed development, a contribution towards public transport/pedestrian crossing connectivity provision is required. This is considered to be necessary and fair and reasonable in relation to the development and would comply with the requirements of LPS 25.

CONCLUSION

The principle of development is considered to be acceptable and the site is allocated for employment development under LPS 25 of the CELPS

The development will not have a detrimental impact upon residential amenity (including for future occupants of the approved development to the north).

The impact upon air quality has been assessed as part of this application and subject to the imposition of planning conditions the development would comply with Policy SE 12.

Details of the proposed landscaping would be secured at the reserved matters stage and a condition will be imposed to secure the details along the northern boundary as part of the first Reserved Matters application. The proposed development is considered to comply with the requirements of Policies SE 4 and SE 5.

With regard to ecological impacts, the development would not impact upon the Midland Meres and Mosses Phase 2 Ramsar and Oakhanger Moss SSSI or protected species/biodiversity (subject to the imposition of planning conditions. The development complies with the requirements of policies LPS 25 and SE 3.

The development would not have significant drainage/flood risk implications and complies with Policy SE 13.

The development is acceptable in terms of its impact upon trees on this site and replacement planting will be secured. This development will comply with Policy SE 5.

On balance it is considered that the proposed development demonstrates that an acceptable design solution can be secured in accordance with Policy SE 1. However this is a Reserved Matter and the final judgement will be made at that stage.

The impact in terms of the proximity to the licensed explosive facility the matter will be dealt with at the reserved matters stage.

The proposed access point is acceptable and the traffic impact as part of this development has already been accepted together with contributions for off-site highway works. This is in accordance with policies LPS 25 and CO 1.

The development of the site would provide a number of economic benefits in terms of job creation and during the construction phase of the development.

RECOMMENDATION:

That the application be approved subject to referral to the Secretary of State, subject to the completion of a Section 106 Agreement securing the following planning obligations:

S106	Amount	Triggers
Bus Infrastructure/Pedestrian Crossing Connectivity	£120,000	50% prior to commencement and 50% prior to first occupation.

And the following conditions;

1. Standard Outline 1
2. Standard Outline 2
3. Standard Outline 3
4. Approved Plans
5. The first reserved Matters application to include structural mounded landscaping along the entire northern boundary of the site (minimum 10m wide)
6. External Lighting details to be submitted and approved prior to installation
7. Contaminated Land and updated Phase II Ground Investigation and Risk Assessment to be submitted and approved.
8. A Verification Report to be submitted and agreed
9. Details of any soil imported onto the site to be submitted
10. If contamination not previously discovered is found then works shall stop and further mitigation shall be submitted and approved.
11. Travel Plan to be submitted and agreed
12. Each Reserved Matters application shall include details of Electric Vehicle Infrastructure to serve each unit
13. Construction Management Plan to be submitted and agreed
14. Each Reserved Matters application shall include details of how each unit will secure at least 10 per cent of its predicted energy requirements from decentralised and renewable or low carbon sources
15. Each Reserved Matters application to include an updated assessment for Badgers, Kingfisher, Otters and Water Vole
16. The Reserved Matters applications shall include replacement hedgerow planting to replace the hedgerows lost and additional tree planting
17. Compliance with the Reasonable Avoidance Measures contained within the submitted Ecological Assessment
18. Any future reserved matters application to be supported by a strategy for the incorporation of features to enhance the biodiversity value of the proposed development.
19. Each Reserved Matters application to include a scheme for the long term retention and management of the existing tree cover
20. Each Reserved matters application to include an Arboricultural Impact Assessment
21. Each Reserved matters application to include Tree Protection Details
22. Each Reserved Matters application to include comprehensive details of all proposed service routes and drainage with routes to be outside the root protection areas of retained trees.

- 23. Each Reserved Matters application to include details of existing and proposed levels and cross sections**
- 24. Prior to the first occupation of each unit details of the location and specification of fixed mechanical plant to be submitted and approved.**
- 25. The development shall be carried out in accordance with the FRA**
- 26. Scheme for the provision and management of an 8m buffer along Valley Brook**
- 27. Detailed design strategy for surface water drainage to be submitted and approved**

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

If the application is subject to an appeal approval is given to enter into a S106 Agreement with the following Heads of Terms;

S106	Amount	Triggers
Bus Infrastructure/Pedestrian Crossing Connectivity	£120,000	50% prior to commencement and 50% prior to first occupation.

