

Application No: 13/2035N

Location: Land at the former Wardle Airfield, Wardle, Nantwich, Cheshire

Proposal: Outline Planning Application Including Means of Access for Employment Development Comprising Light Industry, General Industrial and Storage and Distribution Uses (B1(C)/B2/B8 Use Classes) on Land at the Former Wardle Airfield, Cheshire -

ADDITIONAL INFORMATION: PLEASE SEE ADDENDUM TO THE ENVIRONMENTAL STATEMENT.

Applicant: PHILLIP POSNETT, HAUGHTON ESTATE

Expiry Date: 09-Sep-2013

SUMMARY RECOMMENDATION

Approve with conditions

MAIN ISSUES

Impact of the development on:-

- **Principal of the development**
- **Highway implications**
- **Sustainability of the site**
- **Amenity**
- **Design**
- **Landscape**
- **Trees and Hedgerows**
- **Ecology**
- **Flood Risk & Drainage**
- **Impact upon Listed Buildings and the Heritage of the Site**
- **Archaeology**
- **The impact upon the Public Right of Way**
- **The impact upon the Hazardous Installation**

REASON FOR REFERRAL

This application has been referred to the Strategic Planning Board as it is a major strategic development that includes an Environmental Impact Assessment.

1. DESCRIPTION OF SITE AND CONTEXT

The application site extends to 65 hectares and is located to the south-west of the A51 at Wardle. To the south of the site is Green Lane which includes a number of industrial units and to the north-east is the North West Farmers complex. The site was once a former airfield known as RAF Calveley and consists of an area of relatively flat land which is now in agricultural use.

The site is peppered with trees, hedgerows. To the east of the site is the Shropshire Union Canal which runs alongside the A51 before crossing under the road to the north of the proposed access. The Canal is designated as a Site of Biological Importance (SBI).

There are small areas of woodland beyond the northern boundary of the site, to the north-west corner of the site and straddling the western boundary of the site.

There is a number of PROW in the vicinity of the site including PROW which cross the centre of the site.

The site includes a number of dilapidated structures which were associated with the former airfield use of the site. These structures are mainly located to the centre and the south-west corner of the site

2. DETAILS OF PROPOSAL

This is an outline application with access to be determined at this stage and all other matters reserved. The proposed development would comprise:

- Up to 46.1 hectares of B1(c)/B2/B8 employment/industrial use (gross floor area of up to 135,000sq.m). The following indicative ratios are proposed 40% B1 (c) light industry, 20% B2 general industry and 40% B8 storage and distribution.
- Approximately 15.6 hectares of open space, comprising:
 - 5.2 hectares of grazed grassland;
 - 2.3 hectares of rough grassland;
 - 2.5 hectares of amenity landscape;
 - 5.6 hectares of retained agricultural fields including proposed attenuation basin

The application includes a scale parameters plan and this indicates that the height of the development would vary from a maximum height of up to 7 metres to a maximum height of up to 18 metres. As a general rule the height parameters would be at their lowest closest to the A51 and would rise as you enter into the site with the tallest buildings sited adjacent to the existing NWF complex.

The proposed development would be accessed via a roundabout on the A51 (Nantwich Road). This roundabout would be to the south of the point where the Shropshire Union Canal crosses under the A51.

In this case the application is accompanied by an Environmental Statement.

3. RELEVANT HISTORY

ENQ/1172/12 – Scoping letter

4. POLICIES

National Planning Policy

The National Planning Policy Framework

Local Plan policy

BE.1 – Amenity
BE.2 – Design Standards
BE.3 – Access and Parking
BE.4 – Drainage, Utilities and Resources
BE.5 – Infrastructure
BE.6 – Development on Potentially Contaminated Land
BE.16 – Development and Archaeology
NE.2 – Open Countryside
NE.5 – Nature Conservation and Habitats
NE.7 – Sites of National Importance for Nature Conservation
NE.8 – Sites of Local Importance for Nature Conservation
NE.9 – Protected Species
NE.11 – River and Canal Corridors
NE.12 – Agricultural Land Quality
NE.17 – Pollution Control
NE.20 – Flood Prevention
NE.21 – New Development and Landfill Sites
E.6 – Employment Development in the Open Countryside
TRAN.3 – Pedestrians
TRAN.9 – Car Parking Standards
TRAN.5 – Provision for Cyclists
RT.9 – Footpaths and Bridleways

Other Considerations

‘All Change for Crewe’

‘Planning for Growth’

‘Presumption in Favour of Economic Development’

The EC Habitats Directive 1992

Conservation of Habitats & Species Regulations 2010

Circular 6/2005 - Biodiversity and Geological Conservation - Statutory Obligations and Their Impact within the Planning System

Circular 02/99: Environmental Impact Assessment

Town and Country Planning (Environmental Impact Assessment) Regulations 2011

5. CONSULTATIONS (External to Planning)

English Heritage: Do not consider that it is necessary to notify English Heritage.

Environment Agency: No objection in principle to the proposed development, however we would like to make the following comments.

Whilst the Flood Risk Assessment (FRA) and Drainage Strategy attempt to address the previous comments there are still have concerns regarding the feasibility of the surface water drainage strategy. In particular, if surface water is to be disposed of via watercourse any outfall

from the on-site network will need to cross neighbouring (potentially third party) land. Furthermore the *Outline Surface Strategy Plan* suggests that it may be difficult to drain surface water runoff from the eastern section of the site by gravity to Rookery Brook. If infiltration within this area is proven to not be possible then site reprofiling / land raising may well be required.

Recognising the above the proposed development will only be acceptable if the following planning conditions are imposed:

- A scheme to limit surface water run-off
- A scheme to manage the risk of overland flow

An informative should be attached to any decision notice.

Natural England:

Statutory nature conservation sites – no objection

Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes.

Protected species

Great Crested Newts

From the information available to Natural England considers:

- That there are suitable habitats on, or in the vicinity of the application site for Great Crested Newts
- Confirms that a detailed Great Crested Newt survey has been carried out at the right time of year using recognised techniques. However all ponds within 500m of the site boundary have not been surveyed.

Natural England advises that further clarification on the presence of Great Crested Newts and any potential impacts this application may have upon them, is required in accordance with the Great Crested Newt mitigation guidelines. Specifically, Natural England recommends the following information is provided before determination of the application:

- Request clarity on the reason why not all ponds within 500m of the development site have been surveyed.
- Request clarity on why a HSI score hasn't been undertaken on all the ponds within 500m of the development site.

Bats

It is noted that a survey for European Protected Species has been undertaken in support of this proposal. Natural England does not object to the proposed development. The proposed development would be unlikely to affect bats.

Other Protected Species

Natural England have not assessed the survey for badgers, barn owls and breeding birds, water voles, white-clawed crayfish or widespread reptiles. These are all species protected by domestic

legislation and you should use the Natural England protected species standing advice to assess the adequacy of any surveys, the impacts that may result and the appropriateness of any mitigation measures.

Green Infrastructure

The proposed development is within an area that Natural England considers could benefit from enhanced green infrastructure (GI) provision. Multi-functional green infrastructure can perform a range of functions including improved flood risk management, provision of accessible green space, climate change adaptation and biodiversity enhancement. Natural England would encourage the incorporation of GI into this development.

Local wildlife sites

If the proposal site is on or adjacent to a local wildlife site, eg Site of Nature Conservation Importance (SNCI) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local wildlife site, and the importance of this in relation to development plan policies, before it determines the application.

Biodiversity enhancements

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the National Planning Policy Framework. Additionally, Natural England would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006) which states that *'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'*. Section 40(3) of the same Act also states that *'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'*.

Landscape enhancements

This application may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green space provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider new development and ensure that it makes a positive contribution in terms of design, form and location, to the character and functions of the landscape and avoids any unacceptable impacts.

United Utilities: No objection providing that the following conditions are met:

- The site is served via its own wastewater treatment facility without recourse to the public sewerage system

The developer has not specified the volume of water they require to enable UU to network model the additional demand, therefore more detailed information regarding flow rates is required to enable UU to ascertain if the existing network will support the development without the need for reinforcement.

PROW: The development has the potential to affect Public Footpaths Wardle Nos. 12, 14 and 3, as recorded on the Definitive Map of Public Rights of Way.

The PROW Unit expects that the Planning department will ensure that any planning conditions concerning the right of way are fully complied with. In addition, advisory notes should be added to the planning consent.

Canal and Rivers Trust: The Transport Assessment acknowledges that the towpath of the Shropshire Union Canal will provide the main sustainable transport route between the site and the surrounding villages. In order to enable the use of this route by pedestrians and cyclists, the applicant states that the towpath will be upgraded between the site and Barbridge to the south. In addition, the applicant proposes the provision of a ramped access to the towpath from the A51 on the north-west side of Wardle Farm Bridge.

The Canal & River Trust is in agreement with these works being carried out, and is satisfied that this requirement meets the statutory requirement of the CIL Regulations 2010 for planning obligations to be necessary to make development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development.

Should the developer wish to carry out the works, the detailed specification should be agreed with the Trust and the works carried out in accordance with the Canal & River Trust Code of Practice. Alternatively, the works could be delivered by the Trust's contractor through the payment of a financial contribution. The cost of upgrading the 1.3km length of towpath between Wardle Farm Bridge 102 (A51) and Bremilow's Bridge 100 (Stoke Hall Lane), the provision of ramped access at Bridge 102 and also improvements to the towpath access at Bridges 100 and 101, has been estimated at £252,500. The Trust requests that the contribution is required to be paid prior to the occupation of the first phase of development, so that the towpath works can be completed at an early stage and employees are encouraged to use this option to travel to work from the outset.

The National Planning Policy Framework states at paragraph 58 that development should "*respond to local character and history, and reflect the identity of local surroundings*". The Shropshire Union Canal corridor is clearly a significant feature of the locality and adjacent to the site is predominantly rural in character.

The Trust is aware that the masterplan is purely illustrative at this stage, although it provides an indication of the amount of development that will be accommodated on the site. With this in mind, the Trust is pleased to note that the masterplan shows the retention of a green buffer strip of approximately 50 metres in width between the canal and the proposed business units, along the majority of the site boundary. This land, which naturally rises from the canal edge, will provide some degree of visual and noise screening for users of the canal, with appropriate additional structure planting.

The Trust is, however, concerned that the two proposed units adjacent to the proposed A51 roundabout are located significantly closer to the canal and will therefore have a much greater

impact, both in terms of views from the canal and potentially noise disturbance. The Trust therefore requests that these units are re-sited further from the canal edge. The unit closest to the roundabout would be particularly intrusive and its removal from the scheme would allow for a significantly improved entrance to the site, in addition to protecting the amenity of canal users. The Canal & River Trust would therefore request that the masterplan is revised at this stage in respect of these units, and that further details are provided of the proposed structure planting adjacent to the canal.

It is noted that the developer is considering the option of discharging surface water from the site to the Shropshire Union Canal. If the Council is minded to grant planning permission, it is also requested that an informative is attached to the decision notice.

Cheshire Wildlife Trust: The Cheshire Wildlife Trust have the following comments:

Ecology and Nature Conservation

The survey work carried out by Tyler Grange and their subsequent impact assessments and recommendations for mitigation are largely acceptable (in the context of the Outline Application). The CWT look forward to the submission of detailed proposals for, among other things, the protection of breeding birds and badgers, the provision of boxes for barn owls and any other elements that will achieve biodiversity gains. The ecologists also propose that a Habitat Creation and Management Plan will be prepared and submitted for approval via a planning condition. We suggest that it will be important to secure proposals and funding for long-term monitoring and management as part of the approved HCMP.

Indicative Masterplan

Drawing PL1132.M101 Rev. J (Indicative Masterplan) is somewhat inconsistent with Figure 9.1 (Ecological Features Plan), which is based on TG's site surveys and therefore assumed to be accurate. In particular there are features on 9.1 which do not reappear on the Masterplan – for example, the watercourse running NE into the canal from the existing estate on Green Lane. The Masterplan does not key either 'existing woodland' or 'proposed woodland'. Much of the plantation woodland shown on the Masterplan along the SW boundary is already present (according to 9.1), although it is indicated as extending further to the SE along the boundary with the largest proposed new unit than shown on 9.1.

The benefits of the creation of 'approximately 1.7 hectares of new structure planting, including approximately 1,800m of species rich-hedgerow' are hard to assess accurately without knowing how wide the hedge is assumed to be. It would be helpful to know the net area of new structure planting excluding hedges.

New hedges outside the western boundary should be connected with one another and with existing plantations in order to maximise biodiversity gain.

Positions of mature trees shown on 9.1 have not been accurately transposed to the Masterplan. The CWT would expect to see all mature trees retained in what is generally a landscape of relatively poor visual quality.

The CWT would also expect the Masterplan, however 'indicative', to create a strong green infrastructure, connecting existing features and wildlife corridors across the site. For example, planting on the main spine road should be much more substantial, especially at its western end,

where there are opportunities for strong connections to be provided to open countryside. Formalised 'boulevard planting' may not be the appropriate approach in this rural context – instead the new Employment Area should ideally appear ultimately to have been 'dropped into' existing woodland/grassland, with as little urbanisation and intensive management as possible.

The buffer zone to the canal side SBI will require thoughtful, detailed planting and management proposals, in order to restore the grassland and provide maximum benefits for protected species such as water voles and hunting bats.

In general boundary planting should be substantial on all boundaries and serve to screen or reduce the bulk of the new buildings to external views from high ground to the west, local public footpaths and the A51 corridor.

Areas of 'proposed landscape' between new buildings, especially on the SE boundary, have little obvious function and would be better fully planted up to in order to add to the quantum of woodland and strengthen the definition of the site boundary.

Highways Agency: No objection

Strategic Highways Manager: The proposed access strategy is considered a safe and convenient one with the proposed site access having been the subject of a Road Safety Audit. It is considered that only minor design issues remain with the site access and that these can be dealt with at reserved matters stage.

Existing public transport linkages between Crewe and Chester serve the site well and the proposals to extend the hours of the service or improve frequency/capacity and to bring buses into the site are welcomed as an essential part of the overall transport access strategy for the site. The level of contribution agreed over a five-year period is £100,000.

The applicant proposes to upgrade the access to the canal towpath and the towpath itself, for a distance from the site to approximately 2km to the south. The improved towpath will benefit pedestrians and cyclists alike, although it is likely to be used for access to the site by only a few employees and only in good weather.

The proposed development will clearly have a traffic and environmental impact in villages along the A51. This is forecast to be a moderate adverse impact without any interventions in the villages. Although the development traffic will remain with the interventions in place (pedestrian crossing and speed calming measures), the proposed measures in the villages will assist with crossing and safety aspects and reduce severance impacts. The proposed improvements in the villages are costed at £189,185 with an additional contribution of £12,000 towards the promotion of the environmental weight limit on Calveley Hall Lane.

The proposed development would have a major adverse impact at the Burford Crossroads. The SHM has made it clear that the proposed junction improvement at this location is of key importance to allow this development to come forward; without such an improvement the traffic impact of the proposal is deemed to be unacceptable. If the contribution approach is adopted then the SHM would expect the applicant to pay a 24.5% contribution to the overall cost of the scheme ($0.245 \times \text{£}1,831,027\text{M} = \text{£}448,602$). The CEC improvements at the Alvaston and Peacock

roundabouts will be contributed to on the basis of 'worst' peak hour impact (Alvaston = £1,492,536 x 0.104 = £155,224 and Peacock = £652,355 x 0.068 = £44,360).

Although the impact at the Reaseheath roundabout is significant at 16.5% CEC does not have a proposed scheme or costing for this roundabout improvement in the infrastructure plan. However, as part of the NW Nantwich development, the A51 in this location will be realigned and the connections to and design of this roundabout will need to be altered. As a result, CEC considers it suitable to accept the contribution proposed by the applicant in this location, £28,500, as a contribution to works at this location should the NW Nantwich development and the proposed realignment of the A51 and Reaseheath roundabout layout not come forward.

The SHM has made representations regarding the protection of Acton village. The SHM considers that the proposal to improve the Burford Crossroads and take out the arm giving direct access to Acton, along with a suitable standard of link through the NW Nantwich development, provide a level of protection for the village against Wardle development traffic. The SHM also sought additional contribution to traffic management measures in Acton to further protect the village from future rises in traffic levels. We are advised by the Case Officer that he cannot support the case for such contributions on the basis of the anticipated minor level of traffic impact.

On the basis that the Applicant will provide and fully fund the towpath improvements along the canal and the public transport improvements, and makes the agreed contributions set out to the infrastructure requirements for this area; the SHM has no objection to this planning application subject to the following conditions:

1. The Applicant will provide a suitable layout for the site access, broadly in line with that submitted as drawing number SCP/12241/F01 Rev C, to the satisfaction of the SHM.
2. The Applicant will provide an improved footway/cycleway link alongside the canal towpath from the site to a point approximately 2km to the south.
3. Two additional footway/cycleway connections are to be provided in addition to that proposed at the site access giving direct access to the site from the A51 in order to provide good pedestrian/cyclist permeability at the site. Locations and layout to be agreed as part of reserved matters.
4. A suitable employment travel plan, with appropriate measures and targets, will be agreed to the satisfaction of the SHM prior to construction of the development.
5. The site layout for the development will make allowance for bus provision on the site; including up to two shelters and a turning area for buses.

Environmental Health: Wish to make the following comments:

Noise and vibration

The applicant has submitted a Baseline Noise and Vibration Assessment and the relevant chapter of the submitted EIA have been reviewed. Potential noise sources from the proposed development have been assessed and significant assessment criteria detailed in section 15.31. Existing noise sources from the industrial uses already there, and the affect on the proposed development will

also need to be considered in the report. Therefore in order to ensure that future occupants of the development / occupants of nearby sensitive properties do not suffer a substantial loss of amenity due to noise, the applicant is required to submit an acoustic assessment report to incorporate the above.

A further Noise Assessment will be required for the site detailing the design, location and installation of any fixed plant and the nature of the future commercial operations, including any necessary mitigation measures. The assessment will need to show that the specified rating noise levels and assessment criteria are achieved.

Any mitigation shown as part of the report must achieve the internal noise levels defined within the "good" standard within BS8233:1999.

Table 15.4 of the EIA highlights proposed noise limits for future commercial activities and plant. These proposed noise levels need to be maximum levels and the applicant should try and achieve levels below the specified limit.

Conditions have been suggested to secure an Environmental Management Plan, details of external lighting and hours of use.

Air Quality

The proposed development is of a relatively large scale and would generate a significant increase in road vehicles in the nearby area. The impact of these vehicles has been provided in the assessment and indicated that the vehicle emissions would not cause a significant increase in air quality levels in terms of public health nor impact upon any existing air quality management areas. However, given the proposed increase in vehicles, the remote location and limited public transport options there would be a contribution to incremental increases in air emissions. As a result the Environmental Health Officer would expect that green travel plan and electric vehicle capabilities should be conditioned as part of any planning permission.

The applicant was also asked to consider the impacts of bio-aerosols from the committed development on Green Lane for open windrow composting. The report concluded that there could be a 'slight adverse' impact on health in areas adjacent to the composting site. Whilst it is acknowledged that bio-aerosol concentrations usually decrease rapidly from the source there is still some uncertainty over the magnitude of the health impacts associated with exposure. Open composting sites also have the potential to cause odour, dust and noise impacts.

Planning permission and conditions to control impacts for the development of the composting site were agreed with consideration given to the lack of sensitive receptors that existed at the time. This development could effectively add sensitive receptors downwind from prevailing conditions and has the potential to cause a conflict in land uses that did not exist when planning permission for the composting site was granted. It is the opinion of the Environmental Health Officer that in order to reduce the potential health impacts and loss of amenity there should be controls on the design, type of use, location of openings / vents and exposure to occupants at any proposed units that would be located near to the composting site. Despite the planning permission for the composting site including a condition for a 3 metre barrier on the perimeter. The Environmental Health officer would advise that this permission is given on conditions that the applicant installs an

extended 3 metre barrier adjacent to the composting site to increase the level of mitigation from windblown particles and noise and protect the amenity of future employees.

Conditions relating to a green travel plan, electric vehicle infrastructure, no development within a 50 metre buffer of the committed composting site, details of a 3 metre acoustic barrier.

Contaminated Land

The Phase I contaminated land report recommends that a Phase II investigation is required to assess any actual/potential contamination risks at the site. This could be controlled by condition.

Ramblers Association: No comments received at the time of writing this report.

Archaeology: All of the proposed mitigation is summarised in Table 10.9 in Chapter 10 of the EIA and it is recommended that the necessary work, which will also require the production of a report, may be secured by condition. It is advised that the approach is appropriate and a condition should be attached to any approval.

Cheshire West and Chester Council: Cheshire West & Chester Council are satisfied that the Wardle developments traffic impact on the highways within the West Cheshire area as not to be significant, therefore no mitigation is expected.

Health and Safety Executive: The HSE will not be able to provide advice on planning application 13/2035N until they have completed the assessment of the risks associated with the hazardous substances consent application submitted for the adjacent site (13/3231/N). That assessment will enable HSE to produce a 3-zone consultation distance map which can then be used to determine whether or not the proposed employment development at Wardle Airfield would be compatible with the presence of the quantity of hazardous substances which would be permitted elsewhere on the site, should that application be granted.

The HSE would therefore strongly recommend that Cheshire East Council consider both applications at the same time, as HSE's advice on one application may have a bearing on the other. If the applications prove to be mutually incompatible, HSE may also be able to offer further advice or suggest conditions which may allow both to proceed.

Cheshire Fire and Rescue: Access and facilities for the fire service should be in accordance with the guidance given in the approved Document B supporting the Building Regulations 2000.

The applicant is advised to submit details of the water main installations in order that the fire hydrant requirements can be assessed.

Arson is an increasingly significant factor in fire losses and construction sites. Serious consideration should be given to the fire risk.

Consideration should be given to the design of the refuse storage areas to ensure that it can be maintained as a safe and secure area.

The Fire Authority recommends the fitting of sprinklers to reduce the fire impact.

Mid-Cheshire Footpath Society: The Mid-Cheshire Footpath Society has concerns with this application. Two footpaths run across this land which has been for at least the last 2 years abused by the landowner. There has been a deliberate attempt to reduce the value of the land by deliberately spreading household and industrial waste across the land. This has been reported by the Mid-Cheshire Footpath Society to the PROW officer and the Environmental Agency as cattle were still grazing on the land.

The land should be returned to its original state and all of the waste collected and disposed of correctly before any decision on change of use is considered.

Open Space Society: No comments received at the time of writing this report.

Ramblers Association: No comments received at the time of writing this report.

6. VIEWS OF THE PARISH COUNCIL

Acton Edleston & Henhull Parish Council: Make a general observation and draw the Strategic Planning Boards attention to the recent Core Strategy consultation:

- The PC considers this will impact on the local communities. Traffic impacts must be adequately assessed and planned for. This Parish Council considers the visual impact will create a very negative impact unless major screen planting is undertaken ahead of the development.
- Acton may well become more of a cut through than it is already with major employment sites such as those proposed. These types of employment are likely to involve deliveries by HGVs and we would like to request that consideration be given to HGV restrictions through the village of Acton. The PC would also want to see contributions to the village improvement scheme which will include traffic calming as well as to overall traffic schemes that reduce the flow of traffic through Acton, such as Burford traffic lights etc.
- A major development such as this should have a masterplan with commitment to advance planting. The PC note a green infrastructure plan is referred to but there is no detail.
- The Parish Council is very concerned about the increase in HGV traffic that will pass through the parishes; in particular, through the village of Acton and along Cuckoo Lane. The PC would like to see contributions to the following being negotiated through s106 and highways agreements:
 - Improvements to Burford (Bluestones) traffic lights
 - Acton village environmental improvements and traffic calming as audited by and submitted to Cheshire East Highways Department;
 - HGV limit restrictions through the village of Acton, including Monks Lane.
- The Parish Council would like to see a more detailed travel plan than currently provided to cover the following areas as we consider the potential for more jobs and hence more traffic than has been considered.
 - Improvements to A51 and A534 across a wider area than shown;
 - Cycleway connections to make green sustainable travel to work a safe and pleasant options;
 - Is there potential for a railway station stop near the site – as was proposed for the ecotown on this site?
 - Replacement overnight parking with facilities (already there are unofficial overnight parking places in the parishes which residents do not wish to see used more frequently and/or by more HGVs).

- The PC note a thorough landscape and visual assessment in the application. However the PC consider the applicant should have been asked to give more consideration to the visual impact of the approach to the market town of Nantwich. A viewpoint from the road would demonstrate the significant visual intrusion this development may make. The PC consider the landscape scheme to be inadequate and should include significantly more woodland planting both for screening and biodiversity reasons.
- The design of the buildings will have such a dramatic effect on the overall outcome of this development. The PC do not consider this should be left to chance. As this is an outline application and building design will be a reserved matter, the PC consider this should be strongly conditioned with a commitment to taking this to a design review panel. Some of the illustrative sheds are much more attractive than others. This Parish Council considers it is important to ensure a good design for the buildings.
- The PC question where the demand for the employment sites is coming from. Take-up over the past 10 or 20 years has not been that much and we are not sure what has changed to increase demand? The PC question the need given the commitment to the large areas at Basford. Does Wardle provide something different? The PC acknowledge that to be at its most competitive, the Borough needs the widest variety of sites to be available; but partially developed areas can be a blight on localities.

Alraham Parish Council: Object to the application on the following grounds:

- The A51 was an old coaching road and has never been designed or redesigned to take the traffic that it takes today. Some footpaths alongside the A51 are about 65 – 70m cm in width - mothers are unable to walk with a pram on these pavements.
- Concern over the comments of the Highways Agency which appear to relate to the M6 only.
- Do not consider that the HA was notified adequately that the application would impact their network at three points and thus the HA has not assessed the impact correctly.
- In Alraham we have an increase in a younger and more active population, many of which are pre or school age, walking to the school bus pick up points, accessing playing fields and friends' houses and one of the pubs within the village and the building of a new village hall starts soon to the south of the road.
- The implementation of the Alraham Road safety Improvement Plan will be funded by Cheshire East Council who will in turn ensure that appropriate funds are forthcoming from the Airport Developer.
- Alraham and its 400 plus residents should be worthy of more consideration and involvement than this submission has shown. We requested that everything be put on hold until adequacy, accuracy and consistency is achieved throughout. This has been ignored.
- Alraham PC requests that the operation of the site should be limited to 12 hours per day from 7.00 hrs to 19.00 hrs.
- It is good practice to make a planning decision for such a significant development, based on a traffic impact assessment which is still inconsistent or incomplete and lacks clarity.
- The traffic impact situation already faced by Alraham residents and community as a whole must not be allowed to continue unchanged and development cannot take place regardless of its impact.
- Alraham PC has stated that "more of the same" is not acceptable without proper mitigation in place to protect or even enhance our residents health and safety and the environment in which they live.
- In a spirit of partnership, Alraham PC have requested the chance to discuss these issues with the developer, council and other interested parties to help further the proposal and be in a position to support a more considered planning application.

- Alpraham PC has not seen a full and adequate risk assessment for a project of this size and nature.
- The developer has notably and totally ignored the Village of Alpraham and all its residents

Calveley Parish Council: The residents of Calveley recognise the need to provide employment and facilities and are not fundamentally opposed to this type of development. However, they and the Parish Council are extremely concerned that the entire infrastructure needed to support this type of development are prepared, planned and implemented alongside the development so that there is no detriment to the environment, the facilities and the advantages of the locale. The residents of Calveley Parish, and the Parish Council, are, therefore, concerned that there is no movement from Cheshire East or the developer on the subjects of:

- A51 – traffic flow, direction, safety
- Development use designation
- Building style, layout, design and positioning

The residents and the Parish Council believe that the strategic planning board should undertake a site visit of the villages so that the members can have first-hand experience of the issues that will be experienced.

The A51 is a strategic road from the M6 to the A55 to North Wales and the ferry ports for Ireland, Chester, Wirral and Liverpool.

The road was de-trunked by the Highways Agency in 2001 but remains a very busy route and is often used in preference to M56 by both private vehicles and HGVs. This is because it is a reliable, consistent and has much shorter journey than the M56. In the early 1990s (more than 20 years ago) the local residents joined with other concerned members of the public living alongside and/or close to the A51, and formed CABAC (the Calveley and Alpraham Bypass Action Committee), as a pressure group. This group was supported by the then Parish Councils of Calveley, Alpraham, and Tiverton – located east of Tarporley – and Dutton and Clotton – located west of Tarporley.

This committee was pretty successful and with the support of our local MP, Gwyneth Dunwoody, managed to gain the inclusion of a bypass in the roads white paper published that year. However, at a later date in a cost cutting exercise, the provision was removed overnight!

However the Highways Agency recognised, 20 years ago, that a bypass was needed and that was when the traffic was 25% less than the present day.

The Mouchel report, commissioned jointly by Cheshire East and Cheshire West and Chester, and published in 2009 with an additional later update, highlighted many concerns and issues associated with the A51 at various points along its length through the two new Council areas. The particular problems of the A51 in the areas of Calveley and this proposed development include the high (and growing) HGV use, the high number of collisions and their severity, the collision clustering and the close proximity of housing to the A51 particularly in the villages of Calveley and Alpraham.

The other key issue that the proposal offers is a new access to the site from a new roundabout located in a perverse location half way between two other roads accessing the A51. The logical position for this access point is to combine with Green Lane and allow the increased industrial

traffic to be kept together. The mitigation proposals against an even further increase in traffic as a result of this proposed development seem grossly inadequate. This is particularly relevant when balanced against the inconvenience, safety, and quality of life and health considerations being inflicted on the residents in Calveley.

Calveley PC feel it is necessary for Cheshire East to develop a new Local Transport strategic plan. This road will become busier as a corridor to North Wales with the proposed increase in investment in business, employment and “Growth Point” sites in the Chester area and Wales.

Ideally, a bypass remains THE solution but at much financial cost. The A51 could be deemed a “no through transit” route for HGVs, as many roads through villages on the continent are. This would require active policing by cameras, using similar technology to the average speed cameras on the motorways.

The current development plan shows this development to be, primarily, a storage and warehousing based facility. And the traffic flows are all assumed to be from the facility towards the M6. This brings two issues that need consideration:

- If all the traffic is to and from the M6 why would companies drive 15 miles away from their key transportation link to store, shuffle and re-store, when they could do this with less mileage accumulation.

This type of development has very limited needs in terms of the skill range and employment numbers as it is “low employment density”.

Calveley PC want to see a much greater range of uses being encouraged in this development. Whilst not wishing a “technology park”, the need to encourage a wider range of employment opportunities with a diverse range of skills, experience and social backgrounds would bring benefits to the area.

One of the outstanding features of the area that is proposed for this development is the open aspect visible from the A51. It is fully recognised that this is a feature of “surprise and delight” when travelling along the roads or canals of south Cheshire. And it is not a preservation need, requirement or expectation. However, this does not mean that it should be “ridden rough shod over” if alternatives are achievable!

By the use of some careful and clever architectural input it is surely possible that the nature of the benefits mentioned could be maintained. The application and proposals seen to date, have all provided the impression that the quickest and cheapest solution is to be implemented and installed with little or no consideration for the benefits that currently exist.

Calveley PC believe that a little consultation and flexibility now by both the strategic planning group and the developer will both ease the passage into reality and the long term aspect, desirability and even the viability of the facility.

Haughton Parish Council: The vote was in favour of the application.

Spurstow Parish Council: No objection

Stoke and Hurleston Parish Council: Objects to the application on the following grounds:

Whilst the Parish Council welcomes the opportunities for employment in the rural area, concern has been expressed on the effect that the proposals will have on the local road system, which consists of the A51 Chester Road and narrow country lanes as a result of the anticipated number of people to be employed on the site. On weekdays the A51 is very congested at most times during the day, particularly at peak times. It is felt that the number of employees' vehicles going to and from the site will severely exacerbate the problems, as will no doubt the anticipated high number of heavy goods vehicles going to and leaving the site. The additional information states that the Arriva Bus Company has agreed to run buses into the site. This will reduce the number of employees having to use their cars. However, Arriva cut its evening services last winter and there is always the possibility of further cuts in the future.

Wardle Parish Council: No comments received

Worleston and District Parish Council: No comments received

7. OTHER REPRESENTATIONS

Letters of objection have been received from 90 Local households raising the following points:

Principal of Development

- The development is too large
- Offices and start up units should be included
- The benefits and disadvantages should be considered
- Short term benefits
- The employment development will not benefit local people
- The previous eco-town scheme was withdrawn
- There are plenty of empty employment units in Crewe
- The location is isolated and not sustainable
- No provision of B1 start up units
- Lack of business case
- Blight for surrounding properties
- The former airfield is of historical importance and should be retained

Design issues

- Visual impact of the development
- The old control tower should be retained
- Size/height/appearance of the units

Highways

- Increased traffic congestion
- Increased traffic will have a detrimental impact upon the villages of Calveley, Alraham and Wardle
- Concern over traffic generation assumptions
- Concern over traffic travelling to the site from the north
- The changes carried out to the existing roundabout are minor and do not address the safety concerns
- The site should be accessed via Green Lane
- An independent assessment of the roundabout strongly recommends further consideration to the access with Calveley Hall Lane

- Concern over people using Calveley Hall Lane as a rat run from Winsford
- Potential highways conflicts at Calveley Primary School
- A 20mph speed limit should be introduced on Calveley Hall Lane
- There needs to be consideration of the timescale of the mitigation
- There are errors in the submitted TA
- There is a need for an additional crossing on the A51
- There is conflict issues at the roundabout
- Increased traffic
- Pedestrian safety
- Vehicles already speed through the villages
- Highway safety
- The traffic plan is inadequate
- There should be a more in-depth assessment of traffic impact
- Lack of pedestrian crossings in the village
- Lack of pedestrian crossing points in the villages
- Highway capacity issues
- The bus service is inadequate
- Impact upon roundabouts around Crewe and Nantwich
- The proposed access is dangerous
- The A51 was not designed for this level of traffic
- The existing road surfaces are poor
- The mitigation will not compensate for this development
- Lack of passing places along Calveley Hall Lane
- Increased HGV movements through small villages
- Impact upon country lanes within the vicinity of the site
- The impact of the development will be severe
- The development would have 3300 parking spaces
- The generalised nature of the application means that the highways impacts will be worse
- Calveley and Alraham need a bypass
- Traffic is regularly diverted along side roads when there is an access on the A51
- Narrow pavements along the A51
- The A51 effectively divides villages along the A51
- Local residents are afraid to walk along the A51
- There have been a number of fatal accidents on the A51
- There should be no overtaking along the A51
- Draught caused by HGV's
- Improving traffic flows at some junctions will cause traffic congestion elsewhere
- Increased traffic will make it harder for residents to leave their driveways on the A51
- Impact caused by construction traffic

Amenity

- Increased pollution – air quality
- Detrimental impact upon village life in Calveley and Alraham
- Increased vibration
- Impact upon living conditions
- There needs to be an assessment of air pollution along the A51
- Noise pollution
- Drainage problems in the area
- Light pollution

- Health impact
- Impact upon the users of the Shropshire Union Canal
- Loss of views

Green issues

- Landscape impact
- Destruction of the environment

Other issues

- The applicant has not met with local residents despite requests
- Increased crime
- Cattle were buried on the site during the BSE crisis
- Impact upon property value
- Loss of agricultural land
- Lack of pre-app consultation
- Lack of consultation
- Archaeological potential on the site

A petition signed by 218 local residents has been received objecting to the scheme.

A letter of no objection has been received from one local business raising the following points:

- No objection providing that road works are limited between 14th March – 31st October

Letters of support have been received from 7 local businesses and residents raising the following points:

- In support of the application
- Looking to expand onto the application site
- Could move out of the area if the development is not approved
- Would like to expand locally
- The development will employ a mix of professional, technical, skilled and semi-skilled jobs
- The development will help to support substantial infrastructure improvements in the area
- The development will be a catalyst for employment development
- Would provide local employment opportunities for young people
- Reduction in green house gases
- The number of access points along the A51 could be reduced
- Cycle lanes along the A51 should be considered
- Possible junction improvements at the Burford crossroads
- The road should be strengthened
- There should be HGV parking on the site
- There is a significant shortage of industrial land within Cheshire East
- The site is accessible and will bring infrastructure improvements
- The development will provide employment opportunities for future residents on north-west Nantwich
- Interested in expanding onto the application site

8. APPLICANT'S SUPPORTING INFORMATION

To support this application the application includes the following documents:

- Environmental Statement;
- Design and Access Statement;
- Supporting Planning Statement;
- Property Market Report;
- Statement of Community Involvement.

These documents are available to view on the application file.

9. OFFICER APPRAISAL

Principal of Development

National Planning Policy

The proposed development should be considered against the NPPF. This document identifies that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

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

- *an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;*
- *a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and*
- *an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.*

The National Planning Policy includes a strong presumption in favour of economic growth in support of this application with Paragraph 19 stating that:

'The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth'

Paragraph 20 of the NPPF then goes onto state that:

'To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century'

And at paragraph 21 the NPPF states that Local Planning Authorities should:

'set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth'

On the contrary to this the site is located within the open countryside and the one of the core principles of the NPPF identifies that planning should recognise:

'the intrinsic character and beauty of the countryside and supporting thriving rural communities within it'

Specifically, in relation to the rural economy the NPPF identifies that planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. To promote a strong rural economy, local and neighbourhood plans should:

'support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings'

In this case, the proposed employment development has considerable support within the NPPF. According to the NPPF the economic benefits of this development need to be balanced against the impact upon the open countryside.

Local Plan Policy

The relevant policies relating to the principle of development, as contained within the Borough of Crewe and Nantwich Replacement Local Plan, are Policies NE.2 (Open Countryside) and E.6 (Employment Development in the Open Countryside).

Policy NE.2 identifies that the open countryside should be protected for its own sake and that development should be kept to a minimum in order to protect its character and amenity. The policy states that:

'within the open countryside only development which is essential for the purposes of agriculture, forestry, outdoor recreation, essential works undertaken by public service authorities or statutory undertakers, or for other uses appropriate to a rural area will be permitted'

The proposed development would be clearly contrary to Policy NE.2.

Policy E.6 specifically relates to employment development within the open countryside and states employment development in the open countryside will be:

'restricted to appropriate small industries, commercial business enterprises, including small scale business developments and the development of small scale workshop units within or adjacent to existing farm buildings or other existing employment areas'

In this case the proposed development cannot be considered to be small and it would be contrary to Policy E.6.

Emerging Policy

In this case the site is identified within the emerging Cheshire East Development Strategy (CEDS). Policy CS1 of the CEDS states that:

‘Provision will be made for a minimum of 300ha of land for business, general industrial and storage and distribution uses over the period 2010 to 2030, to support growth of the local economy’

Paragraph 5.61 of the CEDS states that:

‘An employment improvement area has been identified at Wardle as having future potential for expansion and consolidation of existing and new employers, to provide employment opportunities’

Specifically in relation to employment development at Wardle, the CEDS identifies a 3 phase delivery of employment land at Wardle to provide: Phase 1 – 22 hectares, Phase 2 – 9 hectares and Wardle Potential Future Phase – 21 hectares. In relation to the Wardle Employment Improvement Area the CEDS states that:

- 1. Proposals to enhance the appearance, access and landscape character of the area will be supported.*
- 2. Intensification of employment and ancillary uses within the area, of an appropriate scale, design and character.*

In this case the proposed development would provide 46.1 hectares of employment land which is below the figure of 52 hectares identified in the 3 phase delivery of employment land at this site.

Therefore it is clear that there is significant support for employment development on this site within the CEDS. This is given further support in the emerging Policy EG1 of the Cheshire East Policy Principles document which states that:

‘Proposals for employment development (Use Classes B1, B2 or B8) will be supported in principle within the Principal Towns, Key Service Centres and Local Service Centres as well as on employment land allocated in the Development Plan’

Employment Need

In support of this application the applicant has submitted a Property Market Report which has been produced by Lambert Smith Hampton. The key findings of this report are as follows:

- In addition to the land at Wardle Airfield, Cheshire East’s Overall Development Strategy identifies a number of other strategic sites across Cheshire East. The Basford East and West sites in Crewe have been allocated for a number of years and are now proposed for mixed use development including residential.

- Cheshire East Council has identified a number of other strategic employment sites as part of its emerging Local Plan. However, the Wardle site will complement rather than directly compete with these other locations. The sites at Basford East and West in Crewe, for example, offer more of a strategic distribution location whilst Wardle will offer a manufacturing and local distribution base and cater for indigenous occupiers seeking to expand and agricultural related businesses.
- A recent Employment Land Review for East Cheshire, undertaken by Arup, identified that between 277.78 hectares and 323.71 hectares of employment land could be required up to 2030. This equates to 13.23 hectares to 15.41 hectares per annum. It went on to identify a potential shortfall of employment land of between 5.40 hectares and 51.33 hectares over the plan period. Nantwich was specifically identified as an area of potential shortfall. Critically these proposals can help to meet that shortfall.
- With such close proximity to the strategic motorway network, Cheshire East is popular as an employment location. Despite difficult economic conditions nationally over recent years, take-up of industrial space in Cheshire East has remained relatively healthy in 2012 with an increase of 45% from the previous year. Crewe has been the focus of market activity, accounting for over 40% of all deals and 81% of all floorspace taken up in 2012. There is now a need for additional employment space in the market.
- There is a paucity of available land for employment development in the western part of Cheshire East particularly in and around the Nantwich area, with the exception of the Basford East and West sites in Crewe. These have been longstanding employment allocations which have now been broadened to mixed use opportunities as a way of delivering their development. Given the prominence and market attractiveness of those sites, it is anticipated they will fulfil a separate role to Wardle.
- The Wardle site is well related to Nantwich and the strategic road network would be ideally suited to take advantage of the shortage of employment land in the area. It also benefits from an attractive rural setting, a highly skilled local workforce, an established employment base with successful companies already on site and existing market interest.
- A strong demand for the right offer is anticipated, in particular for the expansion and consolidation of existing and new businesses. As well as traditional B1c, B2 and B8 employment uses, demand from roadside uses such as showrooms or trade counters associated with the agricultural sector is anticipated.
- The masterplan prepared for the Wardle site demonstrates a development capacity of 135,000sq.m over an area of 62 hectares. It incorporates substantial green infrastructure in recognition of the need to retain the attractiveness of the surrounding countryside. The masterplan provides for a mix of large and small units enabling the site to successfully deal with different types and sizes of property requirements.
- It is considered that there will be demand for uptake of the entire masterplan area over the plan period. This area equates to all three phases identified in the emerging Local Plan. Therefore there is a need for all three phases to be included within the employment allocation for the current plan period.

- Incorporating all three phases within the employment allocation will facilitate the delivery of the site by enabling a single planning application to be made, allow a more comprehensive approach to the delivery of infrastructure and development, allow a more effective marketing strategy to be adopted and, consequently, make the site more attractive to the developer and occupier markets.

In this case, these findings are accepted and the need for employment development is supported within the emerging policy and Cheshire East Development Strategy.

Conclusion

In this case the principle of the proposed development would be contrary to the Policies contained within the Borough of Crewe and Nantwich Replacement Local Plan. However, there is significant support within the NPPF and through the emerging policy where the site is identified as a strategic site for employment development. It is therefore considered that the principle of the development is acceptable.

Highway Implications

Policy issues

The test contained within the NPPF is that:

'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'

Policy BE.3 (Access and Parking) states that proposals for new development will be permitted provided a number of criteria are met including; they provide safe pedestrian access, and safe vehicular access and egress arrangements should be provided.

Policy TRAN.1 (Public Transport) states that proposals for major new development will be permitted provided that they are in locations that can be well served by public transport. It adds that the Council will negotiate with developers in order to secure commuted payments towards providing or improving public transport, pedestrian or cycle access to a development and reducing parking.

Policy TRAN.3 (Pedestrians) states that proposals for new development will only be permitted where appropriate provision is made for pedestrians and where appropriate the Council will seek contributions for *'improving an existing footpath where it is relevant to the development proposed'*.

Policy TRAN.5 (Provision for Cyclists) states that major new development will be expected to include cycle parking and where appropriate cycle routes which can form safe links between town centre's, employment areas, and housing areas.

Policy TRAN.9 (Car Parking Standards) this policy gives details of parking standards which the Council would expect on new development. In this case the issue of car parking standards would be dealt with at the reserved matters stage.

Access

The proposed development would be accessed through the construction of a new three arm roundabout on the A51 to the south of the existing canal bridge and the junction with Calveley Hall Lane. The revised design has been subject to a road safety audit and the issues raised by the audit can be easily rectified with only minor changes (signing/lining) to the proposed design.

The traffic modeling indicates that this access has sufficient capacity to deal with the traffic flows at a suitable future year, including the traffic from the proposed development.

As the site is large, it is necessary to secure an emergency access point and this would be taken from Green Lane to the south of the site.

Impact upon the villages

The villages of Wardle, Barbridge, Calveley and Alraham all lie along the A51 which is a strategic highways network linking Crewe and Nantwich with Chester, Ellesmere Port and North Wales.

The A51 currently carries a significant level of traffic; with peak hour levels of 1073 vehicles in the AM peak hour and 1065 vehicles in the PM peak hour. Of these 9.7% are HGVs in the AM peak hour and 7.7% are HGVs in the PM peak hour.

The Transport Assessment submitted as part of this current application indicates that the proposed development will add 737 vehicles to the network in the AM peak hour and 567 vehicles in the PM peak hour.

The issues raised by local residents and parishes along the A51 include issues such as additional HGV traffic, severance, fear/intimidation, safety, noise and air quality. It is accepted that these issues are already in existence and are common in villages which lie along the strategic highways network.

In order to address these issues, a number of remedial measures have been agreed on top of existing measures proposed by CEC as part of the route management strategy. The measures would be secured as part of a S106 contribution and are as follows:

Alraham and Calveley:

- Improved gateway features to southern entry to villages
- Matrix signs
- Controlled pedestrian crossing
- Weight restriction TRO and signage along Calveley Hall Lane/Long Lane - £12,000

Wardle and Barbridge

- Matrix signs
- Controlled pedestrian crossings

It is considered that the above measures which have been costed at £189,185 would provide a sufficient mitigation to the villages along the A51 and would mitigate the impact.

Burford Crossroads - A51/A534

This junction currently operates beyond its practical capacity during the peak hours of operation. The future year traffic modeling incorporating the traffic associated with the proposed development shows that the junction will be under extreme pressure. The submitted TA acknowledges that the development will have a 'major adverse' impact at this junction without mitigation measures.

CEC have been considering options for improvements to this junction and has reached the conclusion that the CEC scheme for a revised layout for the junction will bring capacity improvements and can form an important part of traffic management in the locality. The scheme would also discourage vehicles using the A51 route to/from Nantwich and through Acton village.

CEC has produced a costed scheme and this has been provided to the applicant. The cost of the junction works is £1,831,027 and the applicant has indicated a percentage traffic impact against background flows of 24.5%. The applicant has agreed to contribute 24.5% of the total of the junction improvement works which would be £448,602.

Alvaston Roundabout – A51/A530

The proposed development is anticipated to generate an additional level of traffic at this junction to the extent that there will be a worst peak hour traffic impact of 10.4%. This junction is already operating beyond capacity and the submitted TA indicates that this development would be a 'major adverse' impact at this junction without mitigation measures.

Therefore it is necessary to secure mitigation against the traffic impact at this junction. CEC has produced a costed scheme and the cost of the junction works is £1,492,536 and the applicant has indicated a percentage traffic impact against background flows of 10.4%. The applicant has agreed to contribute 10.4% of the total of the junction improvement works which would be £155,224.

Peacock Roundabout – A51/Crewe Road/A534

The proposed development is anticipated to generate an additional level of traffic at this junction to the extent that there will be a 6.8% traffic impact on base levels. This junction is already operating beyond capacity and the submitted TA indicates that this development would be a 'moderate adverse' impact at this junction without mitigation measures.

Therefore it is necessary to secure mitigation against the traffic impact at this junction. CEC has produced a costed scheme and the cost of the junction works is £652,355 and the applicant has indicated a percentage traffic impact against background flows of 6.8%. The applicant has agreed to contribute 6.8% of the total of the junction improvement works which would be £44,360.

Reaseheath Roundabout – A51/Barony Road/Main Road

The proposed development is anticipated to generate an additional level of traffic at this junction to the extent that there will be a 16.5% traffic impact on base levels. This junction is already operating beyond capacity and the submitted TA indicates that this development would be a 'moderate adverse' impact at this junction without mitigation measures.

Given that the junction is operating beyond its practical capacity at existing traffic levels there would generally be a requirement to mitigate against this traffic impact. The applicant's suggested approach is a minor improvement scheme at this location and to contribute via S106 on that basis, at a trigger of 45,000sqm of development if the NW Nantwich development is not approved/does not come forward and the roundabout has been not improved by that development. The sum agreed for the contribution is £28,500.

Cheerbrook Roundabout – A51 Newcastle Road/Cheerbrook Road/A500

This junction is predicted to operate within capacity at the agreed future assessment year. Therefore, no mitigation is required.

Acton Village/Windmill Junction

There has been a suggestion that a contribution should be provided to the Windmill Junction and a scheme of improvements within the village of Acton.

In relation to the Windmill junction, the proposed development would result in a maximum increase of just 28 two-way vehicles in the AM peak hour and when applying HGV proportions to these flows this would equate to a total of 4 HGV's passing through this junction during the peak hour. The impact upon Acton would be very similar.

Given the low number of vehicles it is considered that the proposed development would not have a material impact upon Acton Village or the Windmill Junction in terms of operation and safety. A contribution to these junctions will not be CIL compliant and cannot be secured as part of this development.

It should also be noted that the junction improvements at Burford would discourage vehicles using the A51 route to/from Nantwich and through Acton village.

Parking

The details of parking would be agreed at the Reserved Matters stage, but the numbers referred to within the submitted TA appear appropriate.

Conclusion

The proposed access to the site has been subject to a road safety audit and subject to minor changes it is considered be acceptable.

The proposed development would have an adverse impact upon the existing villages along the A51 and a number of junctions in the area. A number of schemes of mitigation would be required to mitigate this development and these would be secured as part of a S106 Agreement. The mitigation measures are summarised within the table below and it is considered that with these measures in place the development would comply with the requirements of the Local Plan Policies and the NPPF.

Item	Delivery Mechanism	Contribution (if appropriate)	Phasing / Timing of Contribution
1. Improvements to the canal towpath between the site and Barbridge in the south. A description of the agreed works are provided in the Canal and River Trust's (C&RT) email dated 9th April 2013.	Planning Condition	N/A - whilst these works are to be delivered by the applicant, the C&RT have estimated the works to be in region of £252,500	Floor space trigger of 30,000 sq. m which equates to approximately 20% of the total site.
2. The applicant will provide a Travel Plan which will secure public transport improvements and a monitoring mechanism to address future employment user shift patterns and for the implementation of an extension to bus service to serve the site for a period of 5 years.	Section 106 Agreement	£20,000 per annum for 5 year period - £100,000 in total	
3. Villages of Alpraham and Calveley i) Improved gateway features on southern entry to villages ii) 2 x matrix signs iii) Controlled pedestrian crossing iv) Introduction of weight restriction TRO and Signage along Calveley Hall Lane	Section 106 Agreement	£115,222 (includes £12,000 for Calveley Hall Lane weight restriction TRO and signage)	Floor space trigger of 35,000 sq. m (broadly commensurate with a 5% traffic impact through the villages)
4. Villages of Wardle and Barbridge i) 2 x matrix signs ii) Controlled pedestrian crossing	Section 106 Agreement	£85,963	Floor space trigger of 20,000 sq. m (broadly commensurate with a 5% traffic impact through the villages)
5. Reaseheath Roundabout - improvement scheme as shown on Drawing Number SCP/12241/F05 Rev A.	Section 106 Agreement	£28,500	Floor space trigger of 45,000 sq. m (broadly commensurate with a 5% traffic impact at the junction) and only provided in the circumstance where improvements to the roundabout are not delivered through the NW Nantwich residential development
6. Alvaston Roundabout - contribution towards the Council's improvement scheme	Section 106 Agreement	£155,224	Floor space trigger of 65,000 sq. m (broadly commensurate with a 5% traffic impact at the junction)
7. Peacock Roundabout - contribution towards the Council's improvement scheme	Section 106 Agreement	£44,360	Floor space trigger of 65,000 sq. m (broadly commensurate with a 5% traffic impact at the junction)
8. Burford Crossroad Junction - contribution towards the Council's improvement scheme.	Section 106 Agreement	£448,602	Floor space trigger of 35,000 sq. m (broadly commensurate with a 5% traffic impact at the junction)
9. Relocation of Layby's on A51	Planning Condition / Section 278 Agreement - Highway Act 1980	N/A	Prior to occupation of first phase of development - undertaken as part of site access works
Total Highways / Accessibility S106 Obligations		£977,287	

Sustainability of the Site

The site is in a rural location and there are subsequent questions over whether the site is sustainably located in relation to the built up areas within Cheshire East where the employees would be expected to travel to the site.

However in this case there is a mix of existing business uses within this location and the development there will be the same distances for the existing employment areas to Crewe and Nantwich from the application site.

In order to improve accessibility to the site, the development will be supported by an appropriate travel plan (as required by the Development Strategy). There will also be a contribution of £20,000 per annum for a period of 5 years (£100,000 in total) towards extending the existing bus service along the A51 so that it diverts within the site and the hours are extended to include shift working. Finally, the development will be subject to a condition towards improving the surface of the canal towpath from the site to Barbridge so that it would provide an option for workers to travel by foot/cycle to Nantwich.

On balance, with the above measures in place, it is considered that the development is acceptable.

Amenity

Noise

The potential noise sources from the proposed development have been assessed within the Environmental Statement. Existing noise sources from the industrial uses already occur on this site. Therefore in order to ensure that occupants of nearby sensitive properties do not suffer a substantial loss of amenity due to noise, a further Noise Assessment will be required for the site detailing the design, location and installation of any fixed plant and the nature of the future commercial operations, including any necessary mitigation measures. The assessment will need to show that the specified rating noise levels and assessment criteria are achieved.

Any mitigation shown as part of the report must achieve the internal noise levels defined within the “good” standard within BS8233:1999.

Table 15.4 contained within the ES (see below) highlights proposed noise limits for future commercial activities and plant. These proposed noise levels need to be maximum levels and the applicant should try and achieve levels below the specified limit. A condition would be used to secure the proposed rating noise levels which are of marginal significance above the existing background noise.

Receptor(s)	Background Noise Measurements, dB LA90		Proposed Rating Noise Level Limits, dB LA,rTr	
	Day	Night	Day ¹	Night ²
Green Lane Farm	51	33	56	35
Nos. 1-2 Bridge Lodge	51	39	56	39
Nos. 1-4 Green Lane	46	32	51	35
Wardle Hall	47	28	52	35
Chesham Lodge/Wardle Bank Cottage	39	36	44	36
Modle Cottage	46	36	51	36

Conditions will be attached in relation to hours of use and an environment management plan.

Air Quality

The proposed development is of a large scale and would generate an increase in road vehicles in the nearby area. The impact of these vehicles has been considered within the ES and it is

indicated that the vehicle emissions would not cause a significant increase in air quality levels in terms of public health nor impact upon any existing air quality management areas.

However, given the proposed increase in vehicles, the remote location and limited public transport options there would be a contribution to incremental increases in air emissions. As a result, a green travel plan and electric vehicle capabilities should be conditioned as part of any planning permission.

To the south of the application site is Nock Brookes Skip Hire which has planning permission for the change of use from industrial land to composting and waste storage under application 10/0276W. Although the composting has not been implemented parts of the consent under application 10/0276W has been implemented to keep the planning permission alive.

The Environmental Statement states that there could be a 'slight adverse' impact on health in areas adjacent to the composting site from bio-aerosols. Whilst it is acknowledged that bio-aerosol concentrations usually decrease rapidly from the source there is still some uncertainty over the magnitude of the health impacts associated with exposure. Open composting sites also have the potential to cause odour, dust and noise impacts.

This development could effectively add sensitive receptors downwind from prevailing conditions and has the potential to cause a conflict in land uses that did not exist when planning permission for the composting site was granted.

The Councils Environmental Health Officer has advised that, in order to reduce the potential health impacts and loss of amenity, there should be controls on the design, type of use, location of openings / vents and exposure to occupants at any proposed units that would be located near to the composting site.

Contaminated Land

The application site has a history of airfield works, potentially in filled ponds, commercial uses and is within 250m of a known landfill site.

The applicant has submitted a Phase I Preliminary Risk Assessment for contaminated land. The risks to the proposed development have been adequately assessed, and a Phase II site investigation is required for the site.

There are a number of potentially contaminated former land uses which require detailed further investigation. In addition to potential on-site sources, there is a significant off-site source – a former landfill. Therefore, the Environmental Health Officer will also require a robust gas risk assessment taking the on and off site sources into account.

The issues of contaminated land will be controlled through the use of a planning condition.

Design

The application is in outline form and the detailed design matters will be dealt with at the Reserved Matters stage. In support of this application, the applicant has submitted an indicative masterplan, a landscape parameters plan, a land use parameters plan and a scale parameters plan.

The indicative masterplan, landscape parameters plan and land use parameters plan show a Y-shaped access into the site with units sited to the north, south and west of the access. Grazed grassland and rough grassland would be located along the boundary to the canal and to the north of the site adjacent to Wardle Covert. Existing agricultural land would be retained to the west of the site as a buffer to the open countryside with surface water attenuation basins provided within this area of land. Finally, an 11m landscape buffer would be provided to screen the site to the NWF complex. It is considered that the details on these plans are acceptable.

The scale parameters plan which has been submitted with the application shows that the height of the buildings would vary from up to 7 metres in height closest to the A51 with buildings gradually rising up to 18 metres in height to the west of the site. These scale parameters are considered to be acceptable and the tallest buildings would be located adjacent to the tallest buildings on the NWF site, which are 15 metres in height.

Landscape

The application site is located to the north east of Wardle and covers land that is currently agricultural pasture land and woodland.

The site consists of a number of fields which include hedgerows and trees and two woodland blocks. There are also a number of derelict buildings and some infrastructure on the site, associated with its use as a WWII airfield.

There are a number of commercial developments adjacent to the application site, including the Wardle Green Industrial Estate, immediately south of the site. Immediately north of the site is North West Farmers (NWF) Agriculture, Countryside Farmers Store and Boughey Distribution. Some buildings associated with North West Farmers (NWF) Agriculture are in the region of 30m in height.

The A51 Nantwich Road borders the north east and eastern boundary of the site, in places alongside the Shropshire Union Canal, which is located between the A51 and the site boundary.

The Landscape Assessment correctly identifies the national, regional and local landscape character baseline landscape, and as the assessment identifies, the site lies within Landscape Type 7: East Lowland Plain, within the character type ELP1 Ravensmoor.

This is a predominantly flat area where the different patterns of enclosure strongly influence the character of the landscape. In this area, to the north of the character area the landscape is more open and expansive. It has larger fields and thin or low hedges with few trees, allowing extensive views across the plain as far as the sandstone Ridge. The character profile acknowledges the large structures and warehouses associated with the Wardle Estate.

Although the assessment identifies the character area East Lowland Plain (ELP 3) Cholmondeston as being immediately north of the application area, this is in fact at a distance to the north east. The site is bound to the immediate north by Landscape Type 5: Rolling farmland, specifically RF2 Oulton Character Area. This is a medium to large scale landscape with a relatively simple landform. This character area acts as an intermediate zone between the flat expanses of West lowland Plain and the East Lowland Plain.

It is accepted that the local landscape character as detailed in the assessment identifies the characteristics that the site and surrounding area displays. As part of the assessment the landscape quality and value has been assessed as four distinct areas;

- Area 1 the agricultural land surrounding the site – high quality and high medium value;
- Area 2 the western part of the application site, low in terms of landscape quality and of medium landscape value;
- Area 3 towards the centre of the application site, as being of low landscape quality and limited landscape value; and
- Area 4 as being of high landscape value and of medium value.

The assessment identifies the significance of impact on Open Countryside and Landscape Character, as well as SBIs, Conservation Areas, Listed Buildings and Sites of Special Scientific interest. For open countryside, the assessment indicates that there would be a moderate adverse impact, since there are already impacts from existing development and that the landscape proposals will limit the adverse impacts. However, this is an outline application and any landscape proposals are therefore purely illustrative. The development of a landscape Masterplan will need to relate closely to the landscape parameters plan (PL1132.PA.003), as depending on the final mitigation proposals, the significance of impact on Open Countryside could very easily be more adverse than indicated. The assessment does identify distinct areas of quality and value across the site, but provides an overall significance of impact on landscape character, as minor adverse.

As part of the visual assessment, this shows a number of viewpoint and photomontages. Also submitted as part of the assessment is a Zone of Visual Influence (ZVI), as well as an assessment based on 16 representative views. These were agreed with CEC. The Council's Landscape Architect would broadly agree with the assessment based on the viewpoints shown.

The illustrative Landscape Parameters Plan does appear to show that the majority of trees and hedges on the site will be retained; it will not be apparent exactly what will be retained until the detailed design process, but the development of the Masterplan will need to respect the existing landscape characteristics and retain and conserve the majority of the trees and hedgerows and woodlands across the site. Much of the proposed mitigation to the west of the site lies beyond the red site boundary. For effective mitigation from the wider agricultural area to the west and south west it is essential that this is retained, along with the other rough grazed areas, woodlands and ecological corridor along the northern boundary with the Shropshire Union canal.

Trees and Hedgerows

Trees

There are three woodland coverts in the vicinity. Wardle Covert lies to the north of the northern boundary and to the west there is a smaller woodland covert within the site with part of a third covert extending into the site. There are some boundary hedgerows with hedgerow trees, together with mid site hedgerows and belts of young trees.

The submitted tree report indicates that the majority of the tree stock can be classified as young in terms of age class, with a good mix of young-mature and mature trees also present, giving a fairly broad spread of ages across the site. Much of the older and more established stock was associated with the historic agricultural enclosure to the south and east of the Site. The younger

stock was associated with the internal shelterbelts and the boundary adjoining the Boughey Distribution complex. The majority of the trees are classified as category grading Grade B (Moderate Quality and Value) and C (Low Quality and Value) with 11% Grade A (High Quality and Value).

The report indicates recommendations have been made for the retention of Wardle Covert and the two other western woodland plantations with development offsets to ensure their protection from inappropriate working methods. The view is expressed that safeguarding of these trees will help to assimilate the new proposals into the existing context and enhance the visual containment of development.

The collective and screen value of several of the internal shelter belts, has been identified and the report suggests these should be used where possible to compartmentalise the development and reduce the requirement for new planting.

The principal implications of the development include:

- The loss of T1 (Category A – Oak) and T2 (Category B – Oak), as a result of direct conflict with the proposed construction of the highways access arrangement;
- The likely loss of T5 (Category B - Oak), as a result of a conflict with the proposed development footprint;
- The loss of a small section of G1 (Category B – Mixed Group) to allow for internal vehicular access connections;
- The loss of a small section of G4 (Category B – Mixed Group) as a result of a conflict with the proposed development footprint
- The loss of a small section of G5 (Category C – Mixed Group) to allow for internal vehicular access connections; and
- The likely loss of T21 (Category C – Oak), T22 (Category C – Oak) and T23 (Category B – Oak), as a result of a conflict with the proposed development footprint.

The report considers the extent of tree loss as being negligible overall, given the commitments being made to safeguard the majority of the existing tree stock and hedgerows, and suggestions put forward to offer a significant amount of additional planting across the site.

In association with a future detailed planning application and a fixed development layout, it is indicated that further Arboricultural Implications Assessment (AIA) and Arboricultural Method Statement (AMS) work will be undertaken to ensure that all remaining trees are safeguarded in accordance with the provisions in BS 5837:2012.

The Masterplan shows some existing trees would retained, given the low number of mature trees, it is disappointing that the proposed access would result in the loss of one mature Grade A Oak and one mature Grade B Oak. However it is accepted that the access to the site is constrained by the position of the Shropshire Union Canal.

At detailed design stage, every effort should be made to retain as many existing healthy trees as possible and to provide mitigation for losses. The tree survey has identified that development will need to be offset from existing trees to protect tree root protection areas. Sufficient separation would also be required to accommodate the future growth of existing and proposed trees and this will reduce the available area for built development.

To accommodate the scale of development proposed, and reduce the impact of the development from wider external view, in addition to the retention of existing mature and immature plantations, hedgerows and internal shelter belts, the site would benefit from the development of a more robust landscape structure with a greater amount of new planting and tree cover than indicated on the Illustrative Masterplan and Landscape parameters plan. The structure could be developed further to improve linkage of the site with the wider landscape and create wildlife corridors as well as providing screening and balancing the scale of buildings. A robust landscape structure using appropriate species will be key to the development of the site character.

It will also be important to secure the design, implementation and management of the structural landscape framework at an early stage to ensure that screening is achieved as effectively as possible and the future incremental development of the site takes place within a designed framework. This issue will be controlled through the use of planning conditions.

Hedgerows.

The addendum to the Environmental Statement indicates that hedgerows have now been assessed in accordance with the historic criteria of the Hedgerow Regulations 1997. It appears that several lengths of hedgerow to the east of the site are Important under the Regulations as they form part of a field pattern predating the Inclosure Acts.

The proposed development would result in the loss of sections of these hedges to accommodate the access and development plots. The Environmental Statement identifies that the development would have a 'minor adverse' impact.

The guidance to the Regulations indicates there is a presumption that Important Hedgerows should be retained and therefore the loss of important hedgerows is a material consideration. In this case it is considered that the amount of hedgerow lost would be minimal and that the loss is outweighed by the economic benefits of the development.

Ecology

The application site includes a number of habitats and has the potential to support a number of protected species.

Local Wildlife Sites

The proposed development is located adjacent to the Wardle Canal Banks Local Wildlife Site (LWS) (formally known as Sites of Biological Importance).

To safeguard the Local Wildlife Site (LWS) an undeveloped buffer zone has been provided between the development and the canal. To compliment the LWS the Councils Ecologist advises that the buffer zone should consist of a gradient of habitats ranging from open grassland to scattered scrub and shading of the canal and associated marginal emergent vegetation should be avoided. A condition would be attached to permission granted requiring details of the treatment of this buffer zone to be submitted.

Great Crested Newts

Whilst no Great Crested Newt surveys have been undertaken of the ponds to the north of Wardle Covert the Councils Ecologist is satisfied that the terrestrial habitat within this field offers negligible potential habitat for Great Crested Newts. Therefore provided the agreed 115m buffer zone is implemented (which means no development will take place within 200m of the nearest ponds) there would be no significant impacts on amphibians which may be associated with these ponds.

The 115m buffer is shown on the submitted Landscape parameters Plan as being retained as grazed grassland. The Councils Ecologist advises that whilst it would be appropriate to maintain this habitat as closely grazed grassland during the construction process to avoid any suitable features for Great Crested Newts being inadvertently created it is advised that this area of land provides significant opportunities for habitat creation.

Barn Owls

The presence of breeding barn owls within one of the buildings on site has been recorded. The submitted ES identifies the proposed development as having a permanent minor adverse impact upon barn owls in the absence of mitigation. In the view of the Councils Ecologist this is an underestimate of the impacts of the development. Cheshire still supports a relatively small number of breeding barn owls and so the proposed development should be considered to have a significant adverse impact upon this species in the absence of mitigation.

Outline mitigation proposals to address the potential impacts of the proposed development have been submitted with the application. The Councils Ecologist advises that whilst these proposals are in accordance with current best practice and are acceptable, should planning consent be granted, detailed mitigation/compensation proposals for the adverse impact of the proposed development on this species will be required. This can be done via the relevant reserved matters application.

Breeding and wintering Birds

The proposed development site supports a number of species of breeding birds. The assemblage of breeding birds includes a small number of breeding pairs of a Biodiversity Action Plan priority species which are a material consideration for planning. In addition a notable number of birds were present on site during the winter months. The site is considered to be of value in the local context for birds.

The Councils Ecologist advises that if appropriate habitat creation is completed as part of a detailed design for the project the potential impacts of the development upon birds will be at least partially mitigated. If planning consent is granted conditions are required to address the potential adverse impacts of the proposed development upon breeding birds.

Hedgerows

Hedgerows are a Biodiversity Action Plan priority habitat and hence a material consideration. The submitted ecological assessment states that 700m of hedgerow will be lost as a result of the proposed development however 1,800m of species rich hedgerow is proposed to mitigate this impact.

Other Protected Species

Several setts have been recorded in the locality of the proposed development. One of these setts will be lost as a result of the proposals. Provided this sett is closed under a Natural England license prior to the commencement of works there is unlikely to be a significant impact on this species.

As the initial badger survey was completed some time ago an updated survey was undertaken and submitted as part of the addendum to the ES. This shows that the level of activity on the site has not changed significantly.

Brown Hare

No significant adverse impact anticipated on this Local Biodiversity Action Plan priority species.

Mitigation and compensation

The outline planning application includes proposals for 1ha of habitat creation adjacent to canal and 2 ha of species rich grassland on the western boundary of the site. As the application is outline only, it is advised that these proposals be secured by means of requirement that any future reserved matters application be supported by a Habitat Creation and Management Plan.

Flood Risk/Drainage

In this case the application site is located within Flood Zone 1, as identified by the Environment Agency Flood Maps. This defines the site as having less than 1 in 1000 years annual probability of flooding in any 1 year.

The submitted Flood Risk Assessment identifies that the primary flood risk is from an increase in surface water runoff rates and volumes resulting from the development.

The application includes two options of a surface water management strategy to control surface water outflows.

The first incorporates a series of infiltration basins designed to dissipate surface water runoff generated by the proposed development into the ground.

The second option incorporates attenuation of surface water flows via a lined detention basin. Flow leaving the basin will be directed to Rookery Brook with discharge rates controlled to match Greenfield runoff rates generated by the existing site up to and including the 1 in 100 year plus climate change event.

In terms of secondary sources of flood risk (fluvial, artificial water bodies, overland flow and ponding) there is a low risk of flooding.

The Environment Agency has considered the revised Flood Risk Assessment and has raised no objection subject to the imposition of planning conditions.

Impact upon Listed Buildings and the Heritage of the site

The application site does have some heritage interest given its previous use as a WWII Airfield. However the existing buildings are derelict and in a poor state of repair and are not Listed. Furthermore it is not considered that the structures warrant Listing. Therefore the loss of these building is considered to be acceptable.

A condition will be attached to ensure that the plaque or artwork is installed on this site to note the historical role of the site as a former airfield.

There are a number of Listed Buildings within the vicinity of the application site (at Wardle Bridge Farm and Wardle Pinfold). However given the separation distances involved and the level of screening it is not considered that the development would have a harmful impact upon the setting of these Listed Buildings.

Archaeology

The EIA concludes that the main interest of the site lies in the remains of the Second World War airfield, with particular reference to the surviving structures scattered around the site including the control tower, 'seagull' trenches, and various other buildings. Whilst the structures interest is acknowledged, it is concluded that in view of their current condition and lack of statutory designation preservation *in situ* would not be practicable or justifiable. Instead, it is advised that any structures which are to be lost as part of the development should be subject to an appropriate level of recording prior to destruction. It is advised that this represents an appropriate conclusion and that the work should take the form of a Level II Record, as defined in current English Heritage guidance.

Most of the earlier landscape features have, of course, been swept away by the construction of the airfield but the presence of an area of slightly raised sandy soil to the south of the existing NWF site is noted. Of particular interest is the fact that previous work on that part of this feature within the current NWF complex recovered a sparse but definite assemblage of Roman pottery from within the sandy topsoil. It is recommended that a similar programme of topsoil examination should be carried out across the area of raised, sandy soil within the proposed development area.

All of the proposed mitigation is summarised in the EIA and it is recommended that the necessary work, which will also require the production of a report, may be secured by condition. It is advised that the approach is appropriate and a condition should be attached to any approval as requested by the Councils Archaeologist.

Impact upon the Public Right of Way (PROW)

Public footpaths Wardle FP3, Wardle FP12 and Wardle FP14 cross the application site. With footpath Wardle FP13, Wardle FP7, Wardle FP6, Wardle FP1, Haughton FP21 and Haughton FP10 located in close proximity to the application site. These PROW will be retained in their current position though the development site.

The vehicular access would run along part of the route of Wardle FP12 and Wardle FP14. Further details of the separation between vehicles and users of the PROW would be secured at the reserved matters stage together with details of footpath surfaces, furniture and future maintenance.

In this case it is considered that the impact upon the PROW would be acceptable and further details would be provided at the Reserved Matters stage.

Impact upon the Hazardous Installation

There is a current application for hazardous substances consent at the NWF complex (Planning Reference 13/3231N) which was received on 31st July 2013. During August 2013 the Health and Safety Executive advised Cheshire East that the site had been added to their database and require consultation.

In this case the HSE have advised that they will not be able to comment on the hazardous substances consent application for a number of months and they have advised that this application should be determined at the same time.

However it is not considered to be reasonable to keep this application on hold to await the outcome of the hazardous substances consent application which is outside the applicant's control. Both applications need to be determined on their own merits to ensure that they are not prejudicial to each other.

Therefore it is considered that the Council is able to determine this current application as there is no consent in place for hazardous substances consent on the adjacent site.

LEVY (CIL) REGULATIONS

In order to comply with the Community Infrastructure Levy (CIL) Regulations 2010 it is now 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 requested highways contribution to provide improved bus services, junction improvements and highway works is necessary to mitigate the impact of the development and to ensure that it is sustainable. It is considered to meet the CIL tests as it is necessary to make the application acceptable in planning terms, it is directly related to the development and fair and reasonable in scale and kind.

On this basis, the S106 recommendation is compliant with the CIL Regulations 2010.

11. CONCLUSIONS

The principle of employment development is supported within the NPPF and the statements made by the Planning Minister in relation to 'Planning for Growth' and a 'presumption in favour of sustainable development'. Furthermore employment development on this site is supported within the emerging Cheshire East Development Strategy. Therefore the principle of development is considered to be acceptable.

The development would not have a detrimental impact upon residential amenity, landscape, trees, the surrounding Listed Buildings, Archaeology or the Public Right of Way.

Subject to appropriate mitigation and the imposition of a number of suitably worded planning conditions the development would not have a detrimental impact upon protected species, ecology, surface water quality or flood risk.

It is not considered that the undetermined application for hazardous substances consent on the adjacent site will affect the determination of this current application.

Although there would be some loss of important hedgerow it is considered that this loss would be outweighed by the economic benefits of approving this development.

Subject to the agreed package of mitigation measures including highway works within the villages, a travel plan/bus contribution and contributions to junction improvement schemes along the A51 corridor the highways impact of this development is considered to be acceptable.

On balance it is considered that the sustainability credentials of the site are acceptable subject to the canal towpath improvements and the Travel Plan.

Finally it is considered that the indicative design plans are appropriate and a scheme of an acceptable design could be secured at the Reserved Matters Stage.

12. RECOMMENDATIONS

APPROVE subject to the completion of a S106 Agreement to secure the following:

- **The applicant will provide a Travel Plan which will secure public transport improvements and a monitoring mechanism to address future employment user shift patterns and for the implementation of an extension to public bus services to serve the site for a period of 5 years at £20,000 per annum at a total sum of £100,000.**
- **Payment of £103,222 to address issues of highways safety, amenity and reduction in severance in the villages of Calveley and Alpraham including improved gateway features, matrix signs and pedestrian crossing. Also a £12,000 contribution to HGV weight restrictions and signage (to be enforced by a Traffic Regulation Order) on Calveley Hall Lane – financial contribution triggered at 35,000sqm of the development being complete.**
- **Payment of £85,963 to address issues of highways safety, amenity and reduction in severance in the villages of Wardle and Barbridge to provide matrix signs and a pedestrian crossing – financial contribution triggered at 20,000sqm of the development being complete.**
- **Payment of £28,500 towards junction improvements at Reaseheath Roundabout – financial contribution triggered at 45,000sqm of the development being complete and only in the circumstance where improvements to the Reaseheath Roundabout/A51 are not delivered through the North West Nantwich/Kingsley Fields scheme (application ref 13/2471N).**
- **Payments of £155,000 towards junction improvements at Alvaston Roundabout and £44,000 towards junction improvements at Peacock Roundabout – both financial contributions triggered at 65,000sqm of the development being complete.**

- **Payment of £448,602 towards provision of a new junction at Burford Crossroads – financial contribution triggered at 35,000sqm of the development being complete.**

And the following conditions;

- 1. The subsequent approval by the Local Planning Authority before development of each phase commences of the appearance, layout and scale of the proposed building(s), structures and public art and the positions and the landscaping of the site, in accordance with the phasing defined in condition 5 below.**
- 2. Application for reserved matters must be made not later than the expiration of three years from the date of this permission.**
- 3. Development to be implemented within 3 years of the date of this outline permission or expiry of 2 years from final approval of the last of the reserved matters.**
- 4. Approved Plans**
- 5. Details of phasing to be submitted to the LPA for approval in writing**
- 6. The uses of land and principles of development shall comply with the details shown on drawing number PL1132.PA.003 except that the building heights shall not exceed the limitations stated in condition 11 below. The development shall provide a maximum of 135,000sqm of floorspace in accordance of floorspace in accordance with the following ratios:**
 - **40% B1 (c) Light industry**
 - **20% B2 General industry**
 - **40% B8 Storage and distribution**
- 7. All reserved matters applications to include site survey and details of proposed site and slab levels.**
- 8. Notwithstanding the submitted application, the first reserved matters application for the development hereby approved shall include the principles of the structure planting for the whole of the development site. The submission shall include the principles of planting together with a timetable for the implementation of the planting. The development shall proceed in accordance with the principles approved under this submission.**
- 9. The structural planting for the whole site shall be completed in accordance with the details submitted and approved under the above condition prior to the first occupation of any units on this site.**
- 10. Notwithstanding the submitted landscaping information, the first reserved matters application for each phase of the development shall include details of structure planting for each plot in that phase. The submitted details shall include type of planting (eg whether frontage planting, hedgerow planting on boundaries between plots, corner planting, species etc) and shall make provision for maximising natural linkages across the development area.**
- 11. Notwithstanding the submitted application and supporting information, and condition 6 above, the building heights shall not exceed the heights shown on the scale parameters plan reference PL1132.PA.001**
- 12. No development shall take place within the application area until the applicant, or their agents or successors in title, has agreed a programme of archaeological mitigation in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority. The work shall be carried out strictly in accordance with the approved scheme.**
- 13. The provision of art work at the entrance to the site noting the historical role of the site should be submitted to the Local Planning Authority.**

14. Prior to the commencement of development a detailed scheme for improvements to the canal towpath between the site and Barbridge shall be submitted to the LPA for approval in writing. The approved towpath improvements shall be provided prior to the occupation of any floor space above 30,000sqm details.
15. Submission of an Arboricultural Implications Assessment
16. Submission of an Arboricultural Method Statement
17. Details of tree protection measures as part of each phase of development
18. Detailed protected species mitigation method statements (barn owl and badger) to be submitted in respect of the appropriate reserved matters applications.
19. Submission of a Habitat Creation and management plan as part of the first reserved matters application
20. Prior to the commencement of each phase of development detailed proposals for the incorporation of features into the scheme suitable for use by breeding birds including house sparrow and swifts shall be submitted to the LPA for approval in writing. The proposals shall be permanently installed in accordance with approved details.
21. Prior to undertaking works on any phase of the development between 1st March and 31st August in any year, a detailed survey is required to check for nesting birds. A report of the survey and any mitigation measures required to be submitted and agreed by the LPA.
22. Prior to the development commencing, a Construction Environmental Management Plan shall be submitted and agreed by the planning authority. The plan shall address the environmental impact in respect of air quality and noise on existing residents during the demolition and construction phase.
23. Notwithstanding the submitted application and supporting documents, a lighting strategy shall be submitted with the first reserved matters application for each phase which shall include the principles of illumination to be used for all developments in that phase. Development shall operate in accordance with the principles of the approved details.
24. Details of the Hours of operation of the units on the site shall be submitted to the LPA prior to the occupation of the relevant unit
25. All reserved matters applications to include Framework Travel Plan, to be followed by a travel plan and its implementation.
26. Car parking, motorised cycle parking and covered secure cycle parking for each plot, with showers in each building for use by all staff.
27. No development shall take place until a detailed design of any buildings and boundary treatment within a 50 metre buffer of the committed composting site is agreed with the Planning Authority. The design shall show that there are no inlets of air to buildings (e.g. vents, open entrances or opening windows) and that there are no communal open areas within the buffer zone.
28. Phase II Contaminated Land Report
29. No development shall take place until a scheme for the provision and management of a Buffer zone alongside the canal shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme prior to the occupation of any units on the site (in accordance with conditions 8 and 9) and any subsequent amendments shall be agreed in writing with the local planning authority.
30. Development shall not begin until a surface water drainage scheme for the site has been submitted to and approved in writing by the local planning authority. The scheme

shall subsequently be implemented in accordance with the approved details before the development is completed.

31. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

32. The route of the statutory public footpaths crossing the site shall be protected at all times during the course of the development to ensure that it is accessible by members of the public wishing to use it unless appropriate measures have been implemented for its closure, diversion or other alteration.

33. On each phase of the development the developer shall provide Electric Vehicle Infrastructure as part of this development. In addition a further number of parking spaces shall be provided with the necessary cabling and works to enable future provision of EV poles. These facilities shall be maintained throughout the lifetime of this development.

34. All infill materials brought onto the site for remodelling of the land or landscaping works shall be inert material.

35. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from car parking areas shall be passed through oil interceptors designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not pass through the interceptors.

36. The first reserved matters application for each phase of the development shall include details of driver overnight facilities to be provided to serve each B2/ B8 unit in that phase of the development, whether at that specific unit, on that phase of the development or for the whole of the development.

37. Notwithstanding the submitted application each reserved matters application for all B1, B2 and B8 development shall include details of covered secure cycle parking (and where appropriate motor cycle parking) at the unit together with details of shower facilities within the building. The approved cycle/ motor cycle parking and showers shall be provided before the building is first occupied and shall thereafter be retained. The cycle parking and showers shall be made available for use by all members of staff working at the building.

38. Control of Japanese Knotweed on the site.

39. Submission of an amended layout for the site access to incorporate the changes suggested by the RSA. The approved scheme shall be implemented in accordance with the approved details.

40. Lay-by on the A51

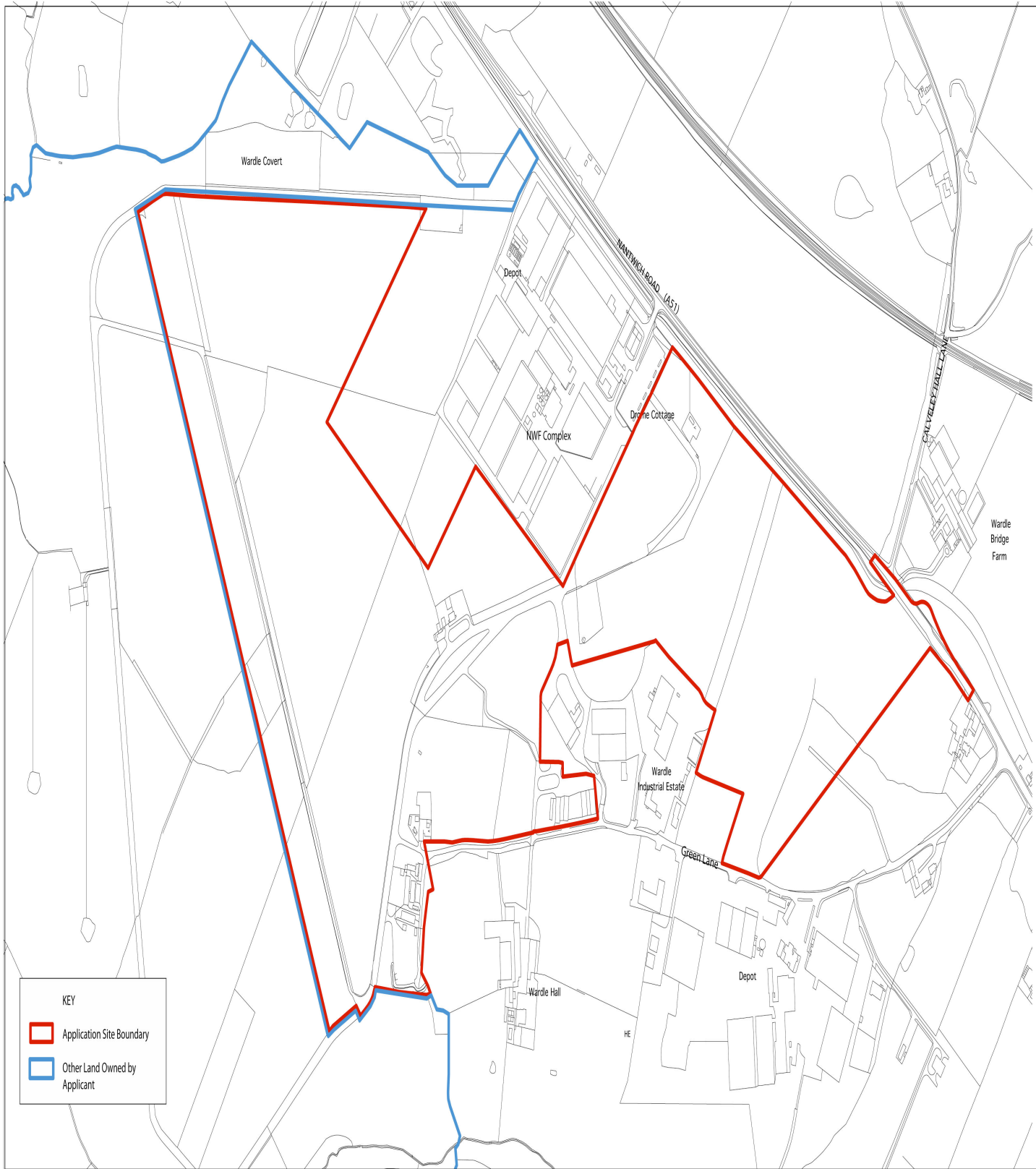
41. A suitable employment travel plan, with appropriate measures and targets, will be agreed to the satisfaction of the SHM prior to construction of the development.

42. The site layout for the development will make allowance for bus provision on the site; including up to two shelters and a turning area for buses.

In the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Planning and Place Shaping Manager has delegated authority to do so in consultation with the Chairman of the Strategic

Planning Board, provided that the changes do not exceed the substantive nature of the Committee's decision.

Should this application be the subject of an appeal, authority be delegated to the Planning and Place Shaping Manager 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.



KEY

- Application Site Boundary
- Other Land Owned by Applicant

<p>Project: Cheshire Green, Land at Wardle Airfield</p>				<p>Drawn: 07.04.13 HE</p> <p>Appd: 20.03.13 HE</p> <p>Rev: 18.12.12 HE</p> <p>16.12.12 HE</p>				<p>Drawn: D</p> <p>Appd: C</p> <p>Rev: B</p> <p>A</p>				<p>Revision Description:</p> <p>D Revised red line</p> <p>C Revised red line</p> <p>B Revised red line</p> <p>A Revised red line</p>				<p>Drawn: A1</p> <p>Appd: A3</p> <p>Rev: 1:2500</p> <p>3:1250</p>				<p>Date: 08.05.13</p>				<p>Scale: A3</p>				<p>Site Location Plan</p> <p>Drawn: PL1132.M105 D</p> <p>Status: PLANNING</p> <p>Drawn: HE</p> <p>Appd: AR</p>				<p>Plan: 14-14</p> <p>27 Brock Graston Street</p> <p>Warrington</p> <p>Cheshire</p> <p>WA14 1DY</p> <p>Tel: 01928 828821</p> <p>Fax: 01928 828824</p> <p>E-mail: map@wardle.ac.com</p>			
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