

Strategic Planning Board

Agenda

Date:	Wednesday, 5th February, 2014
Time:	10.30 am
Venue:	Council Chamber, Municipal Buildings, Earle Street, Crewe CW1 2BJ

The agenda is divided into 2 parts. Part 1 is taken in the presence of the public and press. Part 2 items will be considered in the absence of the public and press for the reasons indicated on the agenda and at the foot of each report.

Please note that members of the public are requested to check the Council's website the week the Planning/Board meeting is due to take place as Officers produce updates for some or all of the applications prior to the commencement of the meeting and after the agenda has been published.

PART 1 – MATTERS TO BE CONSIDERED WITH THE PUBLIC AND PRESS PRESENT

1. **Apologies for Absence**

To receive any apologies for absence.

2. **Declarations of Interest/Pre Determination**

To provide an opportunity for Members and Officers to declare any disclosable pecuniary and non-pecuniary interests and for Members to declare if they have a pre-determination in respect of any item on the agenda.

3. **Public Speaking**

Please Contact: Sarah Baxter on 01270 686462
E-Mail: sarah.baxter@cheshireeast.gov.uk with any apologies or request for further information
Speakingatplanning@cheshireeast.gov.uk to arrange to speak at the meeting

A total period of 5 minutes is allocated for each of the planning applications for the Ward Councillors who are not members of the Strategic Planning Board.

A period of 3 minutes is allocated for each of the planning applications for the following individual/groups:

- Members who are not members of the Strategic Planning Board and are not the Ward Member
- The relevant Town/Parish Council
- Local Representative Groups/Civic Society
- Objectors
- Supporters
- Applicants

4. **13/2471N-Outline application for residential development of up to 1,100 dwellings, up to 1.82ha of Class B1 Business Use, a potential Primary School, community facilities and local centre (Use Classes A1, A2, A3, B1 and D1), allotments, recreational open space and associated landscaping, highways, access roads, cycleways, footways and drainage infrastructure, Land at Kingsley Fields, North West of Nantwich, Henhull, Cheshire for North West Nantwich Consortium (Pages 1 - 46)**

To consider the above application.

5. **13/3293M-Outline application including details of access and layout for the demolition of existing buildings and erection of up to 21,035 sq m gross B1a office accommodation, car parking, landscaping and associated works at Booths Park, Knutsford, Booths Park, Chelford Road, Knutsford, Cheshire for Dr Bruntwood Estates Ltd (Pages 47 - 76)**

To consider the above application.

6. **12/1463C-Demolition of 170 and 172 Middlewich Road, Sandbach, Formation of New Access to Serve Residential Development of up to 280 Dwellings, Landscaping, Open Space, Highways and Associated Works, Land South of Middlewich Road and East of Abbey Road, Sandbach for Fox Strategic Land and Property (Pages 77 - 112)**

To consider the above application.

7. **Cheshire East Housing Land Supply-Position Statement (31st December, 2013) (Pages 113 - 192)**

To consider the above report.

8. **13/2746C-Erection of up to 180 dwellings, public open space, green infrastructure and associated works, Land between Black Firs Lane, Chelford Road & Holmes Chapel Road, Somerford, Congleton, Cheshire for Paul Campbell, Richborough Estates Partnership LLP (Pages 193 - 236)**

To consider the above application.

9. **13/4218M-Remodelling of Styal Golf Course incorporating the reconfiguration of six existing holes into five, the development of three new holes on land immediately adjacent to the eastern boundary of the existing golf course, the development of two new ponds and the extension of two existing ponds, Styal Golf Club, Station Road, Handforth, Cheshire for Stockport MBC, Cheshire East Council and Manchester City Council (Pages 237 - 250)**

To consider the above application.

10. **13/2744W-Proposed development and operation of a temporary materials recycling facility (MRF) and associated development for a period up until December 2027; final site restoration by December 2028; retention of site offices, weighbridge, weighbridge office and continued use of the site access road in connection with the operation of the MRF and final site restoration; amendments to the approved landfill contours to provide for a lower level restoration and extension to existing surface water management lagoon, Maw Green Landfill Site, Maw Green Road, Crewe for Matthew Hayes, FCC Environment (Pages 251 - 290)**

To consider the above application.

11. **12/3300N-Update report for Weston Lane ,Shavington (Pages 291 - 294)**

To consider the above update report.

12. **Newbold Astbury and Moreton Neighbourhood Area Application (Pages 295 - 306)**

To consider the above Neighbourhood Area Application.

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Application No: 13/2471N

Location: Land at Kingsley Fields, North West of Nantwich, Henhull, Cheshire

Proposal: Outline application for residential development of up to 1,100 dwellings, up to 1.82ha of Class B1 Business Use, a potential Primary School, community facilities and local centre (Use Classes A1, A2, A3, B1 and D1), allotments, recreational open space and associated landscaping, highways, access roads, cycleways, footways and drainage infrastructure

Applicant: North West Nantwich Consortium

Expiry Date: 08-Oct-2013

SUMMARY RECOMMENDATION

Approve subject to conditions and s106 agreement

MAIN ISSUES

- Planning Policy And Housing Land Supply
- Affordable Housing
- Highway Safety and Traffic Generation.
- Air Quality
- Noise Impact
- Landscape Impact
- Hedge and Tree Matters
- Ecology
- Amenity
- Heritage impact
- Sustainability
- Impact on Public Right of Way

REASON FOR REPORT

The application has been referred to Strategic Planning Committee because it is a large scale major development and a departure from the development plan.

DESCRIPTION OF SITE AND CONTEXT

The application site comprises approximately 58 hectares of open farmland, which is bound to the north by the A51, to the west by Welshman's Lane, to the south by Malbank School playing fields, allotments, Nantwich Town Football Club Stadium and to the east by the River Weaver. The site can be divided into four different character areas, namely; Riverside,

Equine Centre and Paddocks, Rough Grassland with Hedgerows and Managed Farmland. The site is located within Open Countryside Outside Settlement Boundaries as identified in the Crewe & Nantwich Local Plan.

DETAILS OF PROPOSAL

This application seeks outline planning permission with all matters reserved for subsequent approval, with the exception of the strategic access to the site, for a residential development of up to 1,100 dwellings, up to 1.82ha of Class B1 Business Use, a potential Primary School, community facilities and local centre (Use Classes A1, A2, A3, B1 and D1), allotments, recreational open space and associated landscaping, highways, access roads, cycleways, footways and drainage infrastructure.

RELEVANT HISTORY

None

POLICIES

Local Plan Policy

NE2	Open Countryside
NE5	Nature Conservation and Habitats
NE9	Protected Species
NE11	River and Canal Corridors
NE12	Agricultural Land Quality
NE17	Pollution Control
NE20	Flood Prevention
BE1	Amenity
BE2	Design Standards
BE3	Access and Parking
BE4	Drainage, Utilities and Resources
BE5	Infrastructure
BE6	Development on Potentially Contaminated Land
BE7	Conservation Areas
BE17	Historic Battlefields
E6	Employment Development within Open Countryside
RES3	Housing Densities
RES5	Housing in the Open Countryside
RES7	Affordable Housing within the Settlement Boundaries of Nantwich and the Villages
TRAN1	Public Transport
TRAN3	Pedestrians
TRAN4	Access for the Disabled
TRAN5	Provision for Cyclists
TRAN6	Cycle Routes
TRAN9	Car Parking Standards
RT3	Provision of recreational Open Space and Children's Playspace in New Housing Developments
RT9	Footpaths and Bridleways

RT12 Nantwich Riverside
RT17 Increasing Opportunities for Sport

Other Material Considerations

National Planning Policy Framework (the Framework)

Nantwich Riverside Masterplan

Interim Planning Statement: Affordable Housing

Strategic Market Housing Assessment (SHMA)

Relevant legislation also includes the EC Habitats Directive and the Conservation (Natural Habitats &c.) Regulations 1994

Pre-Submission Core Strategy

CONSULTATIONS (External to Planning)

United Utilities - No objection subject to the site being drained on a separate system with only foul drainage connected into the public foul sewerage system.

Cheshire Wildlife Trust – Proposal should be modified to exclude development from the flood plain and the valley shoulder; public access to the northern section of the western river bank should be excluded; no wintering birds survey carried out; recent CWT surveys found strong evidence of the presence of water vole in Kingsley Brook; loss of semi-improved pasture could be avoided if they were included into the green infrastructure of the riverside; impact on floodplain from roads and paths would be significant; unclear how the development will ensure no net loss of biodiversity; culverting will cause harm to the population of water vole; residual impacts on Brook corridor outside of working areas are likely to be significant; Fragmentation of the north-south linear features in the site; adverse impact from the loss of semi-improved grassland if significant increases of the extent of semi-improved grassland in the floodplain are not achievable; it is unclear whether such increases are achievable; substantial reduction in the number of semi-mature and mature trees within the site; permanent residual impact on the hedgerow(s); permanent adverse impact on brook habitats; adverse residual impact on water vole, with a low likelihood of complete loss of water vole (which would be an impact of county significance); adverse impact on breeding birds

Cheshire East Local Access Forum – Would like National Cycle Network Route No. 75 reinstated, and enhancement of existing local footpaths.

Environment Agency – No objection in principle but note that there are opportunities to enhance the habitat upstream of the weir at Beam Bridge, and recommend conditions relating to.

- Development shall be carried out in accordance with FRA.
- Undeveloped buffer zone around the waterbodies on site required.
- Scheme to be agreed for any crossing of the non main rivers and the River Weaver
- Water vole and otter mitigation.
- Contaminated land.

English Heritage – do not wish to comment in detail but note that there is some potential for the setting of the Registered Battlefield of Nantwich to be affected. Impact is unlikely to be substantial, providing that the mitigation measures suggested in the ES are confirmed.

Canal & River Trust – No comments to make.

Environmental Health – No objections subject to conditions

Cheshire Fire & Rescue – No objections subject to recommendations relating fire safety.

Public Rights of Way – No objections subject to clarification of impact on rights of way and provision for pedestrians and cyclists.

Archaeology – No objection subject to condition

Strategic Highways Manager – No objections subject to conditions and financial contributions towards nearby junction improvements.

Education – Local primary schools are forecast to be oversubscribed, and local secondary schools are also anticipated to be at capacity. In light of this S106 contributions to extend local schools are sought.

Housing Strategy & Needs Manager – No objections

Greenspaces – No objections

VIEWS OF THE PARISH / TOWN COUNCILS

Acton, Eddleston & Henhull Parish Council (AEHPC) - The Parish Council's views are based on accepting that it would be futile to object to the proposed development in total, but wish to see a large number of conditions, further consultations and approvals relating to reserved matters and s106 contributions. The following comments are also raised:

- How can an allocation of 1,100 be permitted when the Town Strategy document allocated 1,500 for Nantwich (which included sites west and south of Nantwich, but outside the town boundary). More than 400 (1,500 – 1,100) have already been commenced or permitted and there are more sites than NW Nantwich.
- It is important that the employment land comes forward creating jobs throughout the development period and is not left until the end.
- The house types should provide a range of housing.
- Other sites such as those between the bypass and the current eastern town boundary offer similar if not better opportunities for market town expansion and that small-scale organic growth in a number of directions can make for a better planned expansion rather than one large urban extension.
- The consultation events stated that the Waterlode to A51 link is a traffic-reducing relief road for west Nantwich and Acton. AEHPC wishes the fact it is no longer a relief road to be clearly stated in any officer's recommendation; so that decision makers are not under the misapprehension that traffic impact will improve for Acton and Nantwich.
- There is no substantial demonstration of how the highways works will reduce hazard and improve safety, merely assertions that this will happen.
- The applicant has significantly under-played the already heavy traffic flows in the area and the regular tailbacks and congestion that arises during peak times and out of peak times at a number of junctions.

- The applicant confines its assessment to the peak periods and spends time responding to those conditions but there is hardly any consideration of the off-peak.
- The applicant addresses questions over the impact on Nantwich and on the surrounding roads but very little consideration is given to the quieter surrounding villages and settlements.
- The assessment report cites the Local Transport plan as focusing on "ensuring a sustainable future" and "creating conditions for business growth" but seems to make no attempt to demonstrate how this development will play its part in ensuring a sustainable future or in creating conditions for business growth.
- There is no discussion of whether the Cheshire East highway proposals are valid or not.
- Travel Plans will not ensure maximising of sustainable modes of transport.
- Improvements are not a cost effective way of reducing impacts.
- Assumptions about cycling are based on theoretical distance modelling not on the existence of high quality, safe routes.
- Air quality impact on Hospital Street Air Quality management zone seems not to be considered pertinent.
- The assessment has not considered the impact of the opening up of the Taylor Drive link in this assessment, although it has assessed Queens Drive development.
- We do not consider proper assessment has been made of Acton as the traffic speeds through Acton are not addressed.
- We are not convinced that only 10.2% of the residents of the proposed development would travel north west on the A51.
- Assumptions about net reduction in traffic on roads to the north (TA 5.58) are without proof.
- 40mph is too fast for realigned A51.
- The accident analysis seems to indicate a need for better cycling provision at this roundabout, which is not currently provided for in the proposals.
- The impact of the road and footpaths in the floodplain are assessed as significant.
- The Parish Council wishes to see the underpass given internal treatment, making it attractive to pedestrians and cyclists not just horses.
- The provision and nature of a link from Waterlode to A51 is crucial. Without such a link traffic in Acton village will increase.
- The Parish Council wishes to see a condition that requires the (redesigned) link road to be opened before Welshman's Lane closes.
- A s106 contribution is required to deliver environmental improvements and traffic management through Acton village.
- The opportunity exists to reduce through movement in Acton along Chester Road in any redesign of Burford junction.
- The extension of existing schools will have an associated traffic impact on these locations.
- We contest the assumption (TA 5.49) that no development trips will pass through Acton.
- Pleased to see cycleways in the proposed development but a replacement route up to Wettenhall Road is required.
- More work is required in terms of urban design principles for the entire site before applications come in for reserved matters on the different phases or land ownerships.

- The Nantwich Riverside Masterplan clearly showed no footpath access to the western edge of the River Weaver in the northern section and buffer planting between the Riverside and any future housing.
- The applicant's statements about the extent of the battlefield site do not accord with those that have been given to us from the Battlefields Trust.
- Requests that the allotments created as part of this development to be available to the residents of Acton, Edleston and Henhull parishes, not just to new residents of the housing estates.
- Green Belt to the west of the proposed development should be designated if this development is given outline planning approval.
- The landscape works and flood zone mitigation should be included in the phasing plan so it is clear when these works will be carried out.

Worleston & District Parish Council - Overall we are not in support of large scale developments like Kingsley Fields on our boundary. Inevitably such a development will place a massive strain on the access and services that our parishioners rely on in their local town of Nantwich, which is already under siege by developers actively developing on other sites and registering proposals for additional sites.

The following specific concerns are raised:

- The potential for "development creep" into rural parishes that have boundaries to the site.
- The increased traffic flow on the B5074 which runs through Worleston Village, both in the construction phase and as the dwellings are occupied.

However, we recognise that the sponsors of the development, Reaseheath College, are a significant local employer and generally a good neighbour within our Parish as a whole. Couple this with a certain inevitability in the current planning climate that very significant levels of development will take place in the Nantwich area, then we feel that Kingsley Fields is a development we would prefer to support, providing the issues caused by this development were able to be ameliorated by investment in the neighbouring parishes.

Specifically for Worleston:

- Traffic calming measures on the B5074
- Speed awareness technology to educate drivers passing through the village to lower speeds
- An extension of the footpath from the village store north to the junction with Station Road to keep pedestrians safe whilst walking from Main Road towards the church, further housing, and the school, coupled with any required lighting
- That no primary school is developed until later stages of the development several years down the line in order to utilise the capacity in the excellent, established schools in the area.

Nantwich Town Council - The Council is very concerned that strategic decisions on housing development are being made in advance of the publication of Cheshire East's Draft Core Strategy. Planning applications are being decided without the benefit of public consultation on the Core Strategy and as a result the forthcoming consultation exercise will be devalued. In this context this application is premature.

The Town Council remains opposed to large scale growth in Nantwich and particularly if this

occurs in an unplanned and ad hoc way. It favours carefully planned growth supported by appropriate investment in infrastructure. The Council does however recognise that Cheshire East is under pressure to approve development as a result of government policy and the absence of an approved local plan. Unfortunately this takes control of decisions away from local people and their elected representatives. The recent appeal decision on Land off Queens Drive is an example of a decision contrary to views expressed by the residents of Nantwich.

In previous responses the Town Council argued against large scale growth and was successful in reducing the housing target in the Town Strategy. It remains committed to its adopted housing guidelines which seek to protect the historic character of Nantwich. It advocates development of brownfield sites before greenfield and considers that major development should not take place without the guarantee of appropriate infrastructure. Sites should be chosen which will not increase the likelihood of flooding.

However, if Nantwich has to accept some major growth, the Town Council considers that the Reaseheath / Kingsley Fields site, the subject of this application, is the option that will cause the least harm. The site should however be phased so that brownfield sites within the town are developed first.

In conclusion the Town Council considers that Cheshire East should resist applications for major development until decisions can be made in the context of appropriate consultation with Nantwich residents through the local plan process.

OTHER REPRESENTATIONS

Approximately 40 letters of representation have been received from local residents and interested parties. 17 letters object, 19 support and the remainder make general observations on the proposal.

Grounds for objection:

- Method for calculating housing figures should be disclosed fully & transparently
- No extant local plan in force
- More than 5 year supply of housing exists
- Scale will erode rural character
- Not sustainable location
- Greenfield
- No justification for these housing numbers
- Flooding concerns
- A51 realignment puts houses onto trunk road
- Other sites would contribute better to well being of Nantwich
- Existing schools should be extended
- Nantwich taking considerable burden of housing land
- Should contribute to improved cycle parking in town centre
- Cycle track/footway should be completed on the north side of Waterlode with a connection to Malbank School via the subway.
- Welshmans Lane should be closed to through traffic; the only connection to the estate from this meandering country lane should be for pedestrians and cyclists.

- Contrary to NE2 of local plan
- Impact on battlefield
- Loss of market town character of Nantwich
- Impact on nature conservation
- Is there a need for realigned A51
- No consultation with Burford residents re junction works
- No need for access along western bank of river
- Consultation not fit for purpose
- Total housing numbers will add up to more than the 1500 needed in Town Strategy
- Housing estate with main highway through is contrary to MfS and Building for life
- A51 diversion has negative impact on apartments to east of river
- New housing requiring acoustic mitigation is contrary to sustainable development principles
- New A51 results in hazard for students
- Money for A51 diversion could be better spent elsewhere
- MfS approach for link road will deter other users,
- Contributions to traffic calming in Acton should be made
- Proposal should include replacement for the recently closed cycle route through Reasehath college
- Proposals are not landscape led
- Would benefit from design review process
- No need for new bridge
- Increased air pollution
- Increased noise
- Impact on local services
- Urban sprawl
- Impact on GP and hospital
- Nantwich is already stretched to capacity
- Temporary site access will create congestion
- Link road should not be a slow winding estate road
- Grade II listed walls of the old walled garden should be reinstated
- Loss of agricultural land
- Impact on nature conservation

Grounds for support:

- Welcome the new A51 access plans and hope the Reasehath conservation area will be much improved as a result.
- Will boost Nantwich town
- Proposal consistent with draft local plan
- Sustainable site
- Natural boundary along Welshmans lane
- Affordable housing is needed in Nantwich
- Much needed road improvements
- Will bring more trade to the town

General observations:

- The design of the estate off the spine road should restrict vehicle speeds to 20mph

- Should be an E-W greenway from the estate over the River Weaver on a new bridge
- New footway/cycle track on the north side of Waterlode from the football ground junction to Welshman's Lane and Chester Road.
- Access onto a closed Welshman's Lane just for pedestrians and cyclists
- Reinstate the National Cycle Network route
- Toucan crossing needed at realigned A51
- Properties should include storage areas for residents' buggies/bicycles.
- Any employment sites developed should provide cycle parking under cover for staff.
- Travel planning with targets and monitoring, and genuine commitment to reduce the traffic impact of the proposed development.
- Special historic character of Nantwich must be considered
- Many Nantwich residents feel that there shouldn't be large scale development
- Landscape works should be implemented ahead of development
- North west corner will create a gateway to Nantwich – appropriate landscape and building design will be needed.
- Secure boundaries needed to riverside walk

APPLICANT'S SUPPORTING INFORMATION

The applicant has submitted the following documents with the applications: Agricultural Report; Protected Species Surveys; Business and Residential Travel Plans; Statement of Community Involvement; Design & Access Statement; Phase 1 survey; Environmental Statement; Flood Risk Assessment; Geophysical survey; Heritage Assessment; Planning Statement; Transport Assessment; Tree Survey; Waste Management Plan. The Planning Statement concludes that:

- Concept masterplan indicates how the development could be designed and implemented.
- Will provide a mix of open market and affordable dwellings.
- New routes will enhance existing accessibility in the area by non car modes.
- Development will deliver a new neighbourhood of suitable and recognisable local character.
- Illustrative Masterplan provides a development framework within which sustainably focused detailed design proposals may be progressed.
- Includes effective use of existing established landscape and physical site features, a permeable block structure which exploits solar opportunities, and provision of community facilities to create natural nodes of activity.
- Network of green infrastructure created around existing mature landscape features
- Local Centre and green space network will provide a strong 'heart' to the development and offer the opportunity to create a new place of individual character.
- connect into and re-inforce existing footway and cycleway links within and surrounding the site
- Two principal vehicle accesses will be provided off A51 Chester Road to the north and A534 Waterlode to the south. The road layout within the site will deliver a spine road link between the two passing the proposed local centre.
- The proposed development accords with NPPF policy in respect of sustainable development having regard to its economic, social and environmental dimensions.
- There are no policies of the NPPF which restrict development of the site;

- Nantwich is a recognised Key Service Centre in Cheshire East where planned growth is appropriate within the spatial strategy in the plan period from 2011 to 2030;
- Kingsley Fields, North West Nantwich has been identified in the Nantwich Town Strategy and emerging Cheshire East Local Plan Development Strategy as the preferred direction for growth as a strategic urban extension site allocation for some 1,000 dwellings and associated mix of uses;
- The existing development plan policies are out of date and to deliver the required supply of housing in Cheshire East there is an immediate need to release greenfield land including land identified as countryside in adopted plans;
- Cheshire East cannot identify a five year housing supply;
- The proposals will deliver needed affordable housing requirements in the Nantwich and Acton area;
- The proposals will deliver new strategically significant transport infrastructure including the diversion of the A51 to bypass The Green enabling environmental enhancement to the Conservation Area and provide a contribution towards the A51 junction at the Burford crossroads, and the locally significant provision of a new link road to the west of Nantwich between Waterlode in the south and A51 in the north;
- The proposals complement strategic employment proposed at Wardle to the west of Nantwich with small scale new business units within the mixed use scheme which will encourage enterprise locally including spin-off investments from the activities of Reaseheath College;
- The proposals will provide extensive and important new recreational infrastructure which complements existing provision in the locality;
- The proposals include a local centre which will add to the amenities of the wider area and reduce the need to travel by car;
- The proposals will improve sustainable transport in the area through an extensive pedestrian and cycle network serving the proposed development area, linking the town centre and Reaseheath College by a much enhanced and more attractive route, and linking the development to the Connect2 route across the river to the east and to the Canal towpath to the west; the road network within the site will allow bus access within close proximity to all new properties and provided for bus services within and through the site via the local centre, proposed employment area, Reaseheath College to the town centre;
- The public rights of way across the site are proposed to be routed through the linear open space within the development to optimise their attraction as part of the development;
- Careful consideration has been given to community responses to the proposals which has led to refinement and revision of the proposals including limits to building heights, general connectivity of the site, buffer to Welshmen's Lane and the historic battlefield and riverside access;
- Allotments are proposed within the development which will mitigate for the loss of some best and most versatile agricultural land within the site.
- The material planning considerations are concluded to substantially outweigh the loss of an area identified as countryside in the out of date development plan. There is extensive best and most versatile agricultural land in the south Cheshire area and particularly around Nantwich. The need for new housing is concluded to override the loss of some best and most versatile agricultural land in this case.

OFFICER APPRAISAL

PLANNING POLICY AND HOUSING LAND SUPPLY

Principle of Development

The site lies in the Open Countryside, as designated in the Borough of Crewe and Nantwich Replacement Local Plan 2011, where policies NE.2 and RES.5 state that 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. Residential development will be restricted to agricultural workers dwellings, affordable housing and limited infilling within built up frontages.

The proposed development would not fall within any of the categories of exception to the restrictive policy relating to development within the open countryside. As a result, it constitutes a “departure” from the development plan and there is a presumption against the proposal, under the provisions of sec.38(6) of the Planning and Compulsory Purchase Act 2004 which states that planning applications and appeals must be determined “*in accordance with the plan unless material considerations indicate otherwise*”.

The issue in question is whether there are other material considerations associated with this proposal, which are a sufficient material consideration to outweigh the policy concerns.

The National Planning Policy Framework mark a shift in emphasis of the planning system towards a more positive approach to development. As the minister says:

“The Government’s top priority in reforming the planning system is to promote sustainable economic growth and jobs. Government’s clear expectation is that the answer to development and growth should wherever possible be ‘yes’, except where this would compromise the key sustainable development principles set out in national planning policy”.

Housing Land Supply

The National Planning Policy Framework (NPPF) states at paragraph 47 that there is a requirement to maintain a 5 year rolling supply of housing and states that Local Planning Authorities should:

“identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land”.

The NPPF states that, Local Planning Authorities should have a clear understanding of housing needs in their area. This should take account of various factors including:

- housing need and demand,

- latest published household projections,
- evidence of the availability of suitable housing land,
- the Government's overall ambitions for affordability.

The figures contained within the Regional Spatial Strategy proposed a dwelling requirement of 20,700 dwellings for Cheshire East as a whole, for the period 2003 to 2021, which equates to an average annual housing figure of 1,150 dwellings per annum. In February 2011, a full meeting of the Council resolved to maintain this housing requirement until such time that the new Local Plan was approved. In December 2012 the Cabinet agreed the Cheshire East Local Plan Development Strategy for consultation and gave approval for it to be used as a material consideration for Development Management purposes with immediate effect. This proposes a dwelling requirement of 27,000 dwellings for Cheshire East, for the period 2010 to 2030, following a phased approach, increasing from 1,150 dwellings each year to 1,500 dwellings.

As part of the consideration of the Congleton Road and Sandbach Road North decisions, the Inspector found that the housing land supply over 5 years is 5750 dwellings. It is necessary to add to this figure the existing backlog 1750 dwellings and a 20% buffer for a record of persistent under delivery which gives a total requirement of 9000 dwellings over 5 years or 1800 per annum.

In terms of the existing supply the Inspector found that there is currently:

'a demonstrable supply, taking the generous approach to Council estimates, which is likely to be in the region of 7000 to 7500 dwellings at most' (Sandbach Road North Appeal)

This demonstrable supply therefore equates to a figure of 4.0 to 4.2 years.

The recent decision at Hassall Road Alsager considered what buffer should be applied to housing land supply. The Inspector considered what size of buffer was necessary to comply with para 47 of the NPPF.

The Inspector considered that

....'From the evidence given at the Inquiry, it is clear that the deficiencies in the supply of housing are recent, explicable by the national economic downturn and that the Council has continued to grant planning permissions at a rate that would not hold up supply. For those reasons I take the view that a 5% buffer would comply with policy

Given that the uncertainties surrounding the setting of the housing target can only be taken in that uncertainty. For the purposes of this appeal therefore I take the 5 year housing requirement as falling within a range of between 6776 (based on RSS and Liverpool) and 8415 (based on Development Strategy average and Sedgfield)'....

The appeal decisions illustrate that Inspectors have applied different buffers in comparable appeal decisions. This indicates that the question of the appropriate buffer is not yet settled. However, even with a 5% buffer the Council can not currently demonstrate a 5 year supply of deliverable housing land. A 5% buffer should apply to the housing land supply position of the Council.

The NPPF clearly states at paragraph 49 that:

“housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.”

This must be read in conjunction with the presumption in favour of sustainable development as set out in paragraph 14 of the NPPF which for decision taking means:

“where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

- n any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or*
- n specific policies in the Framework indicate development should be restricted.”*

As it has been found that Cheshire East cannot demonstrate a five year supply of housing land, the provisions of paragraphs 49 and 14 apply in this case. It is therefore necessary to carry out a balancing exercise in this case to assess whether the harm ‘significantly and demonstrably’ outweighs its benefits.

Emerging Policy

The application site is a preferred site for housing and commercial development (site CS 21: Kingsley Fields) within the Pre-submission Core Strategy Document. The strategy envisages:

- Delivery of up to 1,100 new homes
- Financial contribution towards educational facilities within 2 miles of the site.
- Delivery of a new highway link to waterlode and the realignment of the A51.
- Deliver of up to 2 hectares of B1 business uses
- Incorporation of Green Infrastructure, including extension to the riverside park, allotments and open space.

Conclusions on housing land supply

- The site is within the Open Countryside and is subject to Policy NE.2 where there is a presumption against new residential development.
- The Framework states that where authorities cannot demonstrate a 5 year supply of housing land, relevant local plan policies are out of date and there is a presumption in favour of development unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or
 - specific policies in the Framework indicate development should be restricted.
- Cheshire East currently has a housing land supply figure of in the region of 4.0 to 4.2 years (based upon previous decisions)
- Only moderate weight can be applied to the emerging Local Plan.

- As the Council cannot demonstrate a 5 year housing land and the NPPF carries a presumption in favour of sustainable development. It is therefore necessary to consider whether the proposal is sustainable in all other respects as part of the planning balance.

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*

Environmental role

The site is a greenfield site and therefore not the first priority for development. However, it is acknowledged that the Council's Strategic Housing Land Availability Assessment (SHLAA) recognises that the land is capable of development for housing, and as noted above, is also a preferred site for housing and commercial development (site CS 21: Kingsley Fields) within the Pre-submission Core Strategy Document.

The site is within walking distance of Nantwich Town Centre, which lies less than 1km from the southern edge of the site. This centre offers a wide range of essential facilities, and means that occupiers of the development will not be reliant on the private car.

Paragraph 38 of the Framework states that for larger scale residential developments, policies should promote a mix of uses in order to provide opportunities to undertake day to day activities including work on site, thereby minimising the need to travel. The mix of residential and commercial (B1 business) uses together with a new local centre will facilitate this.

Paragraphs 96 and 97 of the Framework deal with decentralised and renewable energy supply. The aim is to secure a proportion of predicted energy requirements for new developments from decentralised and renewable or low carbon sources. This can be dealt with by condition in the interests of sustainable development.

Economic Role

The Framework includes a strong presumption in favour of economic growth. Paragraph 19 states 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'

Given the countryside location of the site, consideration must also be given to one of the core principles of the Framework, which 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 Framework 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'

The economic benefits of the development need to be balanced against the impact upon the open countryside. However, there is clearly strong support for business development in the Framework, and the mixed use nature of the proposed development will ensure that this is delivered in a sustainable manner.

In addition, the proposed development will help to maintain a flexible and responsive supply of land for housing, business and community uses as well as bringing direct and indirect economic benefits to the town including additional trade for local shops and businesses, jobs in construction and economic benefits to the construction industry supply chain.

The land will take access off the existing A51 via a new roundabout access from which the north to south spine road through the development will be constructed to link to Waterlode. The business park is proposed to be managed by Reaseheath College where the principal objective will be to provide starter innovation space units in Class B1 for businesses linked to and spinning off from the research activities of the College.

The employment area, accordingly, has a specific local focus which will complement the more strategic employment investment opportunities that will be created at Wardle Airfield and at Basford West and Basford East to the south of Crewe

Social Role

The final dimension to sustainable development is its social role. In this regard, the proposal will provide up to 1100 new family homes, including a significant amount of affordable homes, on site public open space, community facilities and financial contributions towards education provision.

Overall, the proposal is considered to be a sustainable form of development, for which there is a presumption in favour within the Framework. Whilst policies NE.2 and RES.5 of the Local Plan restrict new development within the Open Countryside, the site is identified as deliverable within the next 5 years in the SHLAA and forms part of the Council's identified 5 year supply of housing land. It is also a preferred option in the emerging Core Strategy. The development of the site is therefore considered to be acceptable in principle.

AFFORDABLE HOUSING

The Interim Planning Statement: Affordable Housing states that for both allocated sites and windfall sites the Council will negotiate for the provision of a specific percentage of the total dwelling provision to be affordable homes. The desired target percentage for affordable housing for all allocated sites will be a minimum of 30%, in accordance with the recommendations of the 2010 Strategic Housing Market Assessment. This percentage relates to the provision of both social rented and/or intermediate housing, as appropriate. Normally the Council would expect a ratio of 65/35 between social rented and intermediate housing.

The site is located in Henhull which comes under the Acton sub-area in the SHMA 2010, however it is also located directly adjacent to Nantwich and due to its size if this proposal is given planning approval affordable housing would be expected to be delivered to meet some of the need for both the Acton & Nantwich sub-areas. Nantwich is one of the Key Service Centres in the emerging Development Strategy.

The SHMA 2010 identified that for the combined Acton and Nantwich sub-areas there is a need for 82 affordable homes per year between 2009/10 – 2013/14 which equates to a total of 410 affordable homes for the period. This is made up of a requirement for the following each year–

- 27 x 1 bed dwellings
- 21 x 2 bed dwellings
- 8 x 3 bed dwellings
- 18 x 4 bed dwellings
- 8 x 1/2 bed older persons dwellings

In addition to this Cheshire Homechoice is the choice based lettings system for allocating rented affordable housing across Cheshire East. There are currently 930 applicants on the housing register with Cheshire Homechoice who have selected an area in Nantwich town as their first choice, these applicants have stated they require 363 x 1 beds, 335 x 2 beds, 160 x 3 beds, and 19 x 4 beds, 50 applicants haven't set how many bedrooms they need.

The Interim Planning Statement: Affordable Housing states that if the relevant planning application is in outline only, then the Council will require that the s106 Agreement must stipulate an acceptable range for the number, type, tenure and size of all affordable housing units.

The Interim Planning Statement: Affordable Housing states it is normally expected that affordable units will be provide no later than sale or let of 50% of the open market dwellings, however in schemes that provide for phased delivery and a high degree of pepper-potting of affordable homes, the maximum proportion of open market homes that may be completed before the provision of all affordable units may be increased to 80%.

Discussions regarding the affordable housing requirements of this site have taken place in a pre-application meeting, and the Corporate Manager Economic Intelligence & Spatial Planning (formerly the Head of Planning & Housing) has requested that 25% of the affordable homes provided are built to comply with Lifetime Homes Standard made up of a combination of bungalows, maisonettes and adaptable houses and also requested that 2 of the rented

affordable properties are specifically designated for key workers and are suitable for Police use.

The applicant is at this point offering affordable housing provision as per the requirements of the Interim Planning Statement: Affordable Housing which equates to provision of up to 330 affordable dwellings across the site. In line with the request at the pre-application stage, 82 of the affordable dwellings need to be built to comply with Lifetime Homes Standards and 2 rented dwellings must be specifically for key workers. The tenure split offered at present is 65% rented affordable dwellings and 35% intermediate tenure dwellings, which equates to 215 rented and 115 intermediate dwellings. This is still to be confirmed as the size of the scheme could allow for greater flexibility in the tenure options for the site, including more innovative forms of housing.

It is evident from the masterplan in the D&A statement that the proposal is for lower density housing to be provided to the outer of the site, with the density increasing as it gets closer to the Local Centre. The D&A also sets out the development will be built in phases and is proposed to be phased generally from both the North and the South of the site. A proportion of affordable housing should be provided in each phase and the affordable housing should not be confined to the higher density areas of the proposal. This is in order to ensure that the affordable housing is distributed throughout the site to support the creation of a mixed and balanced community as per the requirements of the Interim Planning Statement: Affordable Housing. In addition to this it appears the majority of the higher density areas will be developed later in the programme therefore to confine affordable housing to these areas would mean that the affordable housing is not delivered periodically.

The Planning Statement sets out that the intention is for a range of between 75 – 100 dwellings per year to be built, with a development programme of 12-14 years and around 240 completed by 2017. The length of the development programme is likely to span over two or more Strategic Housing Market Assessment periods, and it will be necessary to ensure the correct type of dwellings are delivered to meet affordable housing need. It should be recognised that this could change over the period of development so provision will need to be made to agree the types of affordable housing to be provided with each Reserved Matters application. The s106 agreement will also need to secure 25% of the affordable housing to be bungalows, maisonettes or adaptable houses built to meet Lifetime Homes standards, and 2 of the rented affordable dwellings are specifically provided as homes for Key-workers which are suitable for Police use.

It is the preferred option of the Housing Strategy & Needs Manager that the developer undertakes to provide any social rented/affordable rented units through a Registered Provider of affordable housing.

The s106 agreement will need to secure provision of affordable housing as per the Interim Planning Statement: Affordable Housing and requests made in pre-application meetings, the details of which are as follows:

- Up to 30% of the total dwellings on site to be provided as affordable housing.
- The required affordable dwellings to be provided on site.
- 25% of the affordable dwellings to be built to meet Lifetime Homes standards, and these properties should be bungalows, maisonettes or adaptable houses.

- 2 of the rented affordable dwellings to be specifically for key workers, suitable for Police use.
- Submission of affordable housing schemes with each reserved matters application.
- The affordable dwellings should be built to meet Code for Sustainable Homes Level 3.
- The affordable dwellings which are not required to be built to Lifetime Homes standard should be built in accordance with the standards adopted by the Homes & Communities Agency.
- Affordable dwellings are delivered periodically through the development with affordable housing provided on each phase of the development, ideally with a % provided on each phase to ensure equal distribution of affordable dwellings across the site.
- Affordable dwellings pepper-potted within each phase of the development.
- All the affordable dwellings should be provided no later than occupation of 80% of the open market dwellings.

The benefit of a resolution from Committee will allow discussions with the applicant to progress regarding the tenure opportunities for the affordable housing on this site.

HIGHWAY SAFETY & TRAFFIC GENERATION

The Strategic Highways Manager has commented on the proposal and has noted the following key issues to be addressed by this development proposal:

1. Achieving a safe and convenient site access strategy.
2. Traffic impact, including environmental impacts of traffic, on the villages of; Wardle, Barbridge, Calveley, Alraham, Acton, and Worleston.
3. Traffic impact at Burford Crossroads.
4. Traffic impact at A51 roundabouts around Nantwich.
5. Traffic impact in the town centre and effects on sensitive routes.
6. Achieving a sustainable access strategy for this urban extension.
7. Achieving a safe construction access for the development. #
8. Provision of a suitable level of car parking.

The applicant initially submitted a Transport Assessment (TA), and Business and Residential Travel Plans (TPs) to support the application. Following discussions with the applicant a Technical Note and Supplementary TA have been submitted.

Access

The overall strategy for site access has been agreed. It is considered appropriate that the A51 is realigned at the northern end of the site and that (ultimately) access is taken from the realigned A51 via a new roundabout. The A51 is proposed to be realigned to the south in this location. As a temporary measure a new access roundabout will be built on the existing A51. At the appropriate trigger point of the development the new A51 alignment will be put in place with a link to the roundabout that had been constructed on the old alignment. The ends of the old alignment will then be severed only allowing access via the new roundabout on the realigned A51 and then onto the roundabout on the line of the old line of the A51.

It is also agreed that the site will be accessed from the south via a traffic signalled junction with the A534 Waterlode and Fairfax Drive. The proposal will ensure that the access road through the development (from Waterlode to the A51) is designed to a suitably high standard

so as to allow the potential for traffic to reassign through the site for trips between the A51 and the town centre. This proposal forms part of an overall strategy that includes A51 junction improvements to help protect the town centre and Acton village from potential rat-running traffic.

As part of ongoing responses to the Strategic Highways Manager has requested the following;

1. Alterations to the proposed northern access roundabout to allow two-lane entry and exit for A51 to A51 traffic movements.
2. Further consideration of the ability of the access junction to the south to deal with development traffic.

The applicant is in agreement on the first point and a drawing will be provided to indicate such a proposal.

With regard to point 2, the applicant has indicated that they have undertaken a review of the traffic signals with an increased cycle time and they consider the operation of the junction is sufficient to support the development. The Strategic Highways Manager does not wish to encourage overdesign in this location such that movements from the site through Acton to the A51 might be encouraged. As a result, the design is considered to be acceptable in the light of the revised traffic analysis.

Traffic Impact in Villages

It is noted that the applicant acknowledges that their impact in the villages of Alraham, Calveley, Wardle and Barbridge will be dealt with by measures proposed by the Wardle Airfield Development.

The applicant is therefore accepting the strategic approach to the overall traffic impact of cumulative development impact. The Strategic Highways Manager is seeking an appropriate overall mitigation strategy to development impact for this area. As a result, highways are content with this approach given the package of highway mitigation measures proposed by this applicant to support this development and outlined within this report and the Heads of Terms for the S106.

It is likely that a significant number of schoolchildren living on the proposal site will attend school in Acton. This will generate traffic movements from the development for this purpose as well as potential routing through the village for other purposes. In order to minimise the impact of the development traffic on the village it is considered appropriate that traffic and speed management measures are introduced to complement the strategic approach of improvements at Burford crossroads, with the realignment of the Chester Road away from the junction, and also the upgrade of other junctions on the A51 and the good standard of route through the development proposal site. The measures proposed are based on those described in the Martin Stockley Associates report for Acton Parish Council and the realignment of the layout at the Windmill junction. The costing for the traffic and speed management works in Acton is £659,528 and this is sought from this developer solely on the basis of their potential traffic impact. There is also an impact at the Windmill junction and the need to provide the necessary infrastructure to support development and protect Acton

Village from excessive traffic the amount required for works at this location would be £180,301.

Traffic Impact at Burford

This development (and the development at Wardle Airfield) will impact upon the existing Burford Crossroads to varying degrees. The Strategic Highways Manager is in the process of preparing an infrastructure plan to support the local plan. Details of the infrastructure plan for this area have been released to both applicants mentioned above. The strategy for delivery of this junction is via development contribution and this infrastructure, along with improvements at Alvaston and Peacock roundabouts is seen as essential infrastructure necessary to support the delivery of significant planned development in this area.

Contributions have already been agreed from the Wardle development based on development traffic impact, subject to planning approval. The remainder of the contribution is sought from this development.

The Strategic Highways Manager recognises that contributions from this development are being sought at levels higher than those from the Wardle development, based on traffic impact alone. The need for the strategic infrastructure improvements in this area is paramount.

Based on traffic impact figures and based on the existing and future background traffic levels at the junction. Highways are requesting the balance of infrastructure funding required at £1,382,425 in this location.

Traffic Impact at A51 Junctions

There are two roundabouts of particular concern along the A51; these are the Alvaston roundabout and the Peacock roundabout. Both are observed to experience extremely long queues and delays in the peak hours of operation on the network. The operation of the Alvaston roundabout is particularly poor. These forecasts are borne out by the traffic modelling presented in the applicant's TA.

The Strategic Highways Manager does not consider that minor improvements at these junctions will be sufficient to secure development in this area. The strategic infrastructure approach must be followed.

The expected contribution of this development at Alvaston roundabout to secure this essential infrastructure to support the identified developments amounts to £1,337,536

The expected contribution of this development at Peacock roundabout, to secure this essential infrastructure to support the identified developments amounts to £608,355

There are lesser issues at the Cheerbrook roundabout and the Strategic Highways Manager has identified minor improvement works at this junction. However, on the basis of a satisfactory contribution to overall works to junctions on the A51; the Strategic Highways Manager will not be seeking contributions from the applicant in this location.

The applicant proposes to realign the A51 in the vicinity of the northern access to the site, southwards away from Reaseheath College, for environmental and safety reasons. It is understood the cost to the development will be some £4,000,000.

On the basis of the significant contributions to the overall A51 improvement package Highways are not seeking to pursue any further layout changes to the Reaseheath roundabout from this applicant. It will fall to other future potential developments to consider infrastructure improvements at this location.

Traffic Impact in the Town Centre

The TA and Supplementary TA for the application identify impacts at town centre junctions. For example, there are potential future impacts at; the Waterlode/A530 High St signalled junction, the Barony Rd/Middlewich Rd junction, and the Barony Road/Beam St junction. Highways are also aware of the Air Quality Management Area (AQMA) area at Hospital Street, however, it is recognised that there are land and other constraints in these locations that restrict the potential for significant highway improvements.

Whilst the development will inevitably assign some traffic through these junctions and streets, Highways consider that the strategic approach adopted by the Strategic Highways Manager (A51 junction improvements, good standard of route through the development site itself, and measures designed to minimise through traffic in the town via Acton and local routes), will all help to minimise the impacts at the locations outlined above. As such, the amounts being requested for the A51 improvements are, in reality, related to the development but are being used on strategic routes in order to protect the town centre of Nantwich.

Sustainable Access

The applicant has submitted travel plans (business and residential) to support this development proposal. Overall, Highways consider the site to be sustainably located with good opportunities for residents and employees at the site to make use of sustainable transport modes for access to/from the development.

The site is large and the distance from different parts of the site to sustainable transport opportunities and local facilities does vary. The inclusion of a local centre on the site benefits the aims of sustainability considerably.

The Strategic Highways Manager considers it appropriate that bus services should be encouraged to come to site. To that end it is essential that the design of the road through the development site is sufficient to cater for bus services, including an allowance for bus use through the local centre.

The business and residential travel plans are fairly generic and do not yet address site specific needs. Improving pedestrian and cycle provision is important and use of such modes of travel should be encouraged. Such provision will be encouraged through the detailed reserved matters applications for the site. Each travel plan indicates that the design of the site will allow for a new bus service through the development, which is to be welcomed and subsequent detailed designs must reflect this aspiration.

Construction Access

The SHM will seek agreement of a construction vehicle access plan and overall construction access strategy prior to first development.

Car Parking

Car parking on the development site will be required to meet Cheshire East parking standards for the relevant proposed uses.

Highways Conclusion

The Strategic Highways Manager has a Strategic Highways Infrastructure Plan for the A51 corridor and nearby junctions. This development, coupled with the recent Wardle employment site approval, will help to secure the infrastructure requirements of the area and mitigate any potential traffic impact of the development. The Strategic Highways Manager raises no objections to the proposal subject to s106 requiring contributions towards junction improvements and conditions.

PUBLIC RIGHTS OF WAY

Existing Rights of Way

The development is to affect Public Footpaths Nos. 3 & 4, Henhull and Footpaths 3 & 4, Worleston, which all within the site. The Rights of Way Unit has requested further information to show the current definitive line of the public rights of way overlain any proposed diversions. However, Rights of Way Circular 1/09 states that most outline planning applications do not contain sufficient information to enable the effect on any right of way to be assessed (and are not required to do so) and consequently such matters are usually dealt with during consideration of the matters reserved for subsequent approval.

Countryside access and active travel

Paragraph 35 of the Framework states that plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site. Indeed one of the core planning principles of this document is to actively manage patterns of growth to make the fullest use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

Footway/cycleway proposals

The Concept Masterplan does not distinguish between facilities for pedestrians and cyclists, and is mixed in its depiction of definitive Public Rights of Way and other paths, both proposed and existing. Further detail on the legal status and specification of new or diverted routes will be required (not least where agricultural traffic is also proposed). The future maintenance and management of the pedestrian/cyclist routes on the site will need to be included within proposals for the maintenance of the green infrastructure of the site. Destination signage should be installed both within and off-site to encourage and facilitate use of these routes.

A northerly extension to Public Footpath Henhull No. 3 is noted on the Concept Masterplan. Its connectivity with the internal street and path network is not discernible at this level of detail, but would be required to make sense of the extension and provide onward connection to Public Footpath Henhull No. 2 and onto the canal towpath and Acton village.

Residents of the proposed development would be allocated places within existing local schools, which would be extended to accommodate the increase in pupil numbers. One such school will be that in Acton. There is an existing public footpath, named Henhull Footpath No. 2 which runs from Welshman's Lane at the western side of the development to the canal and on to Acton village. This would provide a direct (approx. 1.1km) route for pedestrians to travel from the development site to the school. The alternative is a longer (approx. 2.1km) route along the busy Chester Road. The development proposals include infrastructure for pedestrians to access Welshman's Lane, and it is suggested that the developer be tasked to contribute towards the improvement of Henhull Footpath No. 2 so that it is available for year-round pedestrian usage. This would normally involve the laying of a compacted gritstone surface, replacement of stiles with gates and fencing to protect the surface if livestock is an issue.

At present this route is a headland path in a field. Whilst the Council as the highway authority has powers to improve public rights of way, landowner agreement is normally sought, as the installation of a surfaced route could reduce the agricultural land area available. It is understood that the landowner of the two fields where the improvements would be required also owns some of the land on which the development is proposed. A legal diversion order may also be required to re-align the path so that it runs adjacent to the field boundary (as at present the legal line of the footpath veers some 20m away from the boundary).

Riverside path and crossing

The proposals include a new pedestrian/cyclists bridge over the River Weaver so as to create a link to the new Connect2 Crewe-Nantwich Greenway. This would be welcomed provided that an assessment of how pedestrians and cyclists would reach the greenway via the highway network (including an assessment of road crossing and junction facilities) is undertaken, with a condition issued for the delivery of any required improvements in order to accommodate the anticipated movements of new residents between the site and employment areas.

A new north-south footway is proposed along the western bank of the River Weaver. This proposal is consistent with policy RT.12 of the Local Plan which seeks to extend the Nantwich Riverside Park along the western bank of the river. The policy acknowledges that whilst the land lies within the flood plain, its use for open space would not compromise this.

Bridleway Underpass and National Cycle Network

The proposals outline a proposed bridleway with underpass under the new A51 alignment. This is intended to accommodate the Public Footpath Worleston No. 3 and provide a link between the Equine Unit and the retained grazing land within the site avoiding the A51 realigned highway. Adequate width, surface and drainage specification will be required to accommodate walkers, cyclists and equestrians.

This underpass would offer cyclists a grade-separated crossing of the A51 for those using the proposed shared use routes either side of the new road and adequate connections would be required. This could partly mitigate for the lost section of National Cycle Network (NCN) which formerly enabled cyclists to travel from the toucan crossing between the equine centre and Reaseheath entrance, across the college grounds and onto the Wettenhall Road. The licence that facilitated this has recently been terminated by the college, and so the NCN is no

longer continuous. Accommodation for a re-connected NCN, the formalisation of which has been registered under the Council's statutory Rights of Way Improvement Plan would be required of the proposed development either via the underpass, other crossing facility and/or use of the closed A51 route. Provision for users of the NCN both prior to and during the construction of the new road would be required.

CONTAMINATED LAND

The application site has a history of agricultural use and therefore the land may be contaminated, and the application is for new residential properties which are a sensitive end use and could be affected by any contamination present.

A Phase I Preliminary Risk Assessment for contaminated land was submitted with the planning application. Some potential areas of infilling (former ponds) and a former farm were identified during the review of historical maps, however these potential sources did not appear to have been inspected during the site walkover and were not carried forward into the Conceptual Model for the site.

The areas of former ponds may have been infilled and, depending on the nature of any infill, may pose localised contamination and ground gas issues. There may also be areas of made ground, former fuel or waste storage in the area of the former farm on the south east of the site. The potential contaminants of concern associated with farms should be considered further.

An allotment area is proposed as part of the Masterplan (however we accept this application is currently outline and the therefore subject to change). We would expect this area of the site to be demonstrated to be suitable for its proposed use.

Further investigation into the geotechnical aspects of the underlying Halite bedrock has been recommended within the report, and should be undertaken. Accordingly, having regard to the comments above, a condition is recommended requiring an updated phase 1 contaminated land survey.

AIR QUALITY

Environmental Health has noted that the transport assessment has used a 'sensitivity test' to make an assumption of the contribution of the development to road traffic on Hospital Street. The original traffic distribution appears to be based upon statistics and assumptions from 2001 census data of a neighbouring ward and assumed no traffic distribution through the Hospital Street Air Quality Management Area (AQMA). This starting basis and the assumptions are unverified for the predictions in Hospital Street. It seems unlikely that in reality one of the main routes through Nantwich town centre would receive such small impacts and it is not clear that a 'worst case' scenario has been devised. The scale of the development would increase the margins of error for any traffic assumptions.

Notwithstanding these assumptions, it is agreed that there could be an adverse impact in the AQMA of Hospital Street. Environmental Health criteria request that an air quality assessment is carried out for any housing development greater than 60 residential units. It is not acceptable to use an unverified traffic assumption and subsequently a guidance which

advises when assessments are likely to be necessary as the basis for not assessing air quality and dismissing the impact as not significant in an area where there are health risks to residents. Monitoring in this area has shown nitrogen dioxide levels above the national health based objective. Poor air quality is detrimental to the health and wellbeing of the public, and also has a negative impact on the quality of life for sensitive individuals. For this reason air quality impacts should be considered as a material planning consideration and we would expect mitigation measures and / or a full air quality assessment.

In addition, the canyon effects experienced in Hospital Street are likely to exacerbate the proposal's impacts in the AQMA. It was for this reason that Hospital Street air monitoring data should be used to verify any air quality predictions in Hospital Street. As the consultants for the developers state; "air quality mitigation and control measures should be targeted where there are predicted to be adverse air quality effects from a proposed development; not simply based on the scale of a proposed development".

Therefore, in order to make this proposal acceptable from an air quality perspective financial contributions are required via a s106 agreement to go alongside conditions covering electric charging points in the proposed new residences and the travel plan. This would be put towards directly implementing the objectives of the statutory Air Quality Action Plan (AQAP) in Hospital Street and contribute towards the mitigation of the impacts of the proposed residential development.

The Framework places a general presumption in favour of sustainable development, stressing the importance of local development plans, and states that the planning system should perform an environmental role to minimise pollution. One of the twelve core planning principles notes that planning should "contribute to...reducing pollution". To prevent unacceptable risks from air pollution, planning decisions should ensure that new development is appropriate for its location. The Framework states that the effects of pollution on health and the sensitivity of the area and the development should be taken into account.

The need for compliance with any statutory air quality limit values and objectives is stressed, and the presence of AQMAs must be accounted for in terms of the cumulative impacts on air quality from individual sites in local areas. New developments in, or near AQMAs should be consistent with local air quality action plans. Any adverse air quality impacts in an AQMA are considered as significant by this department. Particularly where there are further cumulative impacts from other committed proposals in the area. The impacts are in conflict with our air quality objectives to protect public health, and the AQAP. The air quality impacts from this development could be mitigated against by providing funding towards measures that directly seek to reduce nitrogen dioxide levels in the AQMAs affected. The measures would be delivered through the AQAPs that Cheshire East Council is required to produce and deliver for each AQMA as part of its Local Air Quality Management duties.

The costs of countering the adverse effects in Hospital Street of this proposal would otherwise rely on public based funding. Based on Environmental Health's review of costs and air quality benefits of implementing actions to improve air quality, a financial contribution to the Nantwich AQAP of £20,000 is considered to be reasonable and proportionate alongside the implementation of the proposed travel plan and suitable electric vehicle charging infrastructure.

The construction impact assessment predicts that a 'moderate adverse' impact could be expected at the nearest residential properties. Given the scale of the proposed development it is possible that these impacts could be over a significant period of time. A mitigation strategy in the form of a dust management plan is proposed and this should form part of any planning permission given for this proposal and to include for a monitoring programme.

NOISE IMPACT

The applicant has submitted a scheme of acoustic insulation with the application. The report recommends mitigation designed to ensure that occupants of the properties / occupants of nearby properties are not adversely affected by noise from road traffic / construction noise from the development.

The mitigation scheme (including glazing and ventilation systems) recommended in this report and detailed in the Environmental Statement will need to be specified at the reserved matters stage, when a final layout has been decided.

To ensure external amenity spaces associated with the residential dwellings are suitable for their proposed use, a 4.0m high barrier along the diverted A51 will be required to meet the desirable steady noise level of less than 50dB(A)L_{Aeq}. Details of this will be required at the reserved matters stage.

There is no information contained within the application to determine whether there will be a loss of amenity caused by noise from the proposed A1, A2, A3, B1 and D1 business uses. 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 considering these potential noise sources. This can be conditioned to be considered at the reserved matters stage.

LANDSCAPE & TREES

Landscape

The landscape and visual amenity study indicates in that it has been undertaken according to the 2nd Edition Guidelines for Landscape and Visual Impact Assessment, since the assessment had already commenced prior to the publication of the 3rd Edition Guidelines for Landscape and Visual Impact Assessment. The applicant's assessment correctly identifies the baseline conditions and in essence, that the site feels 'rural'. The site can easily be divided into four different character areas, namely; Riverside, Equine Centre and Paddocks, Rough Grassland with Hedgerows and Managed Farmland.

The assessment also identifies the location of the application site within both the National and Cheshire Landscape Character Assessments and provides a landscape and visual baseline summary, which are broadly agreed with.

A number of viewpoints and illustrative photograph locations are identified within the landscape study, and eleven of these have been selected for the visual impact assessment. Whilst the landscape officer agrees that the viewpoints chosen are representative, he does raise some concern regarding the sensitivity attributed to a number of the viewpoint locations and as a consequence considers that the significance of visual impact will be slightly greater

than shown for a number of receptor locations. The scale of the proposals in a greenfield environment, along with the largely urban nature of the proposed development means that it will almost certainly have some impact on the character of what is currently a rural environment.

However, the site is bordered by existing development to south and east, and by the A51 to the north and Welshmans Lane to the west, and the development would represent a natural rounding off of the town. The proposal will include a 25m landscaped buffer with appropriate additional native tree and understorey planting to the western boundary of the Site with Welshmen's Lane including the retention of the hedge; the retention of the site's mature hedgerows; additional native planting to infill gaps in mature hedgerows; the retention of the site's brook courses; extensive green infrastructure including boulevard tree planting and landscaping to the proposed access road leading from Reaseheath roundabout into the site.

With reference to the cumulative landscape effect, the assessment indicates in Para 5.5.5.11 that *'it is assumed that good landscape and architectural design practice will be employed at the above potential scheme should they come to fruition including an appropriate framework of structural landscape treatments including retention of existing characteristic hedgerows and notable trees, new tree planting of appropriate scale, area, design and species composition to ensure that the new development achieves a good fit in the landscape'*. As this is an outline application no details of this have been provided.

The assessment does include a section on mitigation, as well as the masterplan drawing. Any positive effects would depend largely on the development being undertaken in accordance with the masterplan drawing and as such these parameters should be ensured through appropriate conditions.

Trees

The site is mainly managed pasture and arable farmland defined by native mature hedgerows forming the field boundaries becoming more defined within the northern section of the site. Within these hedgerows there are scattered individual and groups of trees comprising mainly of Oak, Ash, and Sycamore. Individuals and groups of Willow and Alder define the mature vegetation along the banks of the River Weaver to the east

There are currently no Tree Preservation Orders protecting any of the trees within the site or on land immediately adjacent to the site. The Reaseheath (The Green) Conservation Area lies partly within the application site boundary to the north east corner of the site to the south of the A51. All trees with a stem diameter of 75mm or above are afforded pre-emptive protection by virtue of their inclusion within the Conservation Area.

There are four public footpaths Henshull Footpath No.3 and 4 and Worleston Public Footpath No. 3 and 4 within the application site from which trees within the site can be viewed as a public amenity.

The application is supported by an Arboricultural Impact Assessment (AIA) incorporating a Tree Survey (RPS Ref JKK785. rev B dated 14th June 2013). The Assessment is also supported by a Tree Constraints Plan. The Assessment states that the trees were assessed in accordance with BS58937:2012 *Trees in Relation to Design, Demolition and Construction – Recommendations* which is the primary document which guides the process of determining

planning applications and impact upon trees. It is agreed that the submitted Assessment complies with the parameters set out in the British Standard.

The Assessment identifies a total of 156 Individual trees and 36 groups (of which 25 are classed as hedgerows) located across the site and has categorised them in accordance with Table 1 of BS5837:2012 into High (A) category; Moderate (B) category; C (low) category and trees unsuitable for retention (U). Of the 156 Individual trees, 27 are categorised as A; 38 trees categorised as B; 75 trees categorised as C and 16 trees considered U category. All groups have been categorised as Category C (low quality) landscape benefit.

The Assessment has also identified four Veteran trees (T117 – 119 Oak and T156 Alder). One further tree, an Ash (T114) has been identified as possible Veteran status. These are located in the north east section of the site. In accordance with BS5837:2012 all Veteran trees should be listed as Category A (high quality) which means there will be a presumption for their retention. Paragraph 18 of the National Planning Policy Framework requires the retention of aged or veteran trees found outside ancient woodland unless the need for and the benefits of the development in that location outweigh the loss.

Alder (T156) has been classified as B2 and therefore should re classified as 'A' category if deemed to be a Veteran in accordance with Table 1 of BS5837:2012. All Veteran trees identified in the submission must be retained, away from built development and preferably located within open space.

Whilst all trees are deemed a material constraint all High (A) and Moderate (B) category trees should be regarded as principle landscape assets which means there will be a presumption for their retention unless it can be demonstrated that there is an overriding justification for their removal and that any such losses can be adequately mitigated.

The Illustrative Masterplan shows the initial access arrangement to be taken off the southern arm of a new roundabout and diversion of A51 with indicative internal road layout, residential, employment and green infrastructure shown on RPS Drawing 500_003 Revision O. A second access is also shown off Welshmans Lane serving the west of the site. The supporting Environmental Statement (ES) further states that the principle landscape assets including mature trees and hedgerows within the eastern and southern area of the site will be retained.

The ES advises that eleven hedgerow trees and one field tree to the north of Henhull Hall Farm will require removal and at least one tree in the hedgerow running north to south because of an internal access. Three large trees would also be lost to create the road over the wooded stream, with further losses anticipated for the creation of a new bridleway to the Equine Centre. Whilst the internal road layout is only indicative at this stage it is not clear as to how this would impact on existing trees throughout the site, both directly and indirectly. This will need to be clarified at the reserved matters stage.

Similarly, although the Arboricultural Assessment provides details of proposed tree removals, it only considers those by virtue of their condition. It does not provide any indication of those proposed for removal to facilitate development of the internal roads and bridleway referred to in the ES. It is therefore not possible to determine with any degree of certainty the impact of these losses will have on both visual amenity and on the wider landscape. This also will require consideration with the reserved matters.

Hedgerows

From the information provided in the ES hedgerows across the application site are generally species poor comprising of Hawthorn or Blackthorn. Most have been regularly cut or flailed with poor quality ground flora. Two hedgerows running parallel to the River Weaver north to south have been identified as potential to be 'Important' under the Hedgerow Regulations 1997 and should be retained within development proposals.

ECOLOGY

Great Crested Newts

No evidence of great crested newts has been recorded at any of the ponds surveyed. This species is not reasonably likely to be present or affected by the proposed development.

Bats

The site of the proposed development supports foraging bats and has been identified as being of local importance for two common bat species. However, the site is not considered likely to be significantly important for the more uncommon bat species.

The proposed development is likely have an adverse impact on foraging/commuting bats due to loss of foraging habitat and increased light pollution. This impact will only be partly compensated for as the proposed on site planting matures.

An acceptable bat survey of tree 20 has now been submitted. No evidence of roosting bats was recorded during the survey and the nature conservation officer advises that that roosting bats are unlikely to be affected by the removal of this tree.

Badgers

Nineteen badger setts utilised by two separate badger clans have been recorded within the application site.

The proposed development will result in the loss of one main sett, a subsidiary sett and several outlying setts. The development will also result in the significant loss of foraging habitat for both of the resident badger clans.

The submitted Environmental Statement has assessed the impact of the development upon badgers as being significant within the context of the site. The nature conservation officer advises that that whilst badgers are common and widespread in Cheshire East the significant size of the site should be borne in mind when considering the impacts of the proposed development.

An outline badger mitigation strategy has now been submitted in support of the application. The strategy involves the closure of the setts directly affected by the development under Natural England license and the provision of replacement artificial setts. It is also proposed that the green infrastructure associated with the development be managed to provide cover and foraging habitat for badgers. The proposed mitigation is adequate to avoid any direct impacts upon badgers, however it is likely that there would be a residual adverse impact on badgers due to loss of foraging habitat. If planning consent is granted a condition should be

attached requiring any reserved matters application to be supported by an updated badger survey and mitigation strategy.

Reptiles

Grass snakes have been recorded within 2km of the site. The nature conservation officer is in agreement with the applicant's consultant that this species is likely to occur on site on at least a transitory basis.

Habitat creation proposals for grass snake have now been provided. If planning consent is granted it is recommended that a condition be attached requiring any reserved matters application to be supported by a detailed reptile mitigation strategy and compensation method statement.

Barn owls

Breeding barn owls are known to occur to the north of the proposed development site. The semi-improved grassland near the river flood plain is likely to be important foraging for this species. The loss of this grassland habitat as a result of the proposed development is likely to have an adverse impact upon the local barn owl population.

Proposals have now been received for the creation of areas of rough grassland habitats for barn owls both on and off site. The proposals are acceptable, but a section 106 may be required to secure the offsite works. Confirmation is awaited from the applicant regarding the ownership of land outside of the application site.

Water vole

Water vole has been recorded as being present in the 'northern' brook. This protected species is also a local and national Biodiversity Action Plan priority species.

The current proposals will result in the loss 130m of brook habitat as a result of the proposed culverts. This will result in the direct loss of water vole habitat and will also have a fragmentary affect on the remaining habitat. Outline mitigation proposals have been submitted which include the enhancement of the existing ditch on site and the creation of an additional flood pond habitat to compensate for the loss of habitat associated with the proposed development, which are considered to be acceptable.

Otter

Whilst otter are known to occur on the river weaver I do not anticipate the proposed development having a significant impact upon this species. No offence is likely to occur under the Habitat Regulations in respect of this species.

Hedgerows

Hedgerows are a Biodiversity Action Plan priority habitat and hence a material consideration. The submitted ES states that the loss of hedgerows is significant in the context of the site. If outline planning consent is granted it must be ensured that suitable replacement hedgerows are included in the detailed design of any future reserved matter application.

Semi-improved pastures

Two semi improved fields to the west of the flood plain and a relatively diverse field headland (target note 6) will be lost as a result of the proposed development. These grassland habitats have some botanical interest which contributes to the biodiversity value of the site.

Breeding Birds

Thirty three species of bird have been recorded on site as being likely to be breeding. Seven Biodiversity Action Plan priority species which are a material consideration for planning were recorded. The submitted ES concludes that the breeding bird assemblage of the site is of local value or less. The site is unlikely to qualify as a Local Wildlife Site under the ornithological site selection criteria.

The loss of arable land associated with the proposed development would result in the loss of breeding habitat for 3 pairs of skylark, whilst the loss of hedgerow would displace one breeding pair of song thrush. The value of the retained hedgerows and other habitats for breeding birds will be reduced due to increased disturbance and potential predation by domestic cats.

The overall impact of the proposed development upon breeding birds is anticipated by the submitted Environmental Statement as being moderate in the local context.

Residual impacts of the proposed development

An ecological mitigation and compensation strategy to address the residual ecological impacts of the proposed development has now been submitted. The strategy includes the enhancement of the land both within and outside the redline boundary of the application. The strategy is acceptable but further detailed designs for the proposed enhancement works would be required at the reserved matter stage. A section 106 may be required to secure off-site habitat creation.

A number of comments received in representation have referred to the potential impact of the riverside path upon wildlife in this area. The nature conservation officer has confirmed that the proposed footpath would not have any significant ecological impacts.

Conditions

If planning consent is granted the following conditions would be required:

- Any future reserved matters application to be supported by an updated badger survey and mitigation strategy.
- Any future reserved matters application to be supported by detailed ecological mitigation and compensation proposed in accordance with the ecological mitigation and compensation strategy submitted in support of the outline application.

For the reasons outlined above, the proposal is considered to have an acceptable impact upon nature conservation interests in accordance with policies NE.5 and NE.9 of the Local Plan.

HERITAGE

Paragraph 131 of the Framework notes that in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their

conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness. Paragraph 132 notes that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be.

Local Plan policy BE.7 seeks to preserve and enhance conservation areas; policy BE.14 requires development to respect the character and appearance of Historic Parks and Gardens and do not harm features of archaeological or historical interest; and policy BE.17 seeks to ensure that there would be no adverse effects upon the historical value, the archaeological value or the appearance of the landscape of historic battlefields.

The site at Kingsley Fields abuts two conservation areas, the registered Nantwich battlefield and is in close proximity to Dorfold Hall registered park and garden (grade II listed). No heritage assets are located within the application site.

The proposed development does have the potential to affect the setting of the Registered Battlefield of Nantwich. However, English Heritage considers that this impact is unlikely to be substantial, providing that the mitigation measures suggested in the ES, such as the retention of historic hedgerows within and around the development site, are confirmed.

Similarly, the conservation officer raises no significant concerns regarding the heritage implications of the proposal. However, it is noted the development could have a bearing on the setting of the Nantwich Battlefield site, which does provide added justification to create a naturalised and lower density edge to the west of the site. The proposal is therefore considered to comply with the above listed heritage policies and the requirements of the Framework.

LAYOUT & DESIGN

With all matters reserved for subsequent approval except for strategic means of access, only an illustrative layout has been submitted. However, the submitted masterplan and design and access statement outlines that a mix of dwelling sizes, types and tenures will be provided including up to 30% affordable housing, comprising an agreed split between rented homes (social or affordable rent) and intermediate homes.

Lower densities are proposed on the western, northern and eastern sides of the development where the site adjoins Welshmen's Lane and the Battlefield site, the countryside and Reaseheath College, and the River Weaver corridor. The overall average density to deliver 1,100 dwellings is 34 dwellings per hectare. The exact mix of densities and dwelling types will be determined at the reserved matters stage.

The dwellings will vary in height, with the very great majority of the new homes being two-storey properties which are characteristic of the area. Taller buildings will be appropriate in parts of the site and the proposed maximum heights of buildings in different areas of the site are identified on the Building Height Parameters Plan.

A mixed use community hub/local centre will be provided. This is proposed to be located centrally in the site on the spine road link between Waterlode and A51 and adjacent to the Nantwich Town Football Club site in order to be highly accessible to the new development.

The proposals will create a green infrastructure network throughout the site. The green spaces are proposed to perform a range of functions ranging from formal recreation and play provision through informal recreation and amenity space to areas to be managed for their sustainable urban drainage and biodiversity roles. The green infrastructure principles are addressed in detail in the landscape and visual, ecological and drainage and flooding risk assessments as well as through this Statement. These documents are intended to demonstrate that the green infrastructure strategy is central to the design of the proposals and has strongly influenced the form and character of the development design.

The design officer has commented on the proposal and highlights the importance that the development responds to its location and should have a naturalised feel where landscape is a key feature which permeates throughout the scheme. The development will need to work with or reflect the natural (hedgerow) structure and characteristics of the site.

One of the design objectives set out in the D & A is:

“3. Responding to landscape

The site benefits from a network of established trees and hedgerows which can be utilised to create an instant mature landscape setting for the benefit of both new and existing communities. A green infrastructure network should be created around these features to define its edges where appropriate, overlooked and surveyed by new properties to create a safe and attractive public realm.”

It is positive that SUDS are suggested. These should play an important part of the overall landscape of the scheme given its relationship to streams and the River Weaver.

It is also important to note that there are views to the west to Acton Church from several points, these should be harnessed further in the layout as kinetic or incidental views as well as grand vistas. This also applies to the views toward Nantwich Church from several viewpoints, the landmark being more immediate and prominent for the eastern part of the scheme. The masterplan and Design & Access Statement highlights the importance of views of these two landmarks but scope exists for more to be made of them within different areas of the scheme.

It is positive that the Weaver valley is being safeguarded and there is potential for ecological betterment but to still secure managed access through the area. This also has the potential to create a strong sense of place for the development and enabling the eastern edge of the scheme in particular to have a strong physical connection to nature and to act as a design lead for this edge of the development

Some concern is raised by the impact of the highway works to the north, however it is understood that this is a longstanding ‘improvement’ that has been agreed with Highways. These works may negate widening of the highway through the Reaseheath Conservation Area, however there is concern about the quality of this gateway into the scheme and the extent of engineering required to deliver it with its potential impact on the setting of the conservation area. It is also noted that the block structure means that development will turn its back on this road, with the potential of inactive and unattractive boundaries and poor sense

of arrival on entry to the development from the north (after all this would be a gateway into the scheme). Careful consideration will need to be afforded to this at reserved matters.

The principle of a linked spine principal street through the site is supported, particularly if designed to Manual for Streets principles with regular public realm and landscape features to slow traffic and create public realm 'incidents' and variety within the townscape, as is inferred in the illustrative masterplan. However, beyond the principal street, there is a lack of clarity about the street hierarchy and associated character within this submission. In a scheme of this size there is scope to have at least 3 tiers of street introducing different characteristics and a legible hierarchy.

Whilst it is recognised that this is an outline scheme, it is a substantial development and strategic in scale. Therefore there is a case that a design code should be developed for this site to help deliver high quality. The Framework itself suggests that design codes should be used in helping to deliver well designed development. Also, a mechanism to ensure a lead developer and masterplanner role into the reserved matters and construction phases would be beneficial. This is especially important on a scheme of this size to ensure delivery of quality within the development and to ensure consistency in approach and delivery of strategic elements such as the green infrastructure / open spaces, and blue infrastructure and SUDS.

These principles are considered to represent an acceptable outline for the submission of reserved matters at a later date.

AMENITY

New residential developments should generally achieve a distance of between 21m and 25m between principal windows and 13m to 14m between a principal window and a blank elevation. This is required to maintain an adequate standard of privacy and amenity between residential properties.

The layout and design of the site are reserved matters and it is considered that the dwellings could be accommodated on the site, whilst maintaining these distances between the proposed dwellings within the new estate and adequate amenity space could be provided for each new dwelling. No further significant amenity issues are raised at this stage.

FLOODING

The Framework states that development should be directed away from areas at highest risk of flooding. This is the aim of the sequential test, to steer new development to areas with the lowest probability of flooding. Development should not be permitted if there are reasonably available sites appropriate for the proposed development in terms of flooding. The vast majority of the development (i.e. the residential, community and employment areas) is located in Flood Zone 1.

The main flood plain (Flood Zone 2 (medium probability) and Flood Zone 3 (high probability)) of the River Weaver is included within the eastern portion of the development site. This area is proposed to remain as existing with no alterations to levels and with no development. These areas are shown within the Masterplan as green infrastructure/formal open space. A

small section of the A51 diversion route passes through the area of flood plain. The diversion route will be constructed above the floodplain and the road will be protected from flooding. The loss of floodplain volume will be compensated within the area of open space proposed to the south of the diversion link. The A51 diversion cannot be accommodated on other sites, given that the diversion seeks to address existing issues on this particular stretch of road.

Where development is necessary within the higher risk Flood Zones, it must be made safe without increasing flood risk elsewhere. The proposed diversion route is categorised as “essential infrastructure” and will only be permitted in this zone should the Exception Test outlined in paragraph 102 of the Framework be passed. Essential infrastructure permitted in this zone should be designed and constructed to remain operational and safe for users in times of flood. For the exception test to be passed:

- It must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk; and
- A site specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible will reduce flood risk overall.

The applicants set out that the A51 diversion route addresses the Exception Test in the following way:

Environment:

The A51 is a heavily trafficked route with a large proportion of HGVs using it, which passes residential properties and the Reaseheath College. The Reaseheath roundabout experiences queues and congestion during the peak hours, especially on the Main Road arm in the PM peak and the A51 west arm in both peaks. The realignment will remove traffic and the HGVs from these properties, which will improve the noise and air quality for the existing community at this location. It will also reduce congestion and delays at the Reaseheath roundabout for the existing users and proposed community of the North West Nantwich development.

Safety:

The existing A51 at this location is of sub-standard design, with inadequate visibility and verge and footway provision. It has previously been subjected to a reduction in the speed limit from the National Speed Limit to 30mph in order to have a more appropriate speed restriction. The proposed link road will be designed in accordance with Design Manual for Roads and Bridges guidance, and therefore will provide a safer route and improve the safety record of the A51.

Economy:

The improved layout of the Reaseheath roundabout will result in reduced congestion which will have an economic benefit by reducing the cost of delay experienced at this location. This will be of benefit to the existing and future users of the A51, including the North West Nantwich development community.

Accessibility:

The proposed road will provide footway and cycleway provision on the A51. It will also remove through traffic from the accesses to the Reaseheath College and existing properties, which will improve pedestrian and cycle access to these. The reduced delay at the

Reaseheath roundabout would also benefit the public transport provision to the existing community using the College located on Main Road.

Integration:

The proposed layout provides access for a bus service, with improved pedestrian and cycle facilities for the benefit of the future North West Nantwich community. It will also link in with access to the Reaseheath College and remove the through traffic from the existing route past the site.

Policy Justification:

This proposed urban extension to Nantwich is supported by Policy Site Nantwich 1 of the emerging Cheshire East Local Plan. The emerging policy proposes the realignment of the A51 through the site, together with the provision of 1,000 new homes, a mixed-use local centre including a primary school, 2-3 hectares of employment land, and green infrastructure.

Location of other uses:

The most vulnerable uses of the proposed scheme, the residential development and school, are to be located in areas of the lowest flood risk.

The Environment Agency raise no objections to the proposal but note that the proposed development will only meet the requirements of the National Planning Policy Framework if the measures detailed in the submitted Flood Risk Assessment are implemented and secured by way of a condition.

These measures include:

1. Limiting the surface water run-off generated by the proposed development so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.
2. Provision of compensatory flood storage where the A51 diversion affects floodplain.
3. Finished floor levels are set no lower than; the relevant 1:100 years fluvial flood level climate change 600mm freeboard.
4. Overland flow of surface water is to be contained within the site, such that new or existing buildings are not affected.

Having regard to all these details, the proposal is considered to meet the exception test of paragraph 102 of the Framework and is acceptable in flood risk terms.

OPEN SPACE

Policy RT.3 of the Local Plan requires that on sites of 20 dwellings or more, a minimum of 15 sqm of shared recreational open space per dwelling is provided and where family dwellings are proposed 20 sqm of shared children's play space per dwelling is provided.

The maximum total public open space requirement for this development based on 1100 (family) dwellings will be:

- 1,100 x 35 sq m, equalling 38,500 sq m overall.

This is broken down into:

- 16,500 sq m of shared recreational open space; and
- 22,000 sq m of shared children's play space.

The Illustrative Masterplan provides for 12.78 hectares (ha) of Green Infrastructure (excluding the school site / MUGA, proposed allotments and retained agricultural and grazing land). Of this, 1.69 ha is dedicated for SUDS use, 1.07 ha is buffer planting along the southern edges, 0.1 ha is open space within the employment area. This leaves a residual public open space combined area associated with the new housing area of 9.89 ha which is well above the Local Plan requirement.

The proposed on site public open space will comprise:

- Riverside Walk – 10,700 sq m (1.07 ha)
- Central Circus and east and west spurs including the Neighbourhood Equipped Area of Play (NEAP) and adult outdoor gym, and excluding SUDS land – 10,000 sq m (1.0 ha)
- Remainder of linear green routes, spaces and public access green infrastructure – 78,200 sq m (7.82 ha)

In addition, formal play space and open space provision within the scheme will include:

- Multi Use Games Area (MUGA) on potential new school site with out of hours community use – 2,500 sq m (0.25 ha)
- Allotments – 4,100 sq m (0.41 ha)

The above provision set out within the application reflects the requirements for the site set out by the Greenspaces Officer, and is considered to meet the requirements of policy RT.3 of the Local Plan.

EDUCATION

The application has been submitted on the basis that either a primary school can be provided on site, or proportionate financial contributions will be made to extend existing local schools.

Primary schools within 2 mile radius of the site have been considered for capacity. No capacity has been identified in these schools. Only schools beyond the 2 mile distance from the site have some availability (e.g. Bunbury, Calveley, Wrenbury, Sound). The Council's education department have identified that the development will trigger the requirement for a sum of £2,277,721 towards the cost of providing primary accommodation for the pupils generated by this development. This figure has been achieved on the basis that the development will generate enough primary aged children to warrant a new school and then calculated using multipliers provided by the Dfe. The service will then seek to accommodate these pupils within the 2 mile radius (i.e. the distance on which capacity has been assessed). The preference will be to extend existing provision within this radius.

In addition, the education department also identify that the development will be required to make a secondary school contribution. The service expects this development to result in some 143 secondary aged pupils. Forecasts are suggesting that the secondary schools considered for capacity will have only 77 places available by 2019. On this basis a contribution of £1,078,618 will be required to accommodate the pupils of this age. In terms of expansion, the Malbank and Brine Leas are the two High Schools in Nantwich.

ARCHAEOLOGY

A geophysical survey of the site has been submitted, which was designed to identify those parts of the site requiring further archaeological investigation.

Across much of the site very little of interest has been noted, although former field boundaries (visible on 19th century mapping) have consistently been identified, which suggests that the results can be regarded with a high degree of confidence and that it is unlikely that major concentrations of archaeological features have not been detected. In these circumstances, across most of the application site further archaeological mitigation will not be required.

There are, however, a number of areas in the eastern part of the site where it is considered that some further archaeological work will be necessary, which may be secured by condition in light of the fact that a pre-determination desk-based assessment and geophysical survey have been carried out and that the areas requiring further work are now clearly defined. These areas are described further below:

Area 17 (SJ 648 533). This area contains a pattern of anomalies which the report acknowledges could be natural but do look like a group of small enclosures. In addition, the features lie close to the edge of the terrace overlooking the Weaver which is a very similar location to that of the Roman salt-making complex excavated by Manchester University in 2001. It is advised that these features, which extend over an area of approximately 1ha, require a comprehensive programme of trenching (5% sample) to establish their nature which will need to be followed by more extensive excavation work if they prove to be archaeologically significant and cannot be preserved *in situ*. If the trenching proves negative no further work will be required.

Areas 18 and 20 (SJ 649 530). Only limited geophysical work could be carried out in these two areas due to the overgrown nature of the fields. This is unfortunate as they lie closest to the area excavated in 2001 and it should also be noted that a supervised metal-detector survey carried out during the construction of the adjacent football ground in 2006 recovered a significant number of artefacts of Roman, medieval, and early post-medieval date, although it is acknowledged that cut features were not present. In addition, Area 20 was the site of the recovery of the Roman salt pan in the 1980s. It is advised, therefore, that these two areas cannot be dismissed at this stage and that further work will be necessary. One option would be to comprehensively trench the area as outlined above for Area 17. This, however, is a substantial area of approximately 5ha and a meaningful sample would involve many hundreds of metres of trenching. In order to avoid this scenario, the Council's Archaeologist suggests that attempts should be made to get the land into a condition where survey is possible with provision to target trenching on anomalies and the site where the salt pan was found. This will be a much more economical and rapid approach but it will require suitable ground conditions for initial survey, which could take the form of geophysical survey or supervised metal-detector survey. Whichever approach is taken, areas where significant remains are found may require formal excavation although a negative result to any of the further phases of evaluation will mean that the areas can be dismissed.

Site of Kingsley Fields Farm (SJ 6482 5310). This building, now demolished, does appear on the 1840s tithe map. The development master plan suggests that the site will be preserved within the areas of green space but, if this is not the case, a rapid strip and record exercise would be appropriate in order to record the remains of the structure. This would be a fairly rapid process and would extend over a limited area of approximately 20m by 20m.

Areas 21 and 22. These areas have a similar potential to Areas 18 and 20 and have not been subject to geophysical survey but are proposed as green space within the development. As long as this is the case and no major landscaping is proposed, further work would not be required in this area.

Area 19. This area was not subject to full geophysical survey but, as it is in the flood plain of the river this is not a major cause for concern. It is advised, however, that any major intrusive groundworks in the flood plain should be subject to a watching brief with a particular emphasis on noting any waterlogged timbers and deposits suitable for palaeoecological analysis.

It is recognised that the present application is for an outline consent and that if permission is granted detailed applications will then be submitted for different parts of the site. Many of these, it is now clear, will have no archaeological implications but where a detailed application affects one of the sensitive areas outlined above, it is advised that no works should occur anywhere within that particular area until a programme of archaeological work has been agreed with the planning authority and implemented. This will be vital to ensure that work is conducted in a timely and efficient manner, and that the development complies with policy BE.16 of the Local Plan.

INFRASTRUCTURE / PUBLIC REALM

Policy BE.5 of the Crewe & Nantwich Local Plan states that the LPA may impose conditions and / or seek to negotiate with developers to make adequate provision for any access or other infrastructure requirements and / or community facilities, the need for which arises directly as a consequence of the development. A development of this scale will undoubtedly have some impact upon infrastructure, public buildings and facilities within and around Nantwich Town Centre.

Such infrastructure requirements could include:

- Contributions towards extending the existing library into a redundant garage, and the associated additional equipment / resources required facilitating the use of the building as a community hub to mitigate for the increase in users arising from the development.
- The Nantwich Conservation Area Character Appraisal & Management Strategy identifies improvement works that are required in the town centre, and contributions could be made to these to address public realm impacts arising from the development.
- Improvements to local public rights of way as outlined earlier in this report, including Nantwich Riverside.

These are some of the areas where contributions could be made towards off site works to ensure that reasonable provision is made to meet the needs of future occupants and users.

At the time of writing the impact of the proposed development, and any required mitigation, was still being assessed but it is likely that this will feed into the s106 package.

AGRICULTURAL LAND

Policy NE.12 of the local plan states that development on the best and most versatile agricultural land (Grades 1, 2 and 3A) will not be permitted unless the need for the development is supported in the local plan; it cannot be accommodated on land of lower agricultural quality, and; other sustainability considerations suggest the use of higher quality agricultural land is preferable to the use of poorer quality land.

Paragraph 112 of the Framework states that Local Planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.

The agricultural land on the application site is set out below:

Grade	Area (ha)	%
3a	24.2	41
3b	30.8	53
Non agricultural	3.7	6
Total	58.7	100

Whilst the site does comprise a proportion of grade 3a (good quality) agricultural land, the applicants Agricultural Resources Assessment outlines that this distribution of grade 3a and 3b land is typical of what might be expected on soils of this type in the wider area around Nantwich and the quality of the land should be considered within this wider context.

This Assessment also identifies the pattern of agricultural land quality from survey work carried out in the area around Nantwich, which shows that the quality of land on the application site is of similar, if not of lower, quality than much of the other land that has been surveyed. This suggests that it is unlikely that the development could be accommodated on lower grade agricultural land.

Notwithstanding this view, previous Inspectors have considered the need for housing land supply outweighs the loss of agricultural land, as is considered to be the case with the current proposal.

SECTION 106 PACKAGE and HEADS OF TERMS

The scale and nature of the proposed strategic development requires significant contributions to mitigate the impact of the development which will be achieved through a s106 agreement.

While some of the contributions are as indicated above and agreed, further discussion and negotiation is required to establish the final details – particularly for affordable housing / tenure and the cost around the public realm improvements. Therefore, if the application is approved a Section 106 Agreement will be required based upon the following list with those final discussions being delegated to Officers.

- Education contributions of £2,277,721 for primary provision (or provision of a school on site) and £1,078,618 for secondary provision
- Up to 30% affordable housing provision.
- Tenure split of the affordable dwellings.

- Affordable dwellings to be provided on site.
- 25% of the affordable dwellings to be built to meet Lifetime Homes standards.
- 2 of the rented affordable dwellings to be specifically for key workers.
- Submission of affordable housing schemes with each reserved matters application.
- The affordable dwellings should be built to meet Code for Sustainable Homes Level 3.
- The affordable dwellings which are not required to be built to Lifetime Homes standard should be built in accordance with the standards adopted by the Homes & Communities Agency.
- Phasing of affordable dwellings
- Affordable dwellings pepper-potted within each phase of the development.
- All the affordable dwellings should be provided no later than occupation of 80% of the open market dwellings
- Implementation of off site ecological mitigation
- Financial contribution of £4,168,145 for highways improvements
- Provision of open space and management arrangements
- Financial contribution of £20,000 for air quality mitigation (Hospital Street)
- Infrastructure / public realm improvements

Community Infrastructure 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 provision of affordable housing, public open space provision, air quality mitigation and off site ecological mitigation, are necessary, fair and reasonable to provide a sustainable form of development, to contribute towards sustainable, inclusive and mixed communities and to comply with local and national planning policy. Improvements to public realm enhancements and public footpath linkages between the site are also considered appropriate given the increased local population and proximity to Nantwich town centre.

Financial contributions for offsite highways works are necessary to make the development acceptable in planning terms to mitigate for its impact on surrounding routes.

The development would result in increased demand for school places at the primary and secondary schools within the catchment area which have very limited spare capacity. In order to increase capacity of the schools which would support the proposed development, a contribution towards primary and secondary school education is required based upon the maximum units applied for. This is considered to be necessary and fair and reasonable in relation to the development.

All elements are necessary, directly relate to the development and are fair and reasonable in relation to the scale and kind of the development

CONCLUSIONS

The site is within the Open Countryside where, under policies NE.2 and RES.5 against new development unless it is for one of the specified exceptions, which the application is not. However, the Council cannot currently identify a five year supply of housing land and therefore in accordance with the Framework, the presumption in favour of sustainable development applies. The site is also identified as a preferred site for housing and commercial development (site CS 21: Kingsley Fields) within the Pre-submission Core Strategy Document. The development of the site is therefore considered to be acceptable in principle and is considered to be a sustainable form of development.

The Government has made it clear in the Framework that there is a presumption in favour of new development, except where this would compromise key sustainability principles.

The proposed development would make an important contribution in terms of affordable housing provision and this would be a significant benefit. Matters relating to the detailed design, amenity, the public right of way, trees, ecology, air quality and noise impact can be adequately addressed through the use of conditions or at the reserved matters stage. Although there would be some visual impact resulting from the loss of open countryside, it is considered that due to the relationship with existing urban form, this would not be so significantly adverse to justify a refusal of planning permission. It is also acknowledged that there will be some additional impact upon the existing highway network, however financial contributions towards junction improvements will adequately mitigate for this impact.

The proposal is a sustainable form of development, and in the absence of any identified significant adverse impacts a recommendation of approval is made.

RECOMMENDATION:

Delegate authority to officers to Approve the application subject to further discussion and negotiation on the s106 legal agreement as outlined within the Heads of Terms and the following conditions:

1. A01OP - Submission of reserved matters
2. A02OP - Implementation of reserved matters
3. A03OP - Time limit for submission of reserved matters
4. A06OP - Commencement of development
5. A01AP - Development in accord with approved plans
6. A22GR - Protection from noise during construction (hours of construction)
7. A32HA - Submission of construction method statement
8. A08OP - Ground levels to be submitted with reserved matters application
9. A19MC - Refuse storage facilities to be approved
10. Environmental Management Plan to be submitted
11. Details of external lighting to be submitted

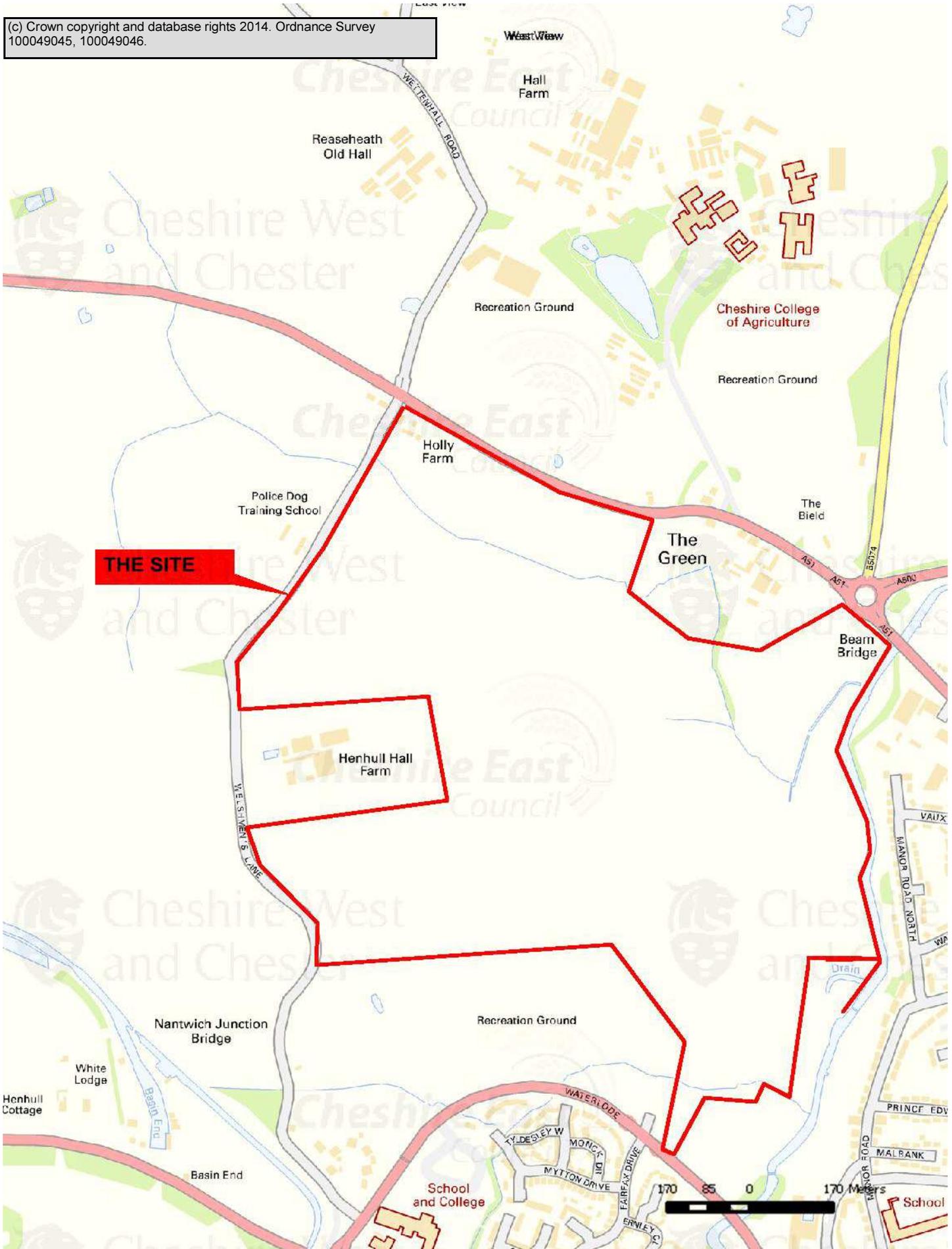
12. Acoustic assessment of A1, A2, A3, B1 and D1 uses to be submitted with reserved matters
13. Updated contaminated land Phase I report to be submitted
14. Noise mitigation details to be submitted with reserved matters
15. Submission of residential and business travel plans
16. Energy from decentralised and renewable or low-carbon energy sources
17. Site to be drained on a separate system
18. Development to be carried out in accordance with Flood Risk Assessment
19. Details of buffer zones around watercourses to be submitted with reserved matters
20. Details of watercourse crossings to be submitted with reserved matters
21. Site access roundabout from the A51 to be agreed prior to first development.
22. A51 diversion to be in place prior to occupation of the 600th dwelling
23. Link road to be provided prior to occupation of 400th dwelling
24. Provision of footbridge across the River Weaver
25. Reserved matters application to incorporate public right of way routes
26. Provision for pedestrians and cyclists
27. Reserved matters to be in accordance with parameters set out in Design & Access Statement and masterplan drawing
28. Submission of arboricultural details
29. Reserved matters application to be supported by an updated badger survey and mitigation strategy
30. Reserved matters application to be supported by detailed ecological mitigation and compensation proposed in accordance with the ecological mitigation and compensation strategy submitted in support of the outline application
31. Written scheme of archaeological investigation to be submitted
32. Hedgerow retention and enhancement
33. Design code to be submitted

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.

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Application No: 13/3293M

Location: BOOTHS PARK, CHELFORD ROAD, KNUTSFORD, CHESHIRE, WA16 8QZ

Proposal: Outline application including details of access and layout for the demolition of existing buildings and erection of up to 21,035 sq m gross B1a office accommodation, car parking, landscaping and associated works at Booths Park, Knutsford

Applicant: Dr Bruntwood Estates Ltd

Expiry Date: 12-Nov-2013

SUMMARY RECOMMENDATION

Approval subject to conditions.

MAIN ISSUES

- Whether the proposal represents “appropriate development”, and if not, whether there are any “Very Special Circumstances” which clearly outweigh the harm caused by inappropriateness, and any other harm identified
- Impact on landscape character and visual amenity
- Whether the proposal would result in sustainable economic growth
- Layout and Design
- Sustainability
- Amenity of Neighbouring Properties
- Transport, Accessibility, and Parking Provision
- Ecology
- Heritage/Archaeology
- Flooding and Drainage
- Trees and Landscaping
- Planning Benefits

REASON FOR REPORT

The application has been referred to Strategic Planning Board because it is a large-scale major development that is a departure from the Macclesfield Local Plan.

DESCRIPTION OF SITE AND CONTEXT

Allocations:

The site is located in the North Cheshire Green Belt and is identified as a Major Development Site in the Green Belt in the Macclesfield Local Plan.

Topography:

The site comprises a total of 6.1 hectares of the wider Booths Park Estate. The existing commercial development at the Booths Hall Estate consists of 22,247sqm gross of office floorspace comprising the former Booths Hall which is used for offices, training and conferencing purposes;

There are five, two and three storey office buildings and Springwood, a two storey office building. The existing office accommodation is located to the north of the access road to Booths Park, which is split broadly in two by a spine road with a very large hard surface car park to the south of the road and the existing office complex to the north

Previous Developed Land:

The majority of the site comprises 'Brownfield' land in the form of a surface car park, with two residential properties, a hanger and a shed also occupying the car park. The remainder of the site is considered to be 'Greenfield' being grassed mound, wrapping around the rear of three of the existing commercial buildings and the land immediately to the north of the central estate road, but south of Booths Hall.

Access:

The application site is located approximately 2km to the south east of Knutsford town centre and is accessed from the central access road running, through the Booths Park Estate. This access road forms the northern boundary to the existing large car park. This access road leads to the public highway at a roundabout junction with the A537 Chelford Road and Gough Lane.

There is pedestrian access to the site via Chelford Road as well as a pedestrian only link connecting Booths Hall to residential areas to the North West at South Downs and Delmar Road. The site is accessible by bicycle with shower and parking facilities and free bike hire provided by Bruntwood.

Knutsford railway station is approximately 2km from the site and provides services to Manchester and Chester. A limited bus service operates along Chelford Road and links the site to Knutsford town centre and Macclesfield.

Surrounding Land Uses:

Beyond the existing office accommodation and car park, the site surroundings comprise open fields, farmland, woodland and Booths Mere, all forming part of Bruntwood's estate.

To the north east boundary of the car park is Booths Hall Farm and a number of farm outbuildings, adjacent to which, is the Norbury Booths Hall site, a moated site and designated Scheduled Ancient Monument, which is screened by existing trees and planting.

Moving clockwise round to the south east, south and western boundaries, the application site is bounded by extensive boundary woodland, with the exception of a break to a section of the car park where hedgerows run along the car park edge.

Further to the west, near the Booths Park vehicular site entrance, is a cricket ground to the north and playing fields to the south.

The application site is largely screened from the surrounding area by well-established, mature trees and hedgerows. In the wider surrounding of the estate, open countryside surrounds the east and south, and residential areas are located to the north and west forming part of the Knutsford urban area.

DETAILS OF PROPOSAL

The application seeks outline planning permission for the erection of new B1 office floorspace with associated car parking and landscaping. The application is in outline with 'scale', 'appearance' and 'landscaping' reserved for further approval.

The scheme will involve the demolition of existing buildings (located within the existing car parking area) and the erection of up to a maximum of 21,035 sq m (gross) B1 floorspace.

This new commercial floorspace will be delivered in three separate blocks; two of which will be three storey buildings and one, which will be two storeys.

The proposed buildings will provide a range of accommodation, with each building having core common areas for ancillary accommodation and visible entrance lobby space.

Details of 'access' and 'layout' are sought to establish the amount of floorspace, car parking arrangements and circulation around the site.

Although all other matters are reserved. Indicative plans have been submitted that show how the buildings and landscaping would work in terms of appearance and scale.

Access:

Vehicular access to the proposed new office accommodation will be from the existing central estate road which runs from the A537, Chelford Road and Gough's Lane roundabout. Pedestrian and cycle access is also achieved via the existing estate road with a footway provided along the northern side. A pedestrian route also links the site (and the wider Booths Park Estate) with the residential areas to the west, namely South Downs and Delmar Road.

Layout:

The three units will be in the form of 'H' shaped buildings and be delivered across the existing car park in the southern portion of the Booths Park Estate. The applicant contends that the

layout seeks to counterbalance the extent of accommodation and landscaped spaces to the north of the access road.

The 'H' form of the layout does minimise bulk and the visual profile when viewed from outside of the application site, by providing narrow gables to the south elevation. It provides a central common area internally and leads out into landscaped gardens.

The location of the buildings and the undercroft parking need to be considered in the context of the Scheduled Ancient Monument adjacent to the site, with the proposed separation distances maximised in this location.

RELEVANT HISTORY

Following a review of the Council's records the following planning history on the site is considered relevant:-

In 1981, planning permission (25076P) was granted for the retention of a number of buildings, the removal of others, and the development of new buildings for office (B1) and ancillary purposes at Booths Park Estate.

Since this time there have been a number of applications for external alterations to existing buildings and significant landscaping improvements across the Booths Park Estate, however these are not relevant to this application proposal.

POLICIES

By virtue of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the application should be determined in accordance with the development plan unless material considerations indicate otherwise.

The Development Plan for Cheshire East currently comprises the saved policies from the Congleton Borough (January 2005), Crewe and Nantwich (February 2005) and Macclesfield Local Plan (January 2004).

Local Plan Policy:

The application site lies within the Green Belt as defined by the Macclesfield Borough Local Plan. The application is an outline, therefore the relevant Local Plan policies are considered to be: -

Environment

- NE2 Protection of Local Landscapes
- NE5 Historical landscapes, parklands and gardens;
- NE11 Nature Conservation;
- NE17 Major developments in the countryside
- BE1 Good Design;
- BE21-24 Archaeology;
- BE22 Scheduled Monuments;

Green Belt

- GC1 New development in the Green Belt;
- GC4 Major Developed Sites in the Green Belt;

Recreation

- RT7 Cycleways, bridleways and footpaths;

Employment

- E1 and E3 Employment Land Policies;

Transport

- T1 General Transportation policy;
- T2 Public Transport;
- T5 Provision for cyclists;
- T6 Highways improvements and traffic management;

Implementation

- IMP1 Development sites;
- IMP2 Transport Measures;

Development Control

- DC1 High quality design for new build;
- DC5 Measures to improve natural surveillance and reduce crime
- DC6 Circulation and Access;
- DC8 Requirements for Landscaping;
- DC9 Tree Protection
- DC17 Water resources
- DC18 Sustainable drainage systems
- DC63 Contaminated land

Other Material Considerations:

The National Planning Policy Framework came into effect on 27 March 2012, and replaces the advice provided in Planning Policy Guidance Notes and Statements. The aim of this document is to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. Local planning authorities are expected to “plan positively” and that there should be a presumption in favour of sustainable development.

Since the NPPF was published, the saved policies within the Macclesfield Borough Council Local Plan are still applicable but should be weighted according to their degree of consistency

with the NPPF. The Local Plan policies outlined above are consistent with the NPPF and therefore should be given full weight.

- The NPPF sets out a clear presumption in favour of sustainable development. Paragraph 7 defines sustainable development as having three dimensions: economic, social and environmental;
- Paragraph 9 of the Framework explains that pursuing sustainable development involves *'seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life'*;
- Paragraph 14 sets out the presumption in favour of sustainable development, which should be *'seen as a golden thread running through both plan-making and decision-taking'*;
- Paragraph 17 outlines 12 core land-use planning principles that should underpin both plan-making and decision-taking;
- Paragraph 18 of the NPPF sets out that: *'the Government is committed to securing economic growth in order to create jobs and prosperity'*;
- At paragraph 19 identifies that *'the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth'*;
- Paragraph 21 identifies a number of measures for local planning authorities to consider when drawing up their plans to assist investment in business, which it is identified *'should not be over burdened by the combined requirements of planning policy expectations'*;
- Amongst the measures identified in paragraph 21, is the need to support existing business sectors and to build in flexibility to be able to respond to changes in economic circumstances;
- Paragraph 32 indicates that developments generating significant amounts of movement should be supported by a Transport Statement/Assessment;
- Paragraph 24 states that local planning authorities should apply the sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up to date Local Plan;
- Paragraph 26 requires an assessment of impact on existing, committed and planned public and private investment and the impact on town centre vitality and viability;
- Paragraph 56 highlights that good design is a key aspect of sustainable development;
- Paragraph 61 sets out that development should address the connections between people and places and the integration of new development into the natural, built and historic environment;
- Paragraph 80 outlines the five purposes the Green Belt serves;
- Paragraph 109 states the planning system should contribute to the enhancement of the natural and local environment and protect and enhance value landscapes, minimise impact on biodiversity and provide net gains where possible;
- Paragraph 111 sets out that *'planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land)';and*
- Paragraph 118 states Council's should aim to conserve and enhance biodiversity through principles such as mitigating and compensating for significant harm that cannot be avoided.

Emerging Policy:

Cheshire East is currently preparing its new Local Plan which will guide the future planning and development of the area. The latest stage of consultation on the new Cheshire East Local Plan ran from 15th January to 26th February 2013 and whilst clearly the emerging policies within the Pre-Submission Core Strategy carry less weight than adopted plans, they still need to be considered as part of the assessment of this application.

The following policies within the Pre-Submission Core Strategy are relevant:

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

Supplementary Planning Documents:

Supplementary Planning Guidance provides a more detailed explanation of how strategic policies of the Development Plan can be practically implemented. The following SPGs are relevant and have been included in the Local Development Scheme, with the intention to retain these documents as 'guidance' for local planning purposes:

- Section 106 (Planning) Agreements SPG 2004;
- Booths Hall Development Brief (2007);
- Cheshire East Local List of Historic Buildings (2010);
- Employment Land Review (2012); and
- Cheshire East Economic Development Strategy (2011).

Circulars of most relevance include:

- ODPM 06/2005 Biodiversity and Geological Conservation;- 11/95 The use of Conditions in Planning Permissions; and
- Circular 02/99: Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2011.

Relevant legislation also includes the EC Habitats Directive and the Conservation (Natural Habitats etc.) Regulations 2010.

CONSULTATIONS (External to Planning)

Highways: No highway objections are raised, subject to a financial contribution being secured as part of the S106 package of mitigation measures.

This development is a large development that has impacts at various junctions in Knutsford and especially at Gough's Lane and road junctions close to the site. Speed limit changes in Gough's Lane will be of benefit in reducing through traffic speeds and although traffic flows are predicted to increase in Gough's Lane, the Strategic Highways Manager would not wish to improve the vehicle access to Gough's Lane by improving the junction with Toft Road, as this would only draw more traffic into using the road. This impact on Gough's Lane could be reduced if the congested principal routes are improved as vehicles reassign and journey times are reduced. It is important that the congested junctions in Knutsford are addressed not only for this particular development but for existing road users and improvements to the network are required.

United Utilities: No objections, subject to conditions requiring a separate system for foul and surface water; with foul connecting into the sewer and surface water details to be submitted.

Environment Agency: No objections, subject to conditions detailing with surface water and flooding.

Environmental Health: No objections subject to conditions controlling the hours of construction, hours and method of pile foundations and floating of concrete floors (if necessary), and submission of a scheme to minimise dust emissions. A travel plan and construction method statement conditions are also suggested. As the application is for new offices, which are a sensitive end use and could be affected by any contamination present, means that a Contamination Land Phase 1 report will be required.

English Heritage: No objection in principle, subject to a scheme of archaeological recording/investigation being carried out.

Cheshire Archaeology Planning Advisory Service: No objections subject to a scheme of archaeological investigation being carried out.

Public Rights of Way: Advises that the proposed development is unlikely to affect the public right of way. It is therefore requested that an advice note be added to any planning consent to ensure that developers are aware of their obligations not to obstruct the public right of way.

Leisure Services: No comments received.

The **Countryside Access Development Officer PROW**, comments that the proposed development may present an opportunity to improve the walking and cycling facilities in the area for both travel and leisure purposes. The proposed development site includes part of Public Right of Way, namely Public Footpath No. 17 in Knutsford. A suggestion has been received from a local user group for this Public Footpath to be upgraded to a Public Bridleway in order that it can be used by horse riders and cyclists in addition to pedestrians, and thus form part of a network of off-road routes for these non-motorised users.

VIEWS OF THE PARISH / TOWN COUNCIL

Knutsford Town Council: No objections to the outline application but raise concerns as to the potential impact of any increase in vehicular traffic on the immediate area, in particular Goughs Lane.

REPRESENTATIONS

One letter has been received, which raises no serious objections to additional office space as long as it is within the current building area and is suitably screened so as not to present an eyesore. An objection would be made to wholesale housing development.

A letter has been received from a resident who has no problems with any increase in jobs in the area, but much thought should be given to the road system, which will feed the park. The present arrangement is totally inadequate and any increase will produce further damage to the local infrastructure.

One resident objects on highways grounds. A significant proportion of commuting traffic to this site uses the narrow Goughs Lane. Pedestrians use this road in peril because of the high volume of cars And lack of pavement along most of the length. This development is therefore unsustainable from a safety and environmental perspective, because the site's location on the town outskirts means that the number of 'green' commuters will never exceed a minimal level as car will always be the preferred transport option for workers.

One letter of objection has been received from a local resident and their objections can be summarised as follows: -

- Fails to justify very special circumstances;
- Fails to refer to any exiting travel plan coordination;
- Fails to acknowledge exiting access concerns;
- More employment on site would create a problem for the existing infrastructure;
- The scheme is speculative;
- There is no statement regarding existing residents employed or likely to be employed.
- No pre notification on the planning application.
- TA complete before Aldi; and
- Barclays provided better green travel option for Radbrook hall.

South Knutsford Resident Group:

Are ambivalent about the application. There is some welcome for additional employment in the area and the development is largely on already developed land and well screened from the road. Some, or course, would welcome the status quo to be maintained on the site. What all are concerned about is the increase in traffic particularly on Goughs Lane and the A537 into Knutsford and the western end of Goughs Lane at its junction with the A50 Toft Road. The reduction in speed limit is too little.

SKRG have registered the submission as an objection because the developers appear to have taken insufficient account of current traffic conditions on the ground let alone the potential doubling of vehicular movements in the area. The planning application makes minimal provision (free bikes and a bus from the station with no evidence as to likely patronage) to meet the increase in traffic.

Knutsford Conservation & Heritage Group:

- Knutsford Conservation & Heritage Group (KCHG) acknowledges that there would be multiplier benefits to Knutsford's economy deriving from such development:
- These economic benefits would be enhanced by Bruntwood's facilitation of improved transport links between Booths Park and the town centre, as proposed;
- KCHG accepts that it is difficult for the total of 10 or 11 ha specified for additional employment uses by CEC in the Local Plan Development Strategy to be accommodated at non-Green Belt sites and through building adaptations in Knutsford (although there is some such potential);
- KCHG's opinion it is preferable for these to be located on brownfield land in the large cul-de-sac of Booths Park, mostly hidden from view, helping retain Knutsford's distinctive character and identity, rather than on other Green Belt land which is more visible to more people and is located in a setting which more obviously intrudes into the Green Belt;
- To protect the character of Booths Park and the setting of Booths Hall and the Scheduled Ancient Monument, KCHG recommends that an approval of this application is conditioned by CEC to provide appropriate safeguards and mitigation for Booths Park and its heritage, wildlife and vegetation significance, and to deal satisfactorily with traffic management issues, including in Legh Road Conservation Area, arising from the additional on-site jobs which would be created and serviced;
- This proposed additional office accommodation at Booths Park, on a site of 6.02 ha, should count against the Cheshire East Local Plan Development Strategy requirement for 10 or 11 ha in Knutsford to be allocated for additional employment uses; and
- The traffic management data was stated to be incorrect, when this application was considered at the Knutsford Town Council Planning and Licensing Committee meeting on 2 September 2013.

A full copy of all the comments made by the local residents toward this application as summarised above, can be viewed on the electronic file on the Council's public access website.

APPLICANT'S SUPPORTING INFORMATION

The applicant has submitted the following documents, details of which can be read on file:

- Planning Statement;
- Design and Access Statement;
- Economic Need and Benefits;
- Transport Assessment;
- Travel Plan;
- Landscape and Visual Impact Assessment;
- Phase 1 Ecological Assessment;
- Arboricultural Survey;
- Desk Based Archaeological Assessment;
- Flood Risk Assessment; and
- Statement of Community Engagement.

OFFICER APPRAISAL

Outline Planning Permission is sought for the erection of three B1 office blocks (maximum of 21 035 sq. m). Whilst all matters have been reserved except for means of access and layout, the indicative site layout plan indicates there will be 1, two storey office block and 2, three storey office blocks.

Green Belt

The site is located within the Green Belt therefore, policy GC1 of the Macclesfield Local Plan applies. The proposal does not fall within one of the exceptions therefore consideration must be given as to whether there are any Very Special Circumstances and other material planning consideration exist, which clearly outweigh the harm caused by reason of inappropriateness.

The site is identified as a Major developed site, therefore policy GC4 is applicable, however, it is evident that the proposals will not comply with the policy requirements of Policy GC4 and therefore, Very Special Circumstances must be considered.

Paragraphs 87 and 88 of the Framework mirrors the advice contained within policy GC1 of the Local Plan. Paragraphs 87 and 88 advise:

87. "As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
88. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special

circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations."

The applicant accepts that the proposal represents "Inappropriate Development", and has submitted a case to demonstrate that very special circumstances exist along with overall planning justification as to why this development is acceptable within the Green Belt.

As the proposal represents a Significant Departure from the Development Plan, should it be recommended for approval, it will need to be referred to the National Planning Casework Unit, under the Town and Country Planning (Consultation) (England) Direction 2009.

Impact on Openness of the Green Belt

The site largely comprises brownfield land, and there will be no substantive increase in hard standing as a result of the development. There is extensive landscaping along the site boundaries, which effectively screens the development from outside the site. The existing landscaping will be maintained and significantly supplemented as part of the proposals. It is not considered that the development at this site will detract from the open environment of the surrounding Green Belt.

The proposed development is designed to tie in with the existing commercial development around Booths Hall. There is a cluster of two and three storey office buildings with a total floorspace of circa 22 000 m sq. The new development proposed on the car park utilises the topography of the site to relate the new build to elements to the existing. The business park will provide a cluster of knowledge based business, it will in addition provide accommodation in a cluster of buildings which relate well to one another in the wider landscape setting and Green Belt.

Very Special Circumstances

The economic benefits generated by the delivery of the additional office accommodation are presented in a separate Economic Needs and Benefits Report. In summary, the success of Booths Park and the existing tenants has resulted in a need for those tenants to plan for their expansion in this location and for Bruntwood to seek to build on the success of the hub created at Booths Park.

The existing tenant profile closely matches the target sectors for growth in the north west and Cheshire East economy. Planning permission is needed to provide certainty of delivery through expansion of floorspace within a given timeframe. It will also maximise the opportunity for additional inward investment of similar high value knowledge based companies seeking to locate in Cheshire East.

The Regeneris report sets this out and Bruntwood, as a significant landlord with properties in Greater Manchester is well placed to satisfy this market and identified need.

A key element of the NPPF is for local planning authorities to look for solutions rather than problems when considering development proposals. This application represents a solution to the expansion needs of existing businesses at Booths Park, which will secure their retention in the local area and generate a wide range of other benefits including sustainable transport

initiatives that also contribute to the offering solutions in tackling climate change and reducing travel levels.

One of the objectives of the Cheshire East Economic Development Strategy is to ensure that Cheshire East maintains and enhances its role as a 'knowledge economy', through innovation in its businesses and skills development in its workforce. To achieve this objective the priorities will including retaining and growing existing businesses already in the area; attracting new investment for growth and providing employment opportunities for local people.

The development would provide additional floorspace for the existing businesses at Booths Hall enabling them to expand their operations within the business estate rather than seeking to relocate elsewhere. Based on the Economic Need and Benefits Assessment prepared by Regeneris, 80% of the existing occupiers at Booths Park are in the priority growth sectors. This highlights the importance of the existing businesses at Booths Park contributing to the local, Borough-wide and regional economy given that it already represents a nod of highly successfully knowledge based companies.

If these businesses were to relocate to be able to expand elsewhere, it could have a negative effect on the economy and the vision for the future of Cheshire East.

An estimated 1 340 jobs to be created on site as a result of the additional floorspace. In terms of construction jobs, over a period of three years period it is estimated that 170 full time equivalent jobs per annum will be created.

The proposed development incorporates a free shuttle bus between Booths Park and the town centre which will inevitably lead to greater expenditure within the town to the benefit of other local businesses. The provision of additional office space at Booths Park would also generate wider economic benefits through indirect and induced effects. Based on HCA guidelines, Regeneris estimate that a further 390 jobs could be created as a result of the indirect and induced supply chain impacts.

The Employment Land Review (2012) made an assessment of existing employment sites were undertaken, which included Booths Park Estate. The assessment confirms that there is potential for further development at the site. The Employment Land Review notes that Booths Hall has recently achieved the highest rental value in Cheshire East, which demonstrates a continuing demand for accommodation at the site.

It is considered that the Very Special Circumstances and substantive benefits advanced justify the proposed development in the Green Belt and show how the proposal will assist the Borough in meeting its economic and wider growth objectives.

Bruntwood acquired the site in 2004 and invested £12 million in refurbishment and development works at the site. The site now contains over 80 office suites with attractive tiered courtyard and landscape gardens. A hub of ancillary services and facilities are also present including a café and sandwich shop, cricket club, croquet pitch, shower and changing facilities, and gardens and mere for recreation use.

There are 62 companies based at the site which employ over 1 300 people. AMEC, Mastercard, Sir Robert McAlpine and Medline are amongst those businesses based at Booths Park.

Booths Park is now at full capacity and approximately half of those businesses have a requirement to expand.

It is recognised that as with any development, there is a critical mass which is required in order to make other ancillary facilities viable. An additional critical mass of employees at Booths Park will enable Bruntwood to deliver a new free shuttle bus service. This shuttle bus will offer free journeys for employees to and from Booths Park travelling to Knutsford town centre and the train station.

The delivery of a free service is only worthwhile and viable given the concentration of employees there will be at the park. This shuttle bus service has a number of direct and indirect benefits.

The direct benefits are that by making it a free service will encourage employees to use sustainable transport to get to work and then also at lunchtime to access the services and facilities of Knutsford. This will result in less private vehicles on the highway network surrounding Booths Park, which is a positive step in tackling climate change and reducing emissions from traffic.

Providing a free service for accessing the Town Centre will also encourage employees to utilise the facilities in Knutsford. This will result in increased expenditure supporting local businesses and services thereby assisting in strengthening the economy of the Town Centre.

A greater critical mass of employees and floorspace will also lead to the provision of a service hub within the park. This is a central space where workers can park their bicycles and benefit from showers and washroom facilities in the middle of the overall business estate. Bruntwood has incorporated such hub facilities on other business parks in their ownership and they have proved a great success in encouraging staff to travel by sustainable means of transport.

Sequential and Impact Test

Paragraph 26 of NPPF requires consideration of the sequential test for proposals for office development in out of centre locations, the purpose being to maintain and enhance town centre vitality and viability.

Booths Park is an existing and long established out of centre office destination.

Knutsford is a historic town with a tight grain centre with small scale shops, restaurants and cafes. With narrow streets and limited parking. It is considered that there are no available sites that could accommodate the scale and flexibility of space proposed.

This is further recognised by the allocation within the Local Plan of Parkgate employment area, to the north east of the town. Parkgate Industrial Estate is further from the town centre than Booths Park. It provides for a different employment offer (B1/B2/B8) to the high quality business park offer at Booths.

In addition, it should be noted that an application for 230 residential dwellings has been submitted on land to the rear on Parkgate Industrial Estate. If that application is granted planning permission, that would further enhance the importance of Booths Park to drive and deliver future economic expansion in Knutsford and Cheshire East.

The proposal for office expansion space at Booth Park seeks to address the need for expansion space at this location from existing businesses and also attract inward investment from new knowledge based industries. It is not considered that locating new office space in the town centre would address the expansion needs of existing customers (even if there were sequential sites available) as the existing businesses have chosen to locate at Booths Park due to its prestigious parkland setting and flexible accommodation.

The proposal also seeks to attract further inward investment in line with the economic objectives of Cheshire East Council to build on the critical mass and success of the Park to date. An attractive business park location such as Booths Park, with its ready access to a large skilled workforce and clusters of other knowledge based businesses, is an attractive proposition for other high end knowledge businesses that are looking to move to the north west. Such organisations are seeking a certain product, and Booths Park is in competition with similar locations, potentially across the far wider region, or nationally. Such clusters facilitate a high degree of interaction and knowledge sharing, which drives innovation and growth. Such sites and opportunities are not available in the town centre.

Furthermore, if the development were located elsewhere, this would not achieve the critical mass required to provide a free shuttle bus and other sustainability benefits at Booths Park.

The increase in salaries in the local area would increase spending power and as nearly half of existing employees live in Cheshire East, a large proportion of salaries would be spent in the local area. As such, the proposal would have a positive impact on the vitality and viability of Knutsford town centre.

Overall, the proposal satisfies the sequential and impact tests of the NPPF. It will not detrimentally impact town centre vitality and viability.

Highways

The Strategic Highways Manager has assessed this application and considers the key issues to be as follows: -

- The traffic impact of the development on the local infrastructure
- The traffic impact of the development on Gough's Lane

Parking

As part of the development proposals the internal car park will be reconfigured to provide parking for both the existing use and the proposed new office. The overall car parking provision on the site is 1443 spaces, this level of car parking is consistent with CEC standards for B1 development and no issues are raised concerning the number of parking spaces. Included in this number are 24 disabled spaces that will be located adjacent to the main building entrance within the site.

Traffic Impact

With regard to the traffic impact of the development the applicant has submitted a Transport Assessment. The trip generation has been based upon the existing traffic generation going to the site. Traffic counts were undertaken at the site access roundabout in the morning and evening peak hours. The traffic generation for the new office proposal was then calculated pro rata and the resultant figures are 456 AM two way and 413 PM two way, although this number of trips was subsequently reduced by 10% to reflect the bus service from the site that connects to Knutsford and the railway station. The Strategic Highways Manager would normally expect justification to be submitted to show that this level of traffic reduction is achievable by the introduction of the bus service, the assessments should provide a sensitivity test with full trips on the road network for robustness.

A number of junction assessments have been undertaken by the applicant, these are follows:

A537 Chelford Road/Goughs Lane roundabout

A50 Toft Road/Goughs Lane priority junction

A537 Brook Street/Mobberley Road priority junction

A537 Brook Street/Hollow Lane Signal junction

A537 Adams Hill/A50 Toft Road/Stanley Road/Bexton Road

It has been assumed by the applicant that the development will be completed and open in 2014. This is a very optimistic timetable used for assessment although a future year test at 2019 has been undertaken that includes growth and committed development.

The applicant has identified a number of net impacts at all of these junctions in terms of percentages, however, it is the capacity assessments of the junctions that are important. The site access roundabout on Chelford Road does operate within capacity in the assessment year of 2019, this is to be expected as this roundabout does work reasonably well currently.

Gough's Lane is a residential road that is used as a rat run for traffic avoiding the congested junctions in Knutsford. The priority junction at Gough's Lane and Toft Road has capacity problems in the PM peak. This is as a result of the right turning traffic into the A50. The proposed development will add significant additional traffic onto this road - some 30% to 33% over existing 2013 surveyed flows.

The junctions of A537 Brook Street/Hollow Lane and A537 Adams Hill are important junctions in Knutsford and it is important that these junctions operate efficiently. The A537 Brook Street/Hollow Lane junction has recently been improved as part of the Aldi development, however, it is recognised that this junction still has capacity problems and not only in the peak hour. There are further improvements proposed at this junction and Adams Hill as part of the infrastructure improvement plans for Knutsford. As part of this work CEC have undertaken assessments at these junctions and have shown that they operate over capacity. The

applicant's junction assessments do not show the same level of congestion problems, but do recognise that these junctions are at capacity.

An assessment of the roundabout junction at the A50 Manchester Road/Northwich Road has been submitted that suggests that this junction operates well and within capacity. Clearly, there has been no validation of the queues that occur at this junction. This junction has long queues towards the junction both on Northwich Road and Manchester Road. This junction has congestion and capacity problems and this has not been recognised in the Transport Assessment.

To improve the accessibility, the applicant is proposing a dedicated free bus service for the site that will link the site with the town centre and also the railway station. It is proposed that the service will run in peak hours and at lunchtime on a daily basis. There is an existing travel plan for the site, this is being extended to cover the new office development.

Internally the proposed layout is acceptable and there are no design issues raised concerning the car parking layout.

The submission by the South Knutsford Residents group has recognised these issues especially in relation to the predicted increase in usage in Gough's Lane and problems with turning at the junction with the A50 Toft Road. The Group has also raised concerns about the existing capacity of A537 Brook Street and Adams Hill to accommodate the development.

Highways Conclusions

As stated above, one of the main concerns is the use of Gough's Lane, as this is already used to access and egress to the site. This will increase should the development proceed. There are capacity issues at the junction with Toft Road, although the Strategic Highways Engineer would not wish to see this junction improved, as this would only likely draw more traffic onto the road. The Strategic Highways Engineer would wish to see the congested junctions on the principle roads into Knutsford improved, which would improve journey times and reassign traffic back onto more appropriate routes.

The applicant has proposed that the speed limit is changed from 40 mph to 30mph and also this is reinforced with additional road markings and signage.

There will also need to be changes to the speed limits on the A50 Toft Road and A537 Chelford Road to provide buffer 40mph speed limits. This speed limit change is supported by the Highway Authority.

The junction assessments presented in the Transport Assessment at the major junctions in Knutsford are not consistent with CEC and other developer assessments of the same junctions that show higher congestion levels. The applicant's model results have not been validated against current queue length surveys at these junctions and therefore, the Strategic Highways Engineer raises concern regarding the accuracy of the predicted ratio of flow to capacity (RFC), or the Degree of Saturation (DOS).

Both the junctions at A537 Brook Street/Hollow Lane and A537 Adams Hill/Toft Road are at capacity currently and the consequence of adding further traffic to these junctions is to extend

queues significantly. Therefore, as this development does add significant amounts of traffic to these junctions it should at the very least provide mitigation measures that allows the junctions to work at a no worse off situation in 2019, with development included.

As part of the Local Plan there are infrastructure improvements planned for these junctions to be funded through development contributions, as this site has a direct impact, it is appropriate that this site is one that could provide a contribution towards these improvements. Discussions with the applicant have taken place regarding providing funding towards these improvement schemes. The contribution has been derived from the number of development trips passing through the junctions in the worse case peak hour AM in relation to the construction costs of the improvements, this equates to a contribution £630,000.

However, the applicant has considered this request and subsequently submitted a viability assessment on the proposed development and has offered £20,000 towards speed reduction in Gough's Lane and £380,000 towards town centre improvements in Knutsford. Whilst, this is not the full contribution requested it does provide a significant amount towards funding the Local Plan infrastructure improvements that have been devised in conjunction with the Town Council.

There are other development sites in the Local Plan that will need to contribute to the infrastructure improvements and Booths Park is one element of these contributions. However, the contribution does provide a not unreasonable amount in mitigation for its own impact and the Strategic Highways Engineer accepts the £400,000 contribution offered.

Therefore, the Strategic Highways Engineer raises no highway objections subject to the financial contribution being secured as part of the S106 package of mitigation measures.

Environmental

Layout, Design and Amenity

It is considered that the layout provided would be acceptable. Due to the location of neighbouring properties, it is not considered that there would be any impact from the building on neighbouring properties.

Setting

The Conservation Officer has considered the impact of the three, 3 storey buildings and associated car parking on the ancient scheduled monument and within the Historic Parkland and Locally Listed Booths Hall. The proposals will to a certain degree, further compromise this once rural setting through the introduction of additional built structures.

The current use of the site has completely changed the setting of the hall and car parking now surrounds the Scheduled Ancient Monument.

The site has an eclectic mix of architectural styles, therefore imposing a particular style is not appropriate, but consideration must be given to a high standard of building design, use of materials, hard and soft landscaping.

There is a good opportunity to fully record the boundaries of a cluster of outbuildings around the site and provide this information on the Historic Environment Record as it would better reveal the significance of the site.

Archaeology

English Heritage have also provided some observations on the proposals and recognise that the significance of the scheduled site lies largely in its historic and evidential value as an important example of a moated site. While the setting of the heritage asset is important, 20th century development to the northwest has eroded its characteristic rural setting. The introduction of three 3 storey buildings and associated car parking to the North West of the ancient monument will compromise this once rural setting through the introduction of additional built forms which (although partially screened by existing foliage) will be partially visible from the scheduled site. However, in light of the current use of the site in question (car parking) and existing tree cover, this harmful impact is considered to be less than substantial, and must therefore be considered by the LPA against the public benefits of the proposal under paragraph 134 of the NPPF.

The archaeological potential of the site is to some extent diminished as a result of its uses – firstly as an orchard in the 19th and 20th centuries and later as a car park. However, the desk based assessment supplied with the application suggests that there is moderate potential for medieval remains associated with the scheduled site within the proposed development area. This matter is considered in more detail below.

The Development Control Archaeologist from the Cheshire Archaeology Planning Advisory Service has been consulted with regard to the proposals.

The medieval moated site at Booths Hall lies immediately adjacent to the south-eastern limits of the proposed development area, much of which is currently used for car parking. The moat and subsidiary features extending to the west are recorded in the Cheshire Historic Environment record (CHER 1242/1). They are also designated as a Scheduled Monument (SM 13449) and are statutorily protected. The moat currently contains no standing buildings as the focus of activity moved c 300m to the west in the mid 18th century, when a new hall was constructed on the site of the present Booths Hall, amidst landscaped grounds. Limited excavations have, however, suggested the presence of well-preserved below-ground remains on the platform of the moat.

An archaeological desk-based assessment, which considers the historical development of the site, the nature of the remains, the physical impact of the development proposals, and the effect on the setting of the Scheduled Monument has been submitted to accompany the application.

The report (prepared by the archaeological consultants) concludes that the development has some potential to disturb archaeological remains, particularly in the vicinity of the moat, where ancillary building such as barns and outhouses might be expected. The report is also particularly helpful in that it contains a comprehensive collection of historic maps, which are sufficient to show that the development is unlikely to reveal any buried traces of the landscaped grounds, which surrounded the later hall and have survived the 20th-century developments within the grounds. The maps do, however, show a number of ancillary

buildings associated with the later hall, which are within the proposed development area and whose below-ground remains may be vulnerable to disturbance.

In view of the proximity of the Scheduled moat and the possible effect of the development on the setting of the monument, the proposals and the scope of any archaeological mitigation, have been discussed with the relevant persons at English Heritage. It is accepted that in view of the extensive development works that have occurred at Booths Park in the recent past, there will be no effect on the setting of the Scheduled Monument and that there is likely to have been a degree of disturbance to any archaeological remains within the application area, which makes further pre-determination work unnecessary.

Instead, it is suggested that if planning permission is granted the site should be subject to a staged programme of archaeological work which should consist of an initial phase of trial trenching in the car park area to the south of the main east to west road across the site, followed by more extensive investigations if significant deposits are located. In the area to the north of the road, the footprints of the ancillary buildings depicted on the 19th-century mapping should be subject to targeted investigation prior to redevelopment. A report on the work will be required and it will be vital to ensure that sufficient time and resources are built into the development programme to allow for the completion of the programme of archaeological mitigation.

It is recommended that the mitigation is secured by condition

Landscaping

Booths Park forms an area of historic parkland, with Booths Hall, a number of existing office buildings, woodlands, lakes, playing fields and also a Scheduled Ancient Monument on the moated site and fish ponds of the original Norbury Booths Hall. The proposed development is an outline application, but a Masterplan has been submitted as part of the application.

Methodology

A Landscape Visual Impact Assessment has been submitted to accompany the application. This does follow the methodology as outlined in the Guidelines for Landscape and Visual Impact Assessment, Third Edition 2013, and appraises the landscape in terms of value, condition and the significance of landscape and visual impacts that the proposals may bring about.

The baseline information includes the Cheshire Landscape Character Assessment 2009, which identifies the application site as being located in the Estate, Woodland Meres, Landscape Character Type 9, and specifically within the EWM5 Tabley character area. The wider landscape around, and including some of Booths Park does appear to have many of the characteristics of this character area, namely a slightly undulating topography, the intact and extensive hedgerow system with numerous hedgerow trees, woodland blocks and watercourses and ponds, as well as areas where agriculture appears more intensive and where hedgerows have been trimmed low and the landscape appears far more panoramic; however, the Landscape Officer agrees with the assessment that the application site itself displays few of these character area characteristics, since it is currently an extensive area of tarmac.

An assessment of the landscape character of Booths Park has been included. The Landscape Officer agrees with this characterisation and feels that it does help to identify the baseline landscape character of the application site, as well as the wider Booths Park landscape.

Landscape Proposals

The proposed development consists of one two-storey and two three-storey buildings, with underground and above ground parking and associated landscape works. The proposals would result in the loss of 112 trees, 35 of these of 'arboricultural or landscape value' although the assessment indicates that 225 semi mature trees will be planted as part of the proposals, along with a number of smaller trees and shrubs, 1700 is indicated in the arboricultural report submitted as part of the application..

Impacts on Landscape Character

The assessment includes a baseline landscape assessment and includes an assessment of the landscape character impact on the different zones identified across the application area. However, I feel that the assessment only really examines the positive impacts that additional planting may have and fails to address the landscape impact that the three office buildings may have in an area that is currently a car park with a fairly substantial landscape structure surrounding it. The application site is in close proximity to the scheduled ancient monument area and the historic park. It is noted that section 3.2 of the LVIA is titled 'Sensitivity of the Landscape', the sensitivity of the landscape is not actually stated. Further, Paragraph 3.2.4 states 'while the development is perceived as having adverse effects', there is no indication of the significance of landscape effect.

Nevertheless, the Landscape Officer does feel the points highlighted in section 3.2.2 would be largely positive in terms of the landscape impact. Due to this being an outline application, the Masterplan can only be regarded as being illustrative, so a positive outcome would depend on the final details to be submitted at the Reserved Matters stage.

Visual impacts

The impact on visual receptors has been considered at the construction phase, at completion of development and after 15 years. While, the Landscape Officer broadly agrees with the assessment of impact on those receptors identified, the assessment has been based on an outline application and the assessment has also been based on the Masterplan, namely for one, two storey building and two, three storey buildings. Any deviation from the proposals as shown in this application would inevitably have an impact on the visual assessment and that impact could be either positive, or negative, depending on the scale of change. In addition, it should be noted that the landscape proposals are also outline in nature and any reduction or change to these could also inevitably either reduce, or increase the visual impact that the proposals may have.

Landscape conclusions

While it is considered that the proposals could have a positive impact and the Landscape Officer broadly agrees with the visual assessment, the proposals are outline and these impacts would ultimately depend on the final scale and detail of the design and also on the final Masterplan, provided that the extent of landscape to be retained is retained, that the additional landscape shown is provided within the scheme. This can be ensured through reserved matters and appropriate conditions.

Trees

The site lies within historic parkland comprising of managed arable and pasture land. Many of the parkland trees and some mid 18th century planting to the front of the Hall are still in existence. A public right of way (FP17) runs through the site from the A537 along the existing access road through to Pavement Lane to the north east, where many of these parkland trees are visible as public amenity features.

A Tree Preservation Order (The Knutsford UDC, Over Knutsford Tree Preservation Order 1973 affords protection to a woodland adjacent to Lynton Close to the north of the Estate and an area of trees adjacent to Carrwood to the east. There are, however no Tree Preservation Orders protecting any trees, or woodland within area proposed for development and the site does not lie within a Conservation Area.

An Ancient Woodland stands to the north east of the estate to the south of Spring Wood. The woodland lies outside the area for proposed development.

The application is supported by an Arboricultural Impact Assessment. The Assessment states that the trees were assessed in accordance with BS5837:2012 *Trees in Relation to Design, Demolition and Construction - Recommendations*, which is the primary document, which guides the process of determining planning applications and the impact upon trees. It is accepted that the submitted AIA complies with the parameters set out in the above Standard.

None of the hedgerows assessed are considered to be 'Important' within the defined criteria defined under the Hedgerow Regulations 1997.

A woodland to the south of the existing car park (identified as W1) is designated as a lowland mixed deciduous woodland UK BAP Priority Habitat

The Assessment has recorded 2 individual trees and 2 woodlands as High (A) category; 1 individual tree, 10 groups and 1 hedgerow as Moderate (B) Category; and 2 Individual trees; 16 groups and 2 hedgerows as Low (C) category.

All trees are deemed a material consideration, however High (A) category and Moderate (B) category trees should be presumed for retention unless there is an overriding justification for their removal and that mitigation measures for avoidance and replacement have been adequately demonstrated

The Assessment identifies that 112 trees (which include individuals, individual trees within groups), part of one woodland two hedgerows and part of a third hedgerow will be required to be removed to facilitate the development (para 5.1). Of these only 35 are considered to be of arboricultural or landscape merit (para 5.2).

In addition, the Tree Survey Sheet identifies two further groups of trees to be removed (Groups G16 and G26 outlined in red on the plan). Group 16 comprises of various mature trees including Poplar, Sycamore and Beech of which 2 at the northern end of the group are proposed to be removed to accommodate the Shuttle bus loop. Group G26 comprises of a group of 9 low category ornamental trees, to be removed to allow provision of additional car parking south of the Booths Hall building, (Block G).

The development will require the removal of a number of moderate 'B' Category trees (about 68 in total) located within groups around the existing car park and south of central access road including 3 Oak within the High woodland (W2) located to the south east of the site to accommodate the proposed extension to the existing car park. No trees which are associated with the historic planting around the Hall are proposed to be removed apart from 2 low category trees to the south of the Hall within Group G16. A number of low 'C' category trees are also proposed to be removed to accommodate the proposed changes to the car park.

Existing car parking provision is proposed to be extended and reconfigured to include undercroft parking, but parking will not be extended beyond the southern boundary of the existing car park. Boundary trees within the existing woodland W1, (A BAP Priority habitat) will therefore not be affected. The Assessment identifies that any excavations within this area will not exceed the current depth of the existing sub base to avoid damage to the rooting environment of trees. It is agreed that such matters can be dealt with by a Method Statement at Reserved Matters stage.

It is proposed to plant 225 trees within formal landscaped areas and a further 1700 trees within a new woodland walk. The Illustrative Master Plan provides details of the new planting within proposed landscaped areas around new buildings and the new car parking areas where it is proposed to plant 225 trees within formal landscaped areas. A further 1700 trees are proposed, providing additional woodland planting as part of a woodland walk adjacent to the woodland to the south of the site.

Whilst it is accepted that the proposal will result in the loss of a number of low and moderate category trees, which will have some impact in the immediate area, all of the trees are associated with, or are located within the existing built infrastructure and in terms of the wider impact in amenity terms and from an arboricultural perspective; justification for their retention does not outweigh development considerations and can be adequately mitigated within the site.

The proposed landscaping provides a basis for a more detailed mitigation package to address any tree losses.

Should the application be granted consent, conditions should be attached requiring any future reserved matters application to be supported by a Tree Protection Scheme (in accordance with BS5837:2012 Trees in Relation to Design, Demolition and Construction – Recommendations) and a Method Statement for excavation and construction of proposed areas of Hard Standing within the root protection areas of retained trees.

Amenity

The Environmental Health Officers comments are noted. It is considered that the suggested conditions are acceptable which seek to: -

- control the hours of construction;
- control the hours and method of pile foundations and floating of concrete floors (if necessary);
- minimise dust emissions.

A travel plan and construction method statement would also be required. As the application is for new offices, which are a sensitive end use and could be affected by any contamination present, means that a Contamination Land Phase 1 report will be required.

Flooding

The Environment Agency has no objection in principle to the proposed development. It is acknowledged that the surface water from the existing site currently discharges to the artificial moat located next to Booths Hall Farm. This is understood to overflow into a local watercourse, which in turn outfalls to Birkin Brook. Surface water from the redeveloped site should ensure no increase in runoff to the local watercourse. For discharges above the existing allowable rate to this watercourse, attenuation will be required for up to the 1% annual probability event, including allowances for climate change.

The discharge of surface water should, wherever practicable, be by Sustainable Drainage Systems (SuDS). SuDS, in the form of grassy swales, detention ponds, soakaways, permeable paving etc., can help to remove the harmful contaminants found in surface water and can help to reduce the discharge rate. Therefore, the Environment Agency request that planning conditions are attached to any approval which require a surface water regulation scheme, and a scheme to manage the risk of flooding from overland flow of surface water.

Ecology

The application is supported by an acceptable Phase One habitat survey.

Bats

Evidence of bat activity in the form of a minor roost of a relatively common bat species has been recorded within the house proposed for demolition. Due to the lateness in the season when the survey was undertaken there remains a possibility that the building may support a more significant roost, However, on balance the usage of the building by bats is likely to be limited to small-medium numbers of animals using them for relatively short periods of time during the year. The loss of the buildings on this site in the absence of mitigation is likely to have a low upon bats at the local level.

The submitted report recommends the installation of bat boxes on as a means of compensating for the loss of the roost and also recommends the supervision of the works to reduce the risk posed to any bats that may be present when the works are completed.

The EC Habitats Directive 1992 requires the UK to maintain a system of strict protection for protected species and their habitats. The Directive only allows disturbance, or deterioration or destruction of breeding sites or resting places

- (a) in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment, and provided that there is
- (b) no satisfactory alternative and
- (c) no detriment to the maintenance of the species population at favourable conservation status in their natural range

The UK has implemented the Directive in the Conservation (Natural Habitats etc) Regulations 2010 (as amended) which contain two layers of protection (i) a requirement on Local Planning Authorities ("LPAs") to have regard to the Directive's requirements above, and (ii) a licensing system administered by Natural England and supported by criminal sanctions.

Local Plan Policy NE3 seeks to protect habitats from destruction and indicates that development which adversely affects habitats would not be accepted.

Circular 6/2005 advises LPAs to give due weight to the presence of protected species on a development site to reflect EC requirements. "This may potentially justify a refusal of planning permission."

The NPPF advises LPAs to conserve and enhance biodiversity: if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts) or adequately mitigated, or as a last resort, compensated for, planning permission should be refused.

Natural England's standing advice is that, if a (conditioned) development appears to fail the three tests in the Habitats Directive, then LPAs should consider whether Natural England is likely to grant a licence: if unlikely, then the LPA should refuse permission: if likely, then the LPA can conclude that no impediment to planning permission arises under the Directive and Regulations.

The Nature Conservation Officer advises that the proposed mitigation/compensation is broadly acceptable in principal, however further details will be required from the applicant regarding the proposed mitigation measures. It is suggested that an indicative plan showing the locations of the proposed bat boxes/ bat tiles is provided.

Subject to this, the Council's Nature Conservation Officer does not object to the scheme, as the proposal will comply with Policy NE11 of the Macclesfield Borough Local Plan.

CONCLUSIONS AND REASON(S) FOR THE DECISION

The determination of this application is on balance. On the one hand the development will clearly have an impact on the openness of the Green Belt and will impact to a certain degree of the Scheduled Ancient Monument. On the other hand, the proposed development is in

close alignment with the Government's clear Growth Agenda and Very Special Circumstances have been put forward which justify the proposals in this Green Belt location and public benefits arise from the proposal in respect of securing and expanding the businesses during challenging economic conditions, significant investment to the local economy, direct and indirect employment.

The comments from consultees, the Town Council and residents are noted and have been addressed in the report above.

The NPPF is a material consideration to this planning application and sets a clear presumption in favour of sustainable development.

The **economic benefits** to be generated by the proposal include:

- Provision of high quality flexible office accommodation in keeping with the landscape and Green Belt setting;
- Retention and expansion of existing high end knowledge based businesses at Booths Park;
- Growth and inward investment from new knowledge based industries;
- Creation of over 1,300 jobs at Booths Park;
- A construction spend of £25m and average of 170 FTE construction jobs per annum over three years;
- Indirect job creation of an estimated 390 jobs as a result of additional expenditure in the area;
- Increased spending in Knutsford town centre as a result of new workers in the area which will be boosted further by the provision a shuttle bus to facilitate linked trips; and
- Re-use of underutilised brownfield land to deliver economic growth objectives.

The **social benefits** include:

Bruntwood is committed to corporate social responsibility and has a strong history of supporting social and charitable work. Bruntwood donates 10% of profits to environmental and charitable organisations every year and volunteering forms an important part of the business with over 900 hours donated to charity each year.

At the Booths Park, Bruntwood donates time and resources to local community groups and charities and support a number of sporting and social events.

The above activities will continue at Booths Park however, with increased critical mass as a result of the proposed development, Bruntwood will have additional support in time and resources to local community projects and events.

In addition, to the above, social benefits provided directly by Bruntwood, the proposed development would have the following social benefits:

- Growth of knowledge based industries to promote ambition and aspirations and raise educational and income prospects in the area;
- Job creation would include a wide range of job opportunities from high end jobs to lower and intermediate skills level jobs such as administration, maintenance and

cleaning, which assists in tackling exclusion and deprivation providing jobs at a variety of entry levels;

- Improved social cohesion and engagement through the creation of outdoor meeting places and work based activities such a lunch time walking, running and cycling routes;
- Contribution to healthy communities through provision of walking, running and cycling routes within the park and cycle parking facilities to encourage cycling to work; and
- Improved vitality of Knutsford town centre as a result of an increased size in workforce visiting and spending in the town centre.

The **Environmental benefits** include:

- Re-use of an underutilised brownfield site to deliver economic growth objectives;
- Protection of higher environmental quality greenfield land through re-use of existing brownfield resources;
- A high quality office development designed in keeping with setting and landscape character, largely set outside of views from the surrounding area;
- Significant planting and creating a woodland belt to the southern site boundary adding to existing woodland;
- Enhanced biodiversity through the landscaping scheme;
- Improved environment for users of the park through the landscape strategy creating better linkages and access in through the landscaped environment;
- A range of travel plan measures to significantly enhance the current offer at Booth Park including a free shuttle bus to the town centre and train station to reduce reliance of private car and vehicle emissions.

A planning balance needs to be considered to establish if there are any other adverse impacts that would significantly and demonstrably outweigh the benefit.

With regard to the other material considerations relevant to the proposal, landscape; heritage and ecology have all been assessed and mitigation proposed to offset any impact. There will be a number of mature trees removed as a part of the development, but this loss will be offset by substantial planting and a robust landscape strategy.

The traffic generated by the additional commercial uses proposed will be mitigated through a comprehensive approach to green travel and include a new shuttle bus service to link the site to the town centre. The impacts at various junctions in Knutsford and at Gough's Lane and junctions close to the site will be mitigated.

The economic case is compelling. The development will significantly enhance employment growth in a high quality and sustainable environment. It will build on an existing cluster of knowledge based companies and further enhance Booths Park's reputation as one of the premier employment locations in the North West.

When the impacts are weighed up against the significant economic benefits and sustainability credentials of the proposal, and taking into consideration mitigation proposed, the balance weighs strongly in favour of granting planning permission and should therefore be granted without delay.

If Members are minded to approve the development, as this would constitute a significant departure from policy, the application would need to be referred to the Secretary of State should the Council be minded to approve it.

The Town and Country Planning (Consultations) (England) Direction 2009 indicates that developments of over 1000 sq. m within the Green Belt would have a significant impact upon the openness of the Green Belt for the purposes of referral. It therefore stands to reason that such developments should also be treated as having a significant impact upon the openness of the Green Belt in the application of planning policy. These proposals are in excess of 1000 sq. m and would therefore have a significant impact upon the openness of the Green Belt notwithstanding the impact associated with car parking, visitors and general activity associated with the use.

(circular 02/09)

HEADS OF TERMS

The developer has submitted a viability appraisal has been submitted, which indicates that it is not possible to provide the highway contributions outlined above. Bruntwood has offered £400 000, split with £380 000 for the junction improvements and £20 000 for the Goughs Lane speed restriction. In addition, the delivery of the shuttle bus to and from Knutsford should be secured via the S106.

Community Infrastructure 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 payment towards highways improvements to the junctions in Knutsford and shuttle bus are considered necessary in order to deal with traffic impacts on the highway network, and address congestion issues in Knutsford.

All elements are necessary, directly relate to the development and are fair and reasonable in relation to the scale and kind of development.

Application for Outline Planning

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

1. A06OP - Commencement of development
2. A03OP - Time limit for submission of reserved matters
3. A01OP - Submission of reserved matters
4. A08OP - Ground levels to be submitted with reserved matters application

5. A01LS - Landscaping - submission of details
6. A04LS - Landscaping (implementation)
7. Implementation of a programme of archaeological work
8. Surface water not to be discharged to foul/combined sewer
9. A surface water regulation scheme
10. A scheme to manage the risk of flooding from overland flow of surface water
11. No change to surface of the Public Right of Way without consultation with the PROW unit
12. Piling hours
13. Piling method statement
14. Floor floating
15. Environmental Management Plan
16. Hours of operation
17. Travel Plan
18. Dust control
19. Contaminated land
20. Reserved matters application to be supported by a Tree Protection Scheme
21. Breeding birds
22. Indicative plan showing the locations of the proposed bat boxes/ bat tiles to be provided.
23. At least 10% of the energy supply of the development shall be secured from decentralised and renewable or low-carbon energy sources
24. Protection of breeding birds
25. Details of lighting to be approved
26. Refuse storage facilities to be approved
27. Travel Plan to include Electric Vehicle infrastructure within the car parking area



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KNUTSFORD



Application No: 12/1463C

Location: LAND SOUTH OF MIDDLEWICH ROAD AND EAST OF ABBEY ROAD,
SANDBACH

Proposal: Demolition of 170 and 172 Middlewich Road, Sandbach, Formation of
New Access to Serve Residential Development of up to 280 Dwellings,
Landscaping, Open Space, Highways and Associated Works

Applicant: Fox Strategic Land and Property

Expiry Date: 01-Aug-2012

SUMMARY RECOMMENDATION

Approve subject to the completion of UU/S106 Agreement and conditions

MAIN ISSUES

Planning history
Principal of development
Location of the site
Impact upon brownfield sites
Affordable Housing,
Amenity
Ecology
Landscape
Trees
Hedgerows
Drainage and flooding
Design
Loss of agricultural land
Open space
Highway Safety And Traffic Generation
Infrastructure
Public Rights of Way
Ground conditions
Other issues

REFERRAL

The application has been referred to Strategic Planning Board because it is a large-scale major development.

1. SITE DESCRIPTION

The application relates to 15.6ha of land, situated on the southern side of Middlewich Road, west of Park Lane and east of Abbey Road. The site includes two residential properties 170 and 172 Middlewich Road which are located within the Sandbach Settlement Boundary. The rest of the site lies within the Open Countryside and is bordered by residential properties to its north, western and eastern boundaries, with open fields to the south.

The site is relatively flat although the land level drops slightly to the south of the site. The site is currently used for the growing of crops with a number of hedgerows running along the existing field boundaries. There are a number of trees within the residential curtilages of the properties surrounding the site with a number of mature trees within the grass verges along Abbey Road and Park Lane.

1. DETAILS OF PROPOSAL

Outline planning permission is sought for up to 280 homes together with associated public open space, and highway improvements. All matters are reserved for determination apart from access which is to be determined at this stage.

Although in outline, the Design and Access Statement provides the parameters for the development. In general the focus is on two-three storey with the street pattern reflecting based around an irregular pattern of development blocks. There will be a mix of affordable and open market housing within the site. An Indicative Site Layout plan which is explained further within the Design and Access Statement shows how the site could be developed with 280 units, based on one to five bedroom units.

The site is set behind residential properties fronting Park Lane, Middlewich Road and Abbey Road. Access forms part of this application and this would be formed by the demolition of 170 and 172 Middlewich Road.

The indicative layout plan shows that the public open space would be provided within a Community Park which would cover 3.4 hectares and two equipped play areas. Green corridors would be provided covering 1.4 hectares of the site to enhance biodiversity and public amenity.

This application is a duplicate to application 10/3471C which has been approved by the Secretary of State. The only difference is that the application now includes access which was reserved as part of application 10/3471C but was approved as part of a separate application under 11/0440C. Therefore this application is a combination of applications 10/3471C and 11/0440C.

2. RELEVANT PLANNING HISTORY

14/0191C - Removal of Condition 14 (25% of Housing with no more than 2 bedrooms) on approval 10/3471C - Proposed Residential Development of up to 280 Dwellings, Landscaping, Open Space, Highways and Associated Works – Application under consideration

11/0440C - Demolition of 170 and 172 Middlewich Road, Sandbach and Formation of New Access to Serve Residential Development – Approved subject to the completion of a Unilateral Undertaking 18th October 2012

10/3471C - Proposed Residential Development of up to 280 Dwellings, Landscaping, Open Space, Highways and Associated Works - Refused 18th November 2010 – Appeal lodged – Appeal dismissed – High Court challenge – Decision quashed, Appeal to the Court of Appeal – Appeal Dismissed. Appeal Allowed by Secretary of State

22739/1 – 18 hole golf course, club house, open space, residential development and associated supporting infrastructure – Refused 2nd January 1991

17611/1 – Residential Development – Refused 10th June 1986

3. PLANNING POLICIES

National Policy

National Planning Policy Framework

Local Plan Policy

PS8 Open Countryside

GR21 Flood Prevention

NR4 Non-statutory sites

GR1 New Development

GR2 Design

GR3 Residential Development

GR5 Landscaping

GR9 Accessibility, servicing and provision of parking

GR14 Cycling Measures

GR15 Pedestrian Measures

GR16 Footpaths Bridleway and Cycleway Networks

GR17 Car parking

GR18 Traffic Generation

NR1 Trees and Woodland

NR3 Habitats

NR5 Habitats

H2 Provision of New Housing Development

H6 Residential Development in the Open countryside

H13 affordable Housing and low cost housing

E10 Re-use and redevelopment of existing employment sites

Other Considerations

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

Interim Planning Statement Affordable Housing

Interim Planning Statement Release of Housing Land

4. OBSERVATIONS OF CONSULTEES

Environmental Health

Communication During Period of Development

Throughout the period of development from the commencement up until final completion the Environmental Health Division shall be informed of all noise, dust and odour generative activities that may have an impact on the local residential properties. In addition, all residential properties shall also be provided with contact details for the site manager and provided with regular updates of the proposed works. This Division would also like to see that the developers are registered with the Considerate Constructors Scheme.

The following conditions are suggested:

- Crushing and screening
- Pile driving
- Hours of construction

Noise and Disturbance

The Environmental Health Department are satisfied with the noise report and have no comments or recommendations.

Air Quality

The assessment submitted with respect to potential air quality impact is satisfactory and the conclusions are accepted.

However it is recommend that a condition is attached to the application to ensure there is no adverse impact by virtue of dust generation during the demolition and construction phases of the development.

Contaminated Land

No objection subject to the provision of a contaminated land condition and note to be attached to the permission.

Highways

This is an outline application for 280 residential dwellings; a similar application was submitted in 2010 and was the subject of an appeal. As part of the previous application there was a considerable amount of transport matters agreed and as this application is for the same number of dwellings the highways comments are still valid.

When considering a new application it is appropriate to assess if there have been any material changes to the highway network since the previous application was submitted. With regard to traffic impact, the applicant has used the same background flows to base the development impact, this 2010 data is considered acceptable as general traffic growth has not materially increased since 2010. There have been numerous planning applications

submitted in the Sandbach and Middlewich area that have either received approval or have not yet gained a formal approval. Both the previous and current application have included committed developments in their traffic forecasts and although there are potentially other sites that would have an impact on the road these sites cannot be included as they are not approved development schemes.

As in essence this current scheme is the same as the previous scheme and it would be unreasonable to request further financial contributions over and above that already agreed.

There are no comments provided internally as this is an outline application, the internal layout will be dealt with at the reserved matters stage.

Subject to the same provisions as agreed in application 10/3471C namely the new footway and cycle links and the new toucan crossing on Middlewich Road and the off-site contribution of 50k for J17, there are no highway objections raised to the application.

English Heritage

It is not necessary to notify English Heritage for this development.

Education

There are a number of already approved applications from which it is anticipated will generate 147 primary aged pupils and 117 secondary aged pupils (apps:- 09/2083C, 10/4973C, 12/0009C, 11/3414C, 11/3956C).

Applying the current pupil yields of 0.162 and 0.13 to 280 dwellings will generate some 45 primary aged pupils and 36 secondary aged pupils.

The Councils current projections forecast that the local primary schools (i.e. those within 2 miles) are projected to be oversubscribed from 2014 with the local schools able to accommodate up to 1295 places available and a total of 1313 pupils projected to be in these schools. Therefore a primary contribution will be required from all of the primary aged pupils generated by this development.

$0.162 \times 280 \times £11,919 \times 0.91 = £491,988$ towards local primary school provision

The Councils projections for secondary provision project that by 2018 there will be 2,000 pupils on roll at the local secondary schools with 2,100 places available at the schools (This excludes the 6th form provision). Given that there is already planning approval for several developments in Sandbach which will generate some 117 new secondary aged then a contribution will also be required to accommodate these pupils.

$0.13 \times 280 \times 17,959 \times 0.91 = £594,874$ towards local Secondary Schools.

Environment Agency

No objection in principle to the proposed development but would like to make the following comments;

- The site is shown on the Environment Agency Flood Maps as being within Flood Zone 1, which is low probability of river/tidal flooding. The submitted Flood Risk Assessment from JPB dated 13th April 2012 is acceptable in principle.
- The discharge of surface water from the proposed development is to mimic that which discharges from the existing site. The FRA demonstrates that the maximum discharge from the proposed development is to be approximately 10 litres/second, which is acceptable in principle.
- The FRA also demonstrates that attenuation is to be provided, in the form of a storage pond, for discharges above this rate up to the 1 in 100 years design event, including allowances for climate change. This is also acceptable in principle. The FRA explains that Sustainable Drainage Systems are to be considered in the detailed design for the surface water drainage system. Therefore the Environment Agency request that planning permission should only be granted to the proposed development if the following conditions are imposed as set out below.
 - A scheme to limit the surface water run-off generated by the development shall be submitted to the LPA for approval in writing
 - A scheme to manage the risk of flooding from overland flow of surface water shall be submitted to the LPA for approval in writing

United Utilities

No objections to the application but the following comments apply;

- The UU water mains will need extending to serve any development on this site. Due to the limited additional capacity in the existing water network in the Sandbach area the provision of mains water supply could be expensive
- Should a water mains extension be required this would be rechargeable to the applicant
- A separate metered supply to each unit will be required at the applicant's expense.

Amenity Greenspace

No comments received, but as part of the last application the comments stated that;

'Following an assessment of the existing provision of Amenity Greenspace accessible to the proposed development, if the development were to be granted planning permission (in accordance with the submitted details on the Illustrative Masterplan, Drawing No. 4333-P-03 Rev.C, dated August 2010) there would be a deficiency in the quantity of provision, having regard to the adopted local standards set out in the Council's Open Space Study for both Amenity Green Space and Children and Young Persons provision.

Therefore, there is obviously a need to provide green spaces within the boundary of the new site. In the absence of a housing schedule the amount of Public Open Space that would be expected in respect of the new population based on 2.4 persons per dwelling. This is in accordance with Interim Policy Note on Public Open Space and would equate to 6720 m2.

Taking into account the amount of proposed POS located within the area of the development site based on the Community Park area alone, the location and quantity of the areas of POS that have been proposed would seem adequate, although more detail as to the landscaping proposals would be sort.

Children and Young Persons Provision

Following an assessment of the existing provision of Children and Young Persons Provision accessible to the proposed development, if the development were to be granted planning permission there would be a deficiency

incorporation of structural precautions to minimise the effects of any settlement which does occur, such as raft foundations or ring beams in the subsidence hollows and heavily reinforced strip foundations outside the subsidence hollows area. The subsidence hollows are as identified in the technical reports submitted with the application such as the "Phase 1 Site Investigation Report", ref. JS608-15/AES/HB/GP and dated 27 August 2010, prepared by Johnson Poole and Bloomer'

Archaeology

The application is supported by a revised version of the earlier desk-based assessment. This contains proposals for a broadly similar programme of mitigation, which may again be secured by condition. It also makes reference to the fact that the Planning Policy Statement (PPS5) used to justify the recommendations in 2010 has now been replaced by the new National Planning Policy Framework, of which Section 12 (Conserving and enhancing the historic environment) is the key section in this instance.

It is advised that the document submitted in support of the present application outlines an appropriate scheme of archaeological mitigation and that the work may be secured by the same condition advised in 2010. The work may be justified by reference to Section 12 of the new National Planning Policy Framework, with specific reference to Paragraph 141. As advised in the previous advice, it should be noted that the Cheshire Archaeology Planning Advisory Service does not carry out fieldwork and the applicant will need to appoint an archaeological contractor to carry out the work.

Natural England

Natural England has the following comments to make;

- The Ecology report at paragraph 4.17 states that the *"The proposals will lead to the loss of a large area of arable land of very limited biodiversity value, features of value include the hedgerows, which are UKBAP priority habitats and the mature trees"*, and goes on to detail mitigation measures. In order to determine whether the application will achieve a net gains for nature (as per Para 9 of NPPF) Natural England advise the council requests data on the approximate areas and lengths of lost arable and hedges, and the proposed areas of species rich grassland, open water and hedge type habitat.
- Natural England advise that clarity is sought around the future proposed management of retained hedges. Their long term value will only be maintained where appropriate management can be maintained. Opportunities to gap up and or lay retained hedges should be considered during the construction phase. Similarly, the establishment and management regime of the species rich grassland needs to be considered.
- Natural England note that local plan policy NR5 states that *"Developers will be required to maximise opportunities for creating new wildlife/nature conservation habitats where such features can reasonably be included as part of site layouts and landscaping works, and to preserving existing features of value on site."* Natural England also note that the ecology report states: *"Bird boxes should be incorporated into the proposed development to provide additional nesting opportunities for local species."* Natural England therefore advise that the council considers stipulating bird and bat box provision.
- It is unclear from figure 11 of the DAS the nature of the footpath network. This figure shows an existing footpath running south from the development, but not within the development. As any path presumably does not stop at the edge of the red line, it is thus

unclear what the current footpath network is. However, in figure 10, this path is marked as “8: Potential link to...”, suggesting the path does not currently exist. Natural England advise clarity is sought on this matter. NPPF para 75 says: Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks. Natural England therefore advise that a) if the footpath currently exists, and runs through the site, then the change to the amenity value of the footpath is due to the development is considered, and b) that if the footpath does not exist, the council seeks to ensure that the potential link is made a requirement of the development.

- For advice on protected species reference should be made to Natural England’s standing advice

Cheshire Wildlife Trust:

The CWT has the following comments to make;

- The application includes an Ecological Appraisal dated 19 April 2012. The desk study and surveys within this report were carried out by suitably qualified personnel to appropriate methodologies. However we note that, although rECOrd (the Cheshire Biological Records Centre) was approached for data, there is no indication in the report of whether or not data was supplied and no summary or appended list of species records. Previously recorded species may guide the provision of new or replacement habitat on the site.
- CWT considers that the Ecological Appraisal adequately addresses and responds to wildlife impacts that are likely to arise as a result of the proposed development.
- The application does not include details of opportunities for biodiversity enhancement, although these are referred to in passing. CWT recommends that Reserved Matters should include details of all proposed planting, grassland creation, pond creation, nest box supply, and management for approval prior to the commencement of the development on site.

Public Rights of Way

The proposed development presents an opportunity to improve walking and cycling facilities in the area for both travel and leisure purposes. The aim to improve such facilities is stated within the policies of the Cheshire East Rights of Way Improvement Plan (ROWIP) 2011-2026 and Cheshire East Local Transport Plan (LTP) 2011-2026.

The application makes reference to the permeability of the route to pedestrians and cyclists, the proposals for which would support the above policies. Whilst this may be a premature consideration at this outline stage, it is suggested that destination signage be installed at the ends and junctions of the pedestrian and cycle routes to inform residents and the wider public of the existence of the routes.

The drawing in Figure 7 ‘Proposed cycle lane’ shows a new cycle lane proposed along Abbey Road to the B5079 roundabout and the start of the Wheelock Rail Trail in recognition of the attraction of the route to residents of the proposed development and nearby properties. Previous discussions regarding the development of the site had identified a need for improvements to be made to the Wheelock Rail Trail, a linear country park which offers residents of Sandbach and Wheelock an accessible greenspace and an active travel route.

This need still exists and contributions towards access improvements along the route would be sought.

Cheshire Gardens Trust

Cheshire Gardens Trust believe that the site is certainly significant enough to be Locally Listed, due to its age (in terms of the EH listing criteria it is between 1750 and 1850), the extent of the legibility and survival of the original design, and the status of the designer, John Webb, who was also involved with Rode Hall, Tabley House, Crewe Hall, Tatton Park and Arderne Hall in Cheshire and other significant landscapes elsewhere.

Although Webb is known to have been the designer at Abbeyfields, this site is not mentioned in the UK Parks and Gardens list, so there is clearly scope for further research and discovery. It is essential that this landscape is fully understood before any development is approved, and that the design intentions are taken into account in any layout. There are important views northwards from the balcony of Abbeyfields house which should be preserved if possible.

It is very clear that the Abbeyfields designed landscape extended right up to Middlewich Road, as shown on the 1819 Greenwood map, and again on the 1909 OS map (though part may have been subdivided by field boundaries at some stage inbetween). The roadside trees on Abbey and Park Roads are part of the Abbeyfields landscape and indicate how much its legibility is still preserved in the present day landscape.

On the 1831 Bryant map there is a stream shown in the minor valley that runs N-S through the park. As this is not shown on later maps it could have been diverted/culverted to feed the lake. This is just a supposition, but shows how development to the north might possibly affect the surviving core of the estate if not investigated.

5. VIEWS OF SANDBACH TOWN COUNCIL

Members unanimously and strongly object to this application on the following grounds;

- The defined Strategy of the Congleton Borough Local Plan is to minimise the loss of open countryside to new development and maximise the use of urban land, particularly Brown Field sites. This application runs completely contrary to that strategy and furthermore takes development outside the settlement zone. This contravenes policy PS3 of the Local Plan.
- This Council strongly believes that existing permissions, allocated sites, plus the development of existing Brown Field sites, together will meet the requirement for development in the area and also conform with PPS3.
- The implications for the infrastructure of the area by this, and other pending applications, is alarming. Schools, leisure facilities and other services cannot be protected by the imposition of Planning Conditions. Thus, contravening policy GR19.
- This Council supports residents' concerns on the impact of Traffic Generation this proposal creates. Contravening policy GR18 of the local plan, the scale of traffic generated by this site will worsen the existing traffic problems along both Middlewich Road and Abbey Road.

- Through its impact on the landscape, amenity, traffic and infrastructure of the area, policy GR1 (ii, iii, iv, v and vi) of Congleton Borough Council Local Plan is contravened by the proposed development, in an area of Green Field land.
- The land, certified by Ministry Inspectors as Prime Agricultural land, currently acts as a green barrier between Sandbach and Elworth; the development would not enhance the landscape of the area, contrary to policy GR5.
- Members believe that the proposed development in the open countryside, on a Green Field, prime agricultural site, contravenes policies PS8 and H6 of the Local plan, having no relevance to any of the exclusion categories or stated purposes for permission, and being outside the settlement zone line

6. OTHER REPRESENTATIONS

Letters of objection have been received from 340 local households and a petition signed by 93 residents which raise the following points:

Principle of development

- Loss of the best and most versatile agricultural land
- Economic stimulus should not override the concern of local residents
- Brownfield sites should be developed instead of Greenfield land
- This proposal would prejudice the development of brownfield sites in the borough
- More houses are not needed in Sandbach
- The application is inappropriate given the status of the previous appeal
- Loss of town identity
- The previous appeal should be completed
- Sandbach appears to be providing the 5 year housing land supply for the whole of Cheshire East
- The previous application has already been denied and the applicant is forcing the Council to spend more money fighting this application
- Impact upon climate change
- The same decision should be issued as this is basically the same application
- The site has been discounted within the Sandbach Town Strategy
- The development would result in a loss of identity once the villages are merged
- Loss of open space
- Negative impact upon the area
- The scale of the development is inappropriate in this location
- There are large numbers of properties for sale in Sandbach
- There is already a number of approvals for large scale housing development around Sandbach
- Elworth and Sandbach would become one
- The Fodens sites and Albion Chemicals site should be developed
- The development would be contrary to the Local Plan
- The development would be contrary to Policies PS8 and H6 of the Local Plan
- A similar application was rejected by the Secretary of State
- The proposal is contrary to National Policy
- Urban sprawl
- The applicant will intends to make a second larger application
- The applicant is seeking to benefit from changes in national planning policy

- The applicant uses quotes from planning policy and caselaw which support their view. In some cases this has been taken out of context
- The application is premature and should wait for the high court ruling
- The impact upon the landscape
- There is no employment in Sandbach and the new residents would need to drive to work
- Loss of village identity
- A similar application was refused in 1986
- Allowing this development would mean that other applications in the area would be difficult to resist
- There are a number of permissions and developments within Sandbach which meet housing need
- The relocation of employment uses away from Sandbach means that Sandbach is becoming a commuter town and should not support new housing developments
- Developers should wait for the preparation of the Cheshire East Council's Local Development Framework, so that the needs of the community regarding employment, retail and leisure arising from new housing developments can be properly assessed.
- It is recognised that councils have to manage an increase in housing provision, but far too much appears to be concentrated in a small area around Sandbach. Development must be spread equitably across the council's area.
- Loss of Green Belt

Flooding / Drainage

- Problems with the foul drainage in the area
- Water pressure is low
- Sewage and water utilities could not support a further 280 dwellings

Amenity

- Loss of boundary hedgerows would affect residential amenity
- Loss of amenity
- Noise from Middlewich Road
- The development would have a detrimental impact upon users of the Wheelock Rail Trail
- Loss of a view
- Loss of outlook
- The impact upon the mobility of elderly residents
- Green spaces such as this contribute to the quality of life for all residents in Sandbach
- Light pollution
- Noise pollution
- The impact of headlights shining through windows
- Increased traffic noise
- Loss of privacy
- Loss of amenity caused by the proposed access points

Green Issues

- Loss of trees is contrary to SPD14
- Loss of hedgerows and trees which are important for ecology
- The Great Crested Newt Survey is incomplete and focussed on the Park Lane side of the site. There should be a further study on the Abbey Road side

- Loss of birds and bats
- Loss of trees would be harmful to the character of the area
- Loss of open countryside
- The application site acts as a wildlife corridor
- The hedgerows will not survive the construction process
- Loss of trees would harm the ecology of the area
- The impact upon protected species
- Loss of wildlife habitat
- The loss of a TPO tree located onto Middlewich Road. This would be contrary to Policy NR1 of the Local Plan
- Errors within the arboricultural report
- Loss of hedgerows

Infrastructure

- The infrastructure of the Sandbach could not support the proposed housing together with other approved housing developments
- The development would detract from the Wheelock Rail trail
- The impact upon overcrowded schools
- The impact upon health services
- Impact upon postal services
- Local schools are full
- Insufficient leisure facilities within Sandbach
- Broadband rates are already slow
- The S106 contributions will not solve the infrastructure problems

Highways

- Increased traffic congestion is contrary to Local Plan Policies GR11ii and GR18
- Increased noise and environmental pollution which is contrary to policies GR1, GR5, GR7i and GR9
- This application is only the first phase and the second phase for a further 200 dwellings would raise highway implications that have not been considered
- Safety implications at the junction with Park Lane have not been considered
- The UU for the access application has not been completed
- The new junction and increased traffic will pose a hazard to pedestrians, cyclists and school children
- Impact upon traffic safety flow at key junctions at ind Heath Road, Station Road, Abbey Road
- Traffic figures used in the application are too low
- The removal of the pelican crossing will be harmful to pedestrian safety
- The proximity of the access to a bus stop is dangerous
- Residents who live along Middlewich Road already have difficulty accessing their property due to large volumes of traffic
- There is no consideration of the highway impact of the approved development on the Albion Chemicals site
- The traffic figures do not take into account the recently opened Sandbach United facility
- When accidents occur on the M6 traffic in Sandbach is at a deadlock
- Increased traffic problems at Junction 17 of the M6

Other matters

- The site is liable to subsidence
- Loss of character properties for the construction of the access point
- The removal of the TPO tree may damage adjacent property
- The development could take up to 7 years to construct and would leave residents living next to a building site for this length of time
- The Agricultural Holding Certificate was not given 21 days prior to the notice of submission
- There is overwhelming public opposition to this proposal
- Localism would be undermined by approving this application
- The development would be against the wishes of local people
- Lack of pre-application consultation
- Loss of property value

A letter of objection has been received from The Friends of Abbeyfields. This objection raises the following points;

- The application description is misleading
- The application is the same as that which is still at appeal. This application should not be determined until the appeal has been determined
- Lack of consultation
- The site has been discounted by the Sandbach Town Strategy due to concerns about brine subsidence, highway impacts and that the development would detract from the semi-rural character of the town
- Loss of agricultural land
- The development would be contrary to the local plan policies PS8 and H6 as it is located outside the settlement boundary
- The TA is inadequate and does not take into account Sandbach United
- There are Great Crested Newts on the site and the survey carried out has only been done on part of the site.

An objection has been received from the Middlewich Road Site Access Group together with a traffic count and DVD raising the following points;

- Loss of good agricultural land to housing when brownfield sites exist and should be used first.
- The increased traffic, in the immediate area of the site, as well as in travelling to places of employment which are extremely limited in Sandbach.
- More pressure on the woefully inadequate junction 17 of M6.
- Concern for highway safety, particularly for the numerous school children who walk along Middlewich Road to the two High Schools.
- Lack of any assessment of the Park Lane junction in either of previous applications related to the same site(s).
- The increased burden on local amenities such as schools, doctors' surgery, leisure facilities, post office etc.
- Negative impact on residential amenity with the demolition of two character houses to create an access.
- Loss of a TPO tree.
- Negative impact on existing habitats and wildlife, e.g. bats, birds, badgers, newts
- Localism means that the application should be refused
- MRSA conclude that there is a need for the following:
 - CEC Traffic counts, independent of Fox SLP and AHA.

- Traffic counts to be conducted once schools are operating at full capacity (Autumn Term).
- Additional traffic count at the end of the school day.
- Re-consideration of the evening “peak hour”.
- Full and proper assessment of the Park Lane/Middlewich Road junction.
- To disregard the erroneous claim made by Fox SLP and AHA that planning permission already exists for the proposed access.

An objection has been received from Fiona Bruce MP. The previous application for a similar development on this land has not yet been determined by the Secretary of State and it is not appropriate for a decision to be taken in respect of this application at this time. The points of objection are as follows;

- This is a Greenfield site – there are brown field sites which could be developed instead
- The site is prime agricultural land which should not be lost
- The development of this Greenfield area is a threat to the village identity of Elworth by increasing the loss of green space between Elworth and Sandbach
- The development will result in the loss of 21 mature trees including English Oaks
- The development will result in a loss of wildlife
- Increased traffic congestion
- Increased risk to children from increased volume of traffic
- Greater pressure on local services
- There are other developments in the area and unsold properties
- Residents feel left down – when the nearby Abbeyfields Football development was planned they were given assurances that there would be no further developments in the area
- Incompatibility with the Local Plan
- Residents do not want this development. ‘If we are to be truly genuine about the belief in localism then the views of the residents should be respected’

An objection has been received on behalf of the Betley Hall Estate raising the following points:

- The appeal needs to be determined before the current application at the site is determined. This is to ensure that the decision are consistent and contradictory decisions are not made.
- The proposal would unacceptable merge Sandbach and Elworth together

An objection has been received on behalf of Goodman raising the following points:

- The site is located outside the settlement boundary within the open countryside
- The development is contrary to Policies PS8 and H6 of the Local Plan
- The proposed development is not consistent with the Councils emerging Core Strategy
- The development would infill two distinct areas of Sandbach
- Loss of Grade 3a Agricultural Land
- The development is contrary to the Interim Planning Policy

A letter of representation from ‘Working for Cycling’ has been received. This letter makes the following points;

- A Toucan crossing at Middlewich Road/Abbey Road is welcomed
- Three quarters of cyclist collisions happen at, or near junctions. Rear collisions on the other hand are rare

- The drawings don't show the transitions of the track to the road
- Extending the cycle track beyond Lodge Road and further up to the Wheelock Rail Trail would be difficult due to lack of width on the pavement
- Widening the footpath for a length of around 10m on Elton Road between the dropped kerb and the access to the Wheelock Rail Trail and allow access for cyclists is suggested
- On balance the benefits of on-road cycling outweigh the benefits of the cycle track. Cyclists of any age would be better served by reducing the speed limit on Abbey Road, potentially accompanied by traffic calming
- This would be an excellent opportunity to pursue installation of not only pedestrian refuges at the crossing at Middlewich Road/Abbey Road/the co-operative food shop/Turnpike Court. This would enable safer access to the bus stops, the nursing home Turnpike Court, the children's nursery First Steps and the co-operative food shop.
- On road cycling is a viable option on Abbey Road and the currently proposed cycle track lacks a safe crossing of Middlewich Road on the east side of Abbey Road. Consideration should be given to the installation of a Toucan crossing, preferably on the west side of Abbey Road, which would allow cyclists as well as pedestrians to cross Middlewich Road. This should be complemented with a short cycle track on the corner of Abbey Road/Middlewich Road, to feed to the crossing.
- The cycle route should connect to Abbeyfields/Park Lane.

7. APPLICANT'S SUPPORTING INFORMATION:

To support this application the application includes the following documents;

- Planning Statement (Produced by Fox Strategic Land & Property)
- Design and Access Statement (Produced by Fox Strategic Land & Property)
- Transport Assessment (Produced by Ashley Helme Associates)
- Travel Plan (Produced by Ashley Helme Associates)
- Ecological Report (Produced by Fox Strategic Land & Property)
- Archaeology Report (Produced by Oxford Archaeology North)
- Landscape and Visual Assessment (Produced by Fox Strategic Land & Property)
- Arboricultural Report (Produced by Fox Strategic Land & Property)
- Air Quality Assessment (Produced by Wardell Armstrong)
- Flood Risk Assessment (Produced by Johnson Poole & Bloomer)
- Agricultural Land Quality Report (Produced by Land Research Associates)
- Noise Assessment (Produced by Wardell Armstrong)
- Statement of Community Involvement (Produced by Fox Strategic Land & Property)
- Utilities and Infrastructure Report (Produced by Gladman Developments Ltd)
- Phase 1 Site Investigation Report (Produced by Johnson Poole & Bloomer)
- Renewable Energy Statement (Produced by Gladman Developments Ltd)
- Affordable Housing Report (Produced by Level Ltd)
- Socio-Economic Report (Produced by Regeneris)
- S106 Heads of Terms

These documents are available to view on the application file.

8. OFFICER APPRAISAL

Planning History

The site has a complex planning history and it is necessary to consider this planning history as part of this planning application.

An outline planning application (10/3471C) with all matters reserved was refused on 18th November 2010 for six reasons. Three of the reasons for refusal were addressed prior to the appeal and this left three reasons for refusal which were fought at the appeal. The reasons for refusal were as follows;

- 1. The proposed residential development within the open countryside would be contrary to the provisions of Policies PS8 and H6 of the adopted Congleton Borough Local Plan First Review. Whilst it is acknowledged that the Council does not currently have a five year housing land supply and that, accordingly, in the light of the advice contained in PPS3 it should consider favourably suitable planning applications for housing, the current proposal is not considered to be "suitable" as it is located on the periphery of Sandbach, rather than Crewe. It would undermine the spatial vision for the area and wider policy objectives as it would be contrary to the general thrust of the Core Strategy Issues and Options which directs the majority of new development towards Crewe, as well as the Council's Draft Interim Planning Policy on the Release of Housing Land and Policies RDF1 and MCR3 of the North West of England Plan Regional Spatial Strategy to 2021, which articulate the same spatial vision. This would be contrary to advice in PPS.3 and PPS1, which states these emerging policies are material considerations. For these reasons the Housing Land Supply arguments advanced by the applicants are considered to be insufficient to outweigh the general presumption against new residential development within the Open Countryside as set out in the adopted development plan.*

- 1. Release of this site would prejudice the development of the significant number of brownfield sites within Sandbach with extant planning permission, which would provide significant regeneration benefits, and would be sufficient to address housing requirements within the Sandbach area. The proposals are therefore contrary to Policy advice within PPS.3 which gives priority to the development of previously developed land, the provisions of Policy H2 of the adopted Congleton Borough Local Plan First Review, and Policies DP4 and DP7 of the North West of England Plan Regional Spatial Strategy to 2021.*

- 2. The proposal would involve the loss of best and most versatile agricultural land. PPS7 states that where significant development of agricultural land is unavoidable, local planning authorities should seek to use areas of poorer quality. In this case it is considered that the development of the site is avoidable as there are no overriding reasons for allowing the development. For the reasons stated above, in this case there are not considered to be any overriding reasons for allowing the development and the proposal is therefore contrary to PPS7.*

An appeal was lodged and a public inquiry was held in April 2011. The decision was recovered by the Secretary of State and the appeal was dismissed by the Secretary of State.

The Secretary of State's decision was then subject to a high court challenge and the decision was quashed as the Secretary of State was found to have made a '*major error of law*'.

The decision to quash the Secretary of State's decision was then subject to an appeal at the court of appeal. The Court of the Appeal refused the appeal and the original decision made by the Secretary of State remained quashed.

On 17th October 2013 the Secretary of State re-determined the outline application following the court cases and approved the application.

A second planning application for the demolition of two properties onto the Middlewich Road frontage and the formation of an access to serve the site was approved by the Strategic Planning Board (11/0440C) subject to the completion of a Unilateral Undertaking to state that the development would not commence unless the application is allowed at appeal.

Principle of Development

The principal of 280 dwelling has previously been accepted following the approval by the Secretary of State. This development is for the same number of units on the same site with the only alteration being the inclusion of the access which was approved as part of a separate planning application 11/0440C.

As a result the principle of residential development on this site is considered to be acceptable.

Location of the site

The site benefits from good access to a range of open spaces and employment opportunities. It also has access to public transport nodes.

The accessibility of the site shows that following facilities meet the minimum standard;

Amenity Open Space (500m) – A community park would be provided on site

Children's Play Space (500m) – A NEAP would be provided on site

Supermarket (1000m) – 965m (Aldi, Sandbach)

Bank/Cash Point (1000m) – 480m

Public House (1000m) – 804m (The Limes)

Bus Stop (500m) – 30m

Railway Station (2000m where geographically possible) – 1126m

Primary School (1000m) – 804m (Elworth Hall Primary School)

Secondary School (1000m) – 320m (Sandbach High School)

Convenience Store (500m) – 480m

Pharmacy (1000m) – 965m

Medical Centre (1000m) - 804m

Child Care Facility (nursery or crèche) (1000m) - 800m

Post Box (500m) – 130m

Leisure Facilities (leisure centre or library) (1000m) – 350m

Outdoor Sports Facility (500m) – Sandbach Golf Club 320m, Leisure Centre 350m, Sandbach United 650 metres

Public Right of Way (500m) – 480m (Sandbach FP33) The site is also in close proximity to the Wheelock Rail Trail

Significant Failure to meet the minimum standard

Post office (1000m) – 1,600m

It is considered that in this case that the site is located within a highly sustainable location.

Impact upon Brownfield sites in Sandbach

This issue formed a reason for refusal as part of the last planning application. Since the last decision three of the large brownfield sites in Sandbach (Fodens Factory, Fodens Test Track and Canal Fields) have all commenced development. In any event the Secretary of State agreed with the Planning Inspector and determined in relation to this issue that *‘there is no evidence that development of this site would prejudice the development of brownfield sites, elsewhere’*.

The impact upon brownfield sites in Sandbach is therefore considered to be acceptable.

Affordable Housing

The Councils Interim Planning Statement for Affordable Housing states that the Council will seek affordable housing on all sites with 15 units or more, and the general minimum proportion of affordable housing for any site will be 30% of the total units.

The Strategic Housing Market Assessment 2013 update shows that for the sub-area of Sandbach, there is a requirement for 94 new affordable units per year, made up of a need for 18 x 1 beds, 33 x 2 beds, 18 x 3 beds, 9 x 4/5 beds and 16 x 1/2 bed older persons units.

Cheshire Homechoice which is the system used to allocate social and affordable rented housing across Cheshire East currently has 348 applicants who have selected areas of Sandbach which are close to the site as their first choice. These applicants require 126 x 1 beds, 143 x 2 beds, 55 x 3 beds and 9 x 4/5 beds (15 haven't stated the number of rooms they require).

Therefore as there is an affordable housing need in Sandbach there is a requirement that 30% of the total units at this site are affordable, which equates to up to 84 dwellings, however the applicant is offering 35% of the total units as affordable housing, which is up to 98 units. The Affordable Housing IPS states that the tenure mix split the Council would expect is 65% rented affordable units (either social rented dwellings let at target rents of affordable rented dwellings let at no more than 80% of market rents) and 35% intermediate affordable units. The affordable housing tenure split that is required has been established as a result of the findings of the Strategic Housing Market Assessment 2013.

Amenity

The site is bounded to the south by open countryside. Existing residential development bounds the site on all other sides with residential properties fronting Middlewich Road to the north, Park Lane to the east and Abbey Road to the west. The layout and design of the site are reserved matters. However, the indicative layout demonstrates that the site could be developed, whilst maintaining the recommended minimum distances between existing and proposed dwellings as set out in the Councils SPG 2 ; Private Open Space in New Residential Development. It should also be noted that the site would be developed at density of 17.9 dwellings per hectare and it is considered that this density would allow the development to be brought forward without impacting upon residential amenity.

Concerns have been raised in relation of noise pollution, air pollution and light pollution caused by the development. The Environmental Health Department has been consulted and raised no objection to the development on these grounds as a result it is not considered that these issues would warrant the refusal of this application.

Ecology

Sandbach Flashes Site of Special Scientific Interest (SSSI)

Sandbach Flashes is a site of physiographical and biological importance. It consists of a series of pools formed as a result of subsidence due to the solution of underlying salt deposits. The water varies from freshwater, chemically similar to other Cheshire meres, to highly saline. Inland saline habitats are extremely rare and are of considerable interest because of the unusual associations of plants and animals. Most of the flashes are surrounded by semi-improved or improved grassland. Fodens Flash is partly surrounded by an important area of wet woodland.

As well as the physiographical and biological interests of the flashes, the SSSI is notified for both its breeding bird assemblage and for its aggregations of non-breeding birds specifically Curlew, Lapwing, Snipe, Teal and Widgeon. The site is also notified for its geological features resultant of the solution of underlying salt deposits.

Natural England has raised no objection to the development in terms of the impact upon the SSSI (as per the last application). As a result it is considered that the development would not have an impact upon the SSSI.

Bats

A roost of a relatively uncommon bat species was recorded within one tree on the site. Bats were also recorded foraging along the hedgerows on site. The tree which includes the bat roost would be retained as part of the proposed development, however there could be some loss of bat foraging habitat as a result of the loss of hedgerows. Native tree planting and the creation of a large wetland/pond as part of the community park is however likely to more than compensate for this loss of habitat. The success of this would however depend upon the final design of the scheme.

Great Crested Newts

A pond to the south of the site was surveyed and no evidence of Great Crested Newts was recorded. A second pond to the north of the site which is located within the curtilage of 180 Middlewich Road was subject to a terrestrial trapping exercise in 2011 with no Great Crested Newts being found. Given these results it is considered that there will be no impact upon Great Crested Newts.

Breeding Birds

The site is considered to be of limited value for breeding birds with only the hedgerows providing foraging and nesting habitat. Conditions could be attached in the event of an approval to secure nesting bird mitigation and to control the timing of works within the bird breeding season.

Hedgerows

Hedgerows are a BAP priority habitat and hence a material consideration. It appears likely that there will be a loss of hedgerows as part of the proposed development. The loss of hedgerows could be compensated for through appropriate native species planting associated with the creation of the Community Park and green corridor areas. The success of this would again be dependant upon the final design of the scheme.

Ecological enhancement and the Community Park

The proposed community park has the potential to deliver significant benefits for biodiversity as required by the NPPF. Whether these benefits are fully realized however would depend upon the finalised design of the open space areas. For example the provision of an additional smaller wildlife pond and amphibian hibernacula within the community park area would significantly increase its potential value for amphibians. Similarly the provision of an amphibian tunnel under the access road to the north of the community park would further strengthen the ecological connectivity between the country park and the pond within the garden of the property on Middlewich Road. This issue will be dealt with at the reserved matters stage.

Landscape

The site is approximately 15.6 Hectares and is located to the south of the A533 in Sandbach. It is relatively flat and in agricultural (arable) use. It is bounded by residential development to the north, west and east. To the south lies agricultural land and the property Abbeyfields, a Grade II listed building. Boundaries are defined by hedgerows and fences with occasional trees. There are also hedgerows mid site.

The application includes a Landscape and Visual assessment dated April 2012. The methodology that has been used encompasses the 'Guidelines for Landscape and Visual Impact Assessment' (GLVIA) published by the Institute of Environmental Assessment and the Landscape Institute (2002) and 'Landscape Character Assessment. Guidance for England and Scotland' (LCA) published by the Countryside Agency and Scottish National Heritage 2002.

The baseline conditions are based on Natural England's Countryside Character Assessment, the Cheshire Landscape Character Assessment (adopted in 2009) and the Landscape Assessment of Congleton Borough (1999).

The general descriptions of landscape character areas are accepted. In terms of sensitivity to change however, it could be argued that the adjacent agricultural land and adjacent residential areas are of higher sensitivity to change than suggested.

The principle immediate views of the site are from the surrounding residential properties immediately adjacent to the boundaries. More distant views can be obtained from Abbeyfields. Glimpsed public views can be obtained from gaps between properties on Abbey Road, Middlewich Road and Park Lane and at a distance from the Wheelock Rail Trail.

The visual analysis considers visual impacts of the proposal by reference to a number of key viewpoints. The assessment of sensibility of receptors to visual impacts appears reasonable. The analysis affords considerable weight to the opportunities for proposed planting within the Community Park and on the site boundaries to enhance/mitigate views. Planting would take time to mature and as it would be inappropriate for planting to comprise solely evergreen species, the screening benefits of deciduous planting would be reduced in winter. The existing properties to the north, west and east are highly sensitive receptors and currently have views across open agricultural land. The enclosing effect of buffer planting is unlikely therefore, to be considered by residents as acceptable mitigation for loss of visual amenity. Unless buffer planting was maintained and managed out with private properties, (as opposed to within rear gardens as proposed) successful establishment and long term retention would be difficult to guarantee. Any mitigation or benefits to be obtained from new planting would inevitably take several years to be achieved.

The indicative layout has some merit in that it offers a strong landscape structure for the development. Nonetheless, in view of the indicative nature of the illustrative master plan, it is difficult to fully assess whether or not the number of dwellings proposed could be accommodated without compromising the proposed landscape framework.

Whilst the site has no national protective landscape designation, notwithstanding existing development to the north, west and east, it has an open character of managed agricultural land and it has local landscape value forming part of a wedge of open countryside which extends to the south. The development proposed would inevitably alter the landscape character of the area and there would be opportunities for a landscape framework to help the proposals assimilate into the adjacent residential areas.

The comments made by the Cheshire Gardens Trust have been noted however the site is not included on the local list and the historic landscape has been much changed due to the existing agricultural use of the site. This issue did not form part of the previous reason for refusal on this site.

The landscape issue and the importance of maintaining a green gap between Sandbach and Elworth was considered as part of the SoS decision. As the landscape aspect of the SoS decision was not quashed it can be given some weight in the determination of this application. The SoS found that the views of the site are 'glimpsed' and that the site has no

special landscape designation. The development would include a 3.4 hectare community park that would ensure that a large swathe of land would remain open and unlike at present the park would allow public access and enjoyment. The SoS therefore reached the view that the *'loss of part of the green gap between Elworth and Sandbach weighs against the proposal, but he considers that it would not in itself be sufficiently harmful to make the appeal proposal unacceptable'*. Although the NPPF has come into force since this statement was made it is not considered that this would result in a different view being taken.

Trees

There are trees on the boundaries of the application site and one hedgerow tree mid site. In addition there are a number of trees outside the site boundary which need to be taken into consideration. Of particular prominence and public amenity value are trees on the wide Council owned verge on Abbey Road and mature specimens within the curtilage of properties on Middlewich Road. Some trees on Middlewich Road and several specimens to the south east of the site are subject to TPO protection: The Sandbach UDC Abbeyfields TPO 1970 and The Middlewich Road, Sandbach TPO 1984.

In principle, the indicative layout should allow for the retention of most of the existing trees in the vicinity. Exceptions comprise the mid site young Oak tree (not subject of TPO protection) within a field hedge and a mature Silver Lime tree subject of TPO protection which is located on the frontage of 170 Middlewich Road. The Lime tree (afforded Grade A in the Arboricultural Assessment) would have to be removed to create the main point of vehicular access to the site. Whilst the loss of this tree would impact on public visual amenity the loss has been accepted in principle by the Council's resolution to approve previous application 11/0440C. In addition the Legal Agreement would secure a contribution of £2,400 towards replacement tree planting along Middlewich Road within 500 metres of the tree which would be removed.

Hedgerows

There are a number of lengths of hedgerow in the vicinity of the site. Should the site be developed, there is the potential for hedgerow loss. Taking into account Policy NR3 of the Adopted Congleton Borough Local Plan First review, the hedgerows need to be assessed against the criteria in the Hedgerow Regulations 1997 in order to ascertain if they qualify as 'Important'. The criteria cover ecological and historic value. (Hedges forming the boundary to residential properties are excluded).

The majority of the hedgerows would be retained and they are shown on the indicative layout. Further details in relation to this issue will be determined at the reserved matters stage.

Drainage and Flooding

The application site is located within Flood Zone 1 as identified on the flood maps produced by the Environment Agency. The submitted Flood Risk Assessment (FRA) identifies that the site is not at risk from fluvial flooding. The proposal has the potential to increase flooding from pluvial (overland) flooding and to the receiving watercourse, the FRA identifies that attenuation storage could be provided by a combination of permeable paving, below ground

storage, swales and a pond. Such details will be provided as part of the reserved matters application.

In response to this issue the Environment Agency and United Utilities have both raised no objection to the development. The proposal is therefore considered to be acceptable in terms of its flood risk and drainage implications.

Design

The surrounding development comprises a mixture of ages and architectural styles, ranging from single-storey properties to two-storey properties. Notwithstanding this, there is consistency in terms of materials with most walls being finished in simple red brick; some properties incorporate render and cladding. The predominant roof forms are gables although some are hipped and most are finished in grey concrete tiles.

Although external appearance and design are reserved matters, the applicant has submitted indicative modeling to show how the site would be laid out together with some indication of the appearance of the site. These have been influenced by the form and mass of surrounding residential properties. On this basis it is considered that an appropriate design can be achieved, which will sit comfortably alongside the mix of existing development within the area.

Abbeyfields is a Grade II Listed Building. Given the separation distance to this property it is not considered that the development would have a detrimental impact upon the setting of this Listed Building.

Loss of Agricultural Land

The Soil and Agricultural Land Use report for this application identifies that of the 27.7 hectares surveyed (this includes the area edged blue), 68% (16.9 hectares) is grade 2 (very good) while 28% (7 hectares) is grade 3a (good). This land is classed as the best and most versatile agricultural land (defined as grades 1, 2 & 3a grade land).

It is noted that Policy NR8 (Agricultural Land) of the Congleton Borough Local Plan has not been saved, however there is guidance contained within the NPPF which states at paragraph 112 that *'Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality'*.

The lack of a 5 year housing land supply would outweigh the loss of agricultural land on this site and a reason for refusal could not be sustained on these grounds. This was the view given by the Secretary of State in approving application 10/3471C.

Open space

The indicative layout plan shows the provision of both Green corridors and a Community Park within the development. Having regard to the adopted local standards set out in the Council's Open Space Study for Amenity Greenspace, based on the Community Park area alone, the location and quantity of

the areas of POS that have been proposed would be acceptable although more detail as to the landscaping proposals would be sort as part of the reserved matters.

The amount of Public Open Space that would be expected in respect of the new population on site would equate to 6720sq.m.

Within the Community Park area there is scope for allotment provision, this would be most welcome as set out in Open Space, Sport and Recreation Study 2005, there is an under provision although no definitive national or local standards are set as it is thought to be 'demand led'.

Within the Community Park area, new native tree and shrub planting, woodland paths and a wildflower meadow area are proposed. The Council is not best placed to maintain these areas; therefore a management company is required. The informal play area surrounding the formal play area could be maintained by The Council but confirmation of the size would be required, thus determining the financial contribution for maintenance from the developer. Alternatively, this and the informal open space where the second play area is proposed could be blocked with the other surrounding areas and maintained by the management company.

The plan indicates the inclusion of two play areas one located within the Community Park area and the other to the South Western side of the development site; as part of the last application the open space officer confirmed that one NEAP (Neighbourhood Equipped Area for Play) standard play area would be acceptable with the preferred location situated within the Community Park area. This should include at least 8 items incorporating DDA inclusive equipment, using play companies from The Councils select list. The Open Space Officer requested that the final layout and choice of play equipment be agreed with CEC, the construction should be to The Council's specification. Full plans must be submitted prior to the play area being installed and these must be approved, in writing prior to the commencement of any works. A buffer zone of a least 30m from residential properties facing the play area should be allowed for with low level planting to assist in the safety of the site.

For the second play area contributions would be preferred for enhanced play provision located in Sandbach Park, the main park for the town. The Design and Access Statement part 2 and 3 acknowledges that the commuting distance of up to 2000m (approx. 25 minute walk) can be acceptable, Sandbach Park being approx. 1,300m away from the development site. It also recognises the need for parks and open spaces to be 'accessible to both existing and new residents'. Major consultation has recently taken place regarding Sandbach Park and a management plan written. New and enhanced play provision is written into the plan and part funded by contributions from previous and current developments which have been 'pooled'.

Forgoing the second formal play area on site, the enhancement figure is based on recently built provision in the local area, contributions for enhanced works in Sandbach Park would be enhanced provision £105,000.

Subject to the above requirements, which could be secured through a Section 106 agreement, and in the absence of any objection from the Open Space officer, it is considered that the proposal complies with Council's adopted Interim Guidance Note on Public Open Space Requirements for New Residential Development and the relevant local plan policies.

Highway Safety and Traffic Generation

The application includes access to be determined at this stage and in essence the application is a combination of planning applications 10/3471C and 11/0440C.

The proposed junction design provides a simple priority junction with a ghost island right turn lane with pedestrian refuges within the splitter islands. The design caters for appropriate re-

positioning of the bus stops in the vicinity of the site to bring them into positions which integrate with the new junction layout.

The junction itself will have 3 lanes, one access and two egress, which allows improved capacity and turning movements.

The proposed access would be approximately 82 metres to the west of the junction of Park Lane and Middlewich Road. There has been much concern raised over the proximity of this proposed access to the existing junction. However the position of this junction was accepted as part of application 11/0440C.

A Transport Assessment has been submitted with this application. This indicates that the traffic generated by this development would pass through the following junctions;

- Site access/Middlewich Road
- Abbey Road/Middlewich Road
- Abbey Road/Elworth Road/Lodge Road
- Elworth Road/Hind Heath Road/Elton Road/Salt Line Way
- Crewe Road/Hind Heath Road
- Middlewich Road/Old Mill Road/Crewe Road
- Old Mill Road/A534
- Old Mill Road/A534/The Hill
- Old Mill Road/Congleton Road
- M6 Junction 17
- Congleton Road/Holmes Chapel Road

The TA takes into account a number of committed developments in the Sandbach area and these are taken into account within the traffic data (an access appraisal accompanied planning application 11/0440C and this also assessed the impact from the Albion Chemicals Site). The TA identifies that the development will have the following impact upon the junctions listed above:

Junction	Operational Performance of Highway Network
Site access/Middlewich Road	The proposed priority junction is predicted to operate in an acceptable manner in the 2018 AM & PM peak hour with development situations
Abbey Road/Middlewich Road	This junction will operate in an acceptable manner in both the AM & PM peak hours and continues to do so with the development situation.
Abbey Road/Elworth Road/Lodge Road	The existing priority junction is predicted to operate with a high degree of spare capacity and small queues in the 2018 AM & PM peak hour base and with development situations.
Elworth Road/Hind Heath Road/Elton Road/Salt Line Way	The existing roundabout is predicted to operate with a high degree of spare capacity and negligible queues in the 2018

	AM & PM peak hour base and with development situations.
Crewe Road/Hind Heath Road	This junction would not meet the threshold of 30 two-way trips and in accordance with the DfT Guidelines on Transport Assessment a formal assessment is not required.
Middlewich Road/Old Mill Road/Crewe Road	<p>Crewe Road experiences traffic demands approaching capacity in the AM peak hour in the base situation. However there will be no discernible to road users in the with development situation.</p> <p>The 2018 modelling predicts that Hightown experiences traffic demands above capacity in the PM peak hour base situation. However as the development generates only 5 vehicles on Hightown in the PM peak hour.</p> <p>It is concluded that on balance that the traffic impact of the development is acceptable.</p>
Old Mill Road/A534	<p>The roundabout would suffer some deterioration and certain arms would operate above capacity in the AM and PM peak hours. In order to address this issue an improvement scheme has been offered as part of this development. This shows that the one arm would operate in a significantly improved manner in both the AM & PM peak hours compared with the 'no development situation' and this would achieve an overall net highways benefit. The other arms are predicted to operate in a similar manner in the base and with development situations.</p> <p>The TA concludes that on balance the improvement scheme acceptably mitigates the impact of the proposed development.</p>
Old Mill Road/A534/The Hill	This junction is predicted to operate in an acceptable manner with spare capacity in the 2018 AM & PM peak hour base solutions and continues to do so upon implementation of the proposed development.
Old Mill Road/Congleton Road	Observations of this junction in the AM & PM peak periods suggest that the junction presently operates in an acceptable manner. This junction is predicted to

	<p>experience a marked deterioration in performance in the AM & PM peak hours when traffic generated by the committed developments and traffic growth are added to the junction. However the PICADY model does not predict any further deterioration in junction performance upon implementation of the proposed development. On balance this development would have no material detrimental impact and mitigation measures are not required or justified.</p>
M6 Junction 17	<p>This junction is predicted to experience a marked deterioration in performance when traffic generated by committed developments and traffic growth are added to this junction. A significant change in operational performance is predicted at during:</p> <p>Northbound off slip – right turn AM & PM Southbound off slip - right turn AM & PM Southbound off slip - left turn AM & PM A534 Congleton Road (W) – right turn PM</p> <p>This junction is predicted to experience some modest deterioration in performance upon implementation of the proposed development.</p> <p>The TA states that CEC is considering options to improve the operation of M6 J17 and that a contribution of £50,000 towards the improvement of this junction was agreed as part of the 2010 application.</p> <p>The TA states that the contribution towards this improvement would mitigate the traffic impact of the proposed development.</p>
Congleton Road/Holmes Chapel Road	<p>This junction would not meet the threshold of 30 two-way trips and in accordance with the DfT Guidelines on Transport Assessment a formal assessment is not required.</p>

From the above it is considered that there are two junctions that would be impacted by the proposed development. These are Old Mill Road/A534 and M6 Junction 17.

For the Old Mill Road/A534 roundabout a scheme of improvement is identified and this would be secured to address the highway implications.

In terms of the M6 Junction 17, this junction does have capacity issues. The approach taken as part of the last application was to negotiate a contribution and the level of this contribution agreed was £50,000. This contribution has been offered as part of the current application

and this would go towards the scheme of improvements which the Council is currently working on. Given that this contribution was accepted as part of the last application it is considered to be acceptable and the Highways Officer has raised

The issue of traffic generation was considered as part of the SoS Decision and the Inspectors Report. The Secretary of State found that:

'The additional traffic that would be generated by the development would not in itself be sufficiently harmful to make the appeal proposal unacceptable'

The Inspector stated that;

'Local residents have little faith in the appellant's Transport Assessment. I do not dispute their claim that at peak hours the roads and junctions in the vicinity of the site become congested and drivers are inconvenienced. The additional traffic generated by the proposed houses would undoubtedly add to that congestion. But congestion in itself is not necessarily a bad thing; it can encourage people to use forms of transport other than the private car or to make travel arrangements. I also note that the Council's Strategic Highways Manager did not recommend refusal of the planning application, although he felt that the Transport Assessment had some shortcomings'

The Inspector then went onto state that

'Therefore, in the absence of any evidence to the contrary, I have reached the view that the additional traffic that would be generated by the development would not in itself be sufficiently harmful to make the appeal proposal unacceptable'

Given the above it is considered that the development would not have such a significant impact upon the highway network and the highways officer has raised no objection to the proposed development.

The principle of residential development has previously been accepted as has the point of access. The highway implications of this development are therefore acceptable.

Infrastructure

Local residents have expressed concerns in respect of the impact of the development upon local infrastructure including schools, health and leisure facilities.

Education

The education department has requested a contribution of £491,988 towards local primary school provision and £594,874 towards local Secondary Schools (total of £1,086,862). However in this case the fall-back position is the contribution which was agreed as part of appeal which totals £513,773.11, which was considered to meet the CIL tests. It would be unreasonable to request additional contributions for this development which relates to the same number of units.

Medical Infrastructure

A number of representation raise issue with the impact upon medical infrastructure in Sandbach. In this case there are 4 GP Surgeries within 4 miles of the site which are still accepting NHS patients.

It should also be noted that there is outline consent on this site for 280 dwellings.

Public Rights of Way

The proposed development presents an opportunity to improve walking and cycling facilities in the area for both travel and leisure purposes. The aim to improve such facilities is stated within the policies of the Cheshire East Rights of Way Improvement Plan (ROWIP) 2011-2026 and Cheshire East Local Transport Plan (LTP) 2011-2026.

A new cycle lane proposed along Abbey Road to the B5079 roundabout and the start of the Wheelock Rail Trail in recognition of the attraction of the route to residents of the proposed development and nearby properties. As part of this development the developer is offering a contribution of £10,000 to improve facilities along the Wheelock Rail Trail and this is considered to be acceptable to upgrade this route and to accommodate the additional users.

Ground Conditions

A number of representations have been received in the relation to the ground conditions on the site which they say is liable to subsidence. As part of the application consultation has been carried out with the Cheshire Brine Board and no response has been received.

However as part of the last application a consultation response was received and this recommended the incorporation of structural precautions to minimise the effects of any settlement which does occur, such as raft foundations or ring beams in the subsidence hollows and heavily reinforced strip foundations outside the subsidence hollows area.

Other issues

The same Heads of Terms for the Unilateral Undertaking which was approved by the Secretary of State will be applied to this application as part of a S106 Agreement/UU.

All conditions attached to the outline consent approved by the Secretary of State are recommended to be attached to this permission with 2 exceptions:

9. The requirement for 10% renewable energy provision is no longer considered to be reasonable given that the RSS Policy which was used as a basis for this condition has now been abolished.

14. The requirement for 25% of the dwellings on the site to have no more than 2 or more bedrooms does not mean the condition tests. The policy background for this condition is the IPS on Affordable Housing with no requirement in development plan policy. This requirement is not considered to meet the requirements of the NPPF and is excessively onerous.

The requirement for 25% of dwellings to have no more than 2 or more bedrooms is not attached to any other housing applications within Cheshire East and in this case it should also be noted that the developer is willing to provide 35% affordable housing on this 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 provision of a contribution towards upgrade works at Junction 17 of the M6 and the travel plan contribution is required to help mitigate against the highways impact of the development. The proposed development cannot proceed without these improvements and the contribution is reasonably related in scale and kind to the development.

The provision of a contribution towards the Wheelock Rail Trail is required to help mitigate against the impact of the development through increased use of this route. The proposed development cannot proceed without these improvements and the contribution is reasonably related in scale and kind to the development.

The provision of a contribution towards tree planting is required to help mitigate against the impact of the development which would result in the loss of a TPO tree. The proposed development cannot proceed without these improvements without having a harmful impact upon the amenity of the area and the contribution is reasonably related in scale and kind to the development.

The development would result in increased demand for school places in Sandbach which have very limited spare capacity. In order to increase capacity of the local schools which would support the proposed development a contribution towards schools is required. This is considered to be necessary and fair and reasonable in relation to the development.

As explained within the main report, POS and children's play space is a requirement of the local plan; it is directly related to the development and is fair and reasonable.

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

9. CONCLUSIONS

The principle of development of 280 dwellings and the point of access have previously been accepted by the Secretary of State on this site. Therefore the principle of development is considered to be acceptable.

It is considered that the tree losses are acceptable subject to mitigation measures to secure replacement planting.

The development would not have a detrimental impact upon Sandbach Flashes SSSI, protected species or hedgerows.

The proposed development would involve the loss of best and most versatile agricultural land and issue was outweighed as part of the previous decision to approve housing on this site.

It is not considered that the development would have a significant impact upon medical or education infrastructure in Sandbach.

There are no flood risk/drainage issues associated with this application.

The proposal is considered to be acceptable in terms of affordable housing provision, impact on amenity, public open space.

It is considered that the economic and social benefits of this development would outweigh the environmental harm (loss of open countryside, the removal of 1 TPO tree and the loss of BMV agricultural land).

Given the scale and location of the development, its relationship to the urban area and its proximity to other services, and no objections being raised by the relevant consultees, it is not considered that the adverse impacts significantly and demonstrably outweigh the benefits – and so accordingly the application is recommended for approval, subject to a Section 106 Agreement and appropriate conditions.

9. RECOMMENDATION

APPROVE subject to completion of Unilateral Undertaking/Section 106 Legal Agreement to secure the following:-

1. Affordable Housing Scheme

- The numbers, type, tenure and location on the site of the affordable housing provision which shall consist of not less than 35% of the residential units (or at the option of the Council 30% of the residential units together with a commuted sum commensurate with the cost of the provision of a further 5% of the residential units as affordable housing as a contribution towards the costs of the provision of off-site affordable housing)
- The timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing
- The arrangements for the transfer of the affordable housing to a Social Landlord
- The arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
- The occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

2. The provision of Community Park and Children's play provision and scheme of management to be agreed

3. Education contribution of £513,773.11

4. Wheelock Rail Trail contribution of £10,000

5. Highways contribution of £60,000 towards upgrade works at Junction 17 of the M6
6. Travel Plan monitoring contribution of £5,000
7. Tree Contribution of £2,400

And the following conditions

1. Details of the access, appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.
2. Application for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission.
3. The development hereby permitted shall begin not later than two years from the date of approval of the last of the reserved matters to be approved.
4. The development hereby permitted shall follow the general parameters of the illustrative Development Framework (Drwg No 4333-P-02 Rev D), the Masterplan (Drwg No 4333-P-03 Rev E), and the Design and Access Statement.
5. No development shall take place until a programme of phasing for the implementation of the whole development, including public open space and the provision of 35% affordable housing on each phase, has been submitted to and agreed in writing by the local planning authority. The phasing of the development shall be in accordance with the approved programme.
6. No development shall take place until a scheme of archaeological investigation, including a programme for its implementation, has been submitted to and approved in writing by the local planning authority. The investigation shall be implemented in accordance with the approved scheme.
7. No development shall take place until a scheme for surface water drainage has been submitted to and approved in writing by the local planning authority. The scheme shall be based on an assessment of the potential for disposing of surface water by means of a sustainable drainage system. Surface water drainage of the site shall be in accordance with the approved scheme.
8. No development shall take place until an ecological management plan has been submitted to and approved in writing by the local planning authority. The management plan shall be implemented as approved.
9. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
 - the parking of vehicles of site operatives and visitors
 - loading and unloading of plant and materials
 - storage of plant and materials used in constructing the development

- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- wheel washing facilities
- measures to control the emission of dust and dirt during construction
- a scheme for recycling/disposing of waste resulting from demolition and construction works.

10. Construction hours, and associated deliveries to the site, shall be restricted to 08.00 to 18.00hrs Monday to Friday and 09.00 to 14.00hrs on Saturdays. There shall be no working on Sundays or Bank Holidays.

11. No development shall take place until a Travel Plan, including a timetable for its implementation, has been submitted to and approved in writing by the local planning authority. The Travel Plan shall be implemented as approved from the date of the first occupation of the first dwelling.

12. No development shall take place until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the local planning authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in the Framework or any future guidance that replaces it. The scheme shall include:

- i) the numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 35% of housing units;
- ii) the timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;
- iii) the arrangements for the transfer of the affordable housing to an affordable housing provider or the management of the affordable housing if no Registered Social Landlord is involved;
- iv) the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
- v) the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

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.



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CHESHIRE EAST COUNCIL

REPORT TO: Strategic Planning Board

Date of Meeting: 5th February, 2014
Report of: Head of Strategic and Economic Planning
Subject/Title: Cheshire East Housing Land Supply- Position Statement (31st December, 2013)
Portfolio Holder: Councillors David Brown and Don Stockton

1.0 Report Summary

- 1.1 Several recent planning appeal decisions have questioned the Council's lack of a demonstrable five year supply of housing land in accordance with the requirements of the *National Planning Policy Framework (NPPF)*.
- 1.2 In order to meet the requirement in national planning guidance, a *Housing Land Supply - Position Statement* has been prepared for Cheshire East with a base date of the 31st December, 2013.
- 1.3 The *Position Statement* (attached to this report at Appendix 1) illustrates that, as of the 31st December, 2013, Cheshire East was able to demonstrate the availability of a 5.87 years supply of housing land using the 'Sedgefield' methodology with a 5% 'buffer' and 5.14 years supply with a 20% 'buffer'.

2.0 Decision Requested

That Strategic Planning Board recommends the Cabinet Portfolio Holder:

- To approve and endorse the *Cheshire East Housing Land Supply- Position Statement (31st December, 2013)* attached at Appendix 1;
- To resolve that the *Housing Land Supply - Position Statement* be given due weight in the determination of planning applications; and
- To resolve that the *Housing Land Supply - Position Statement* provides a basis for the emerging *Cheshire East Local Plan Strategy* and the updated *Strategic Housing Land Availability Statement (SHLAA) - 2014*.

3.0 Reasons for Recommendation

- 3.1 In order to meet the requirements in national planning guidance, it is important that the Council maintains an up-to-date position on its 5-year housing land supply.
- 3.2 The ongoing monitoring of housing land supply should also inform the emerging *Local Plan Strategy-Submission Version*, which is due to be presented to a meeting of the Strategic Planning Board on the 26th February, 2014 prior to being considered by Full Council on the 27th February, 2014.

4.0 Wards Affected

4.1 All Wards

5.0 Local Ward Members

5.1 All Ward Members

6.0 Policy Implications

- 6.1 **Determining Planning applications:** Paragraph 47 of the NPPF requires that as part of the objective of boosting significantly the supply of housing, Council's should undertake regular assessments of housing land. These should seek to identify five years supply of deliverable housing sites. Paragraph 49 of the *NPPF* further advises that housing applications should be considered in the context of the presumption in favour of sustainable development. It goes on to advise that relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites. Paragraph 14 of the *NPPF* outlines the presumption in favour of sustainable development where such requirements cannot be demonstrated.
- 6.2 The availability of a demonstrable 5-year supply of housing land is therefore fundamental in the determination of planning applications on sites not included in current and emerging local plans or which are contrary to the Council's adopted planning policy framework.
- 6.3 For the purposes of Development Management, appeals continue to be defended where appropriate, guided by the saved policies of the Local Plans for Congleton, Macclesfield and Crewe & Nantwich. They have influenced decisions on matters including settlement zone lines and countryside character.
- 6.4 The availability of robust evidence, which is both contemporary and well researched, should also assist both the Council and local communities in refusing housing proposals which fall outside of the plan-led approach.
- 6.5 **The Development Plan:** The provision of sufficient housing land to meet objectively assessed needs is a key requirement of Paragraph 47 of the *National Planning Policy Framework (NPPF)* and one which must also be addressed in the preparation of the Council's emerging Local Plan Strategy.
- 6.6 For the purposes of the emerging Local Plan, the Council will need to prepare a housing trajectory which demonstrates how the overall housing need is to be accommodated over the whole of the plan period up to 2030. This assessment will draw upon evidence gathered in a 2014 update of the *Strategic Housing Land Availability Assessment (SHLAA)* which was originally considered and approved by the Strategic Planning Board in February, 2013.

- 6.7 Providing sufficient housing is important in not only replenishing the housing stock and providing a roof over people's heads, but also in assisting economic growth and meeting Council's health, caring and educational objectives.

7.0 Financial Implications

- 7.1 There are no direct financial implications arising from this report, but indirectly, it is forecast that less resources should be expended in defending planning applications at appeal, together with any potential cost claims against the Council from successful appellants.

8.0 Legal Implications

- 8.1 Paragraph 47 of the *NPPF* requires all local planning authorities to demonstrate the availability of a minimum five years supply of housing land. This must be predicated on sites that are both developable and deliverable. An additional 'buffer' of 5% must be provided, but where there is a history of persistent under provision that 'buffer' must be increased to 20% to provide a realistic prospect of achieving the planned supply. Added to these requirements is a need to provide flexibility to account for choice and competition in the housing market as well as addressing any undersupply from previous annualised targets.
- 8.2 Where local planning authorities have failed to demonstrate a 5 year housing land supply, they have been vulnerable to speculative planning proposals for housing on land that is not identified in up-to-date development plans for the reasons set out above. This is a situation that has prevailed in Cheshire East, where previous assessments have shown a considerable shortfall in supply. It is therefore important, in the absence of an adopted local plan, to ensure that sufficient housing land is either under construction, is being planned for or is readily available for development.

9.0 Risk Management

- 9.1 It must be acknowledged that there are risks associated with preparing housing land supply statements, as they are always subject to challenge by those seeking planning consent for residential proposals. However, it is considered that the *Housing Position Statement* provides a robust assessment based upon a rigorous analysis of the situation prevailing in Cheshire East as of the 31st December, 2013.
- 9.2 The results of the assessment clearly demonstrate that the authority has a 5-year supply of housing land using both a 5% and 20% 'buffer', though it is the Council's position that the application of a 5% 'buffer' is the appropriate methodology in the circumstances prevailing in Cheshire East.
- 9.3 Clearly, the Council needs to adopt a monitoring regime that allows for the analysis to be updated periodically, reflecting current circumstances. This should provide the basis for informed decision-making on individual planning applications that are deemed to be contrary to the Council's adopted planning policy framework.

10.0 Background and Context

- 10.1 A number of recent appeal decisions have concluded that the Council has not conclusively demonstrated a five year supply of deliverable housing land. The *Position Statement* seeks to remedy this, by evidencing a five year supply of housing land in the Borough. The approach taken to the Statement has been informed by policy requirements and by consultation with the Housing Market Partnership.
- 10.2 The Borough's five year housing land requirement is 8,311. This is calculated using the 'Sedgefield' method of apportioning the past shortfall in housing supply across the first five years. It includes a 5% buffer, which is considered appropriate in light of the Borough's past housing delivery performance and the historic imposition of a moratorium.
- 10.3 A standard formula of build rates and lead-in times has been applied to all housing sites of which the Council is aware. Those considered deliverable within the five year supply have been 'sense-checked' and assumptions altered to reflect the circumstances of the particular site.
- 10.4 Sources of supply include sites under construction; sites with full and outline planning permission; sites awaiting Section 106 Agreements; selected Strategic Sites which are included in the emerging Local Plan; sites in adopted Local Plans; and small sites. This approach accords with the *National Planning Policy Framework*, existing guidance and the emerging *National Planning Policy Guidance*.
- 10.5 A discount has been applied to small sites, and a windfall allowance included reflecting the applications which will come forward for delivery of small sites in years four and five.
- 10.6 A number of sites without planning permission have been identified and could contribute to the supply if required. However, these sites are not relied upon for the five year supply at present.
- 10.7 With a total annual requirement of 1,662 based on the 'Sedgefield' methodology and a 5% 'buffer', the *Five Year Housing Land Supply Position Statement* demonstrates that the Council has a 5.87 year housing land supply which could accommodate in the region of 9,757 residential units. If a 20% 'buffer' is applied, this reduces to 5.14 years supply.

11.0 Next Steps

- 11.1 It should be stressed that a *Position Statement* is only a snapshot in time and will therefore require periodic updating if it is to provide a robust defence against planning refusals, regardless of whether such decisions are appealed against by prospective developers.
- 11.2 Whilst there is a clear need to update the *SHLAA* with a base date of 31st March, 2014 to inform the emerging Local Plan Strategy and to prepare an

Annual Monitoring Report for 2014, the *Position Statement* should be subject to periodic review. This should ensure that the current housing land supply position is both monitored and evidenced in the Council's decision-making processes.

12.0 Access to Information

12.1 The background papers relating to this report can be inspected by contacting the report writer:

*Adrian Fisher, Head of Strategic and Economic Planning,
Cheshire East Council, Westfields, Sandbach, Cheshire*

localplan@cheshireeast.gov.uk 01270 685893

Appendix

Appendix 1 Cheshire East Council – Five Year Supply Position Statement (31st December, 2013)

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Cheshire East Council
Five Year Housing Land Supply
Position Statement

Base Date 31st December 2013

Contents

1. Introduction
2. Planning Policy Framework
3. Housing Land Requirements
4. Methodology
5. Sources of Supply
6. Housing Land Supply for Cheshire East
7. Conclusion

Appendices

1. Standard build rates and lead-in times
2. Schedule of Sites Under Construction
3. Schedule of Sites with Full Permission
4. Schedule of Sites with Outline Planning Permission
5. Schedule of Sites awaiting Section 106 Agreement
6. Strategic Sites
7. Sites in Adopted Local Plans
8. Potential additional sites

1. Introduction

- 1.1 The NPPF requires local planning authorities to set out a five year supply of specific deliverable sites for housing, including an appropriate buffer. This update assessment has been produced as a snapshot to identify the housing land supply situation within the Borough on the base date of 31 December 2013.
- 1.2 A number of appeal decisions have been issued relating to large-scale, greenfield residential proposals which are not in line with the Borough's Development Plan. These decisions consider the Borough's housing land supply. They reach the same overall conclusion, that the evidence for a five year supply was deficient and inconclusive. Accordingly, unless or until these decisions are quashed or a new Strategic Housing Land Availability Assessment (SHLAA) prepared, the Council is unable to conclusively demonstrate a five year supply of deliverable housing land.
- 1.3 Appeals continue to be defended where appropriate, guided by the saved policies of the Local Plans for Congleton, Macclesfield and Crewe & Nantwich. They have influenced decisions on matters including settlement zone lines and countryside character.

Local Appeal Decisions

- 1.4 The relevant appeal decisions relating to Cheshire East are as follows.
- 1.5 **Land off Abbey Road and Middlewich Road, Sandbach (Ref 2141564)** - The Secretary of State and the Inspector both found that the Council could not demonstrate a five year supply of deliverable housing land. The Secretary of State's letter, dated 17 October 2013, addresses broad principles rather than detailed figures. The Secretary of State concluded that the five year housing requirement was 'between 7,366 to 9,070 dwellings'. He considered that there was 'justifiable doubt' about the assumed build rates on sites; highlighted the high proportion of supply that related to strategic sites in the emerging plan; and was concerned over the level of involvement of the Housing Market Partnership (HMP).

- 1.6 **Land north of Congleton Road, Sandbach (Ref 2189733) and Land off Sandbach Road North, Alsager (Ref 2195201)** - On 18 October 2013, the two appeal decisions were issued by the same Inspector. He found that the Council could not demonstrate a five year supply of deliverable housing land. The Sandbach appeal was allowed, but the Alsager appeal was dismissed on grounds of impact on the countryside.
- 1.7 There are two approaches to apportioning the shortfall in housing land supply. The Sedgefield approach involves meeting the shortfall in the next five years, whereas the Liverpool method spreads the shortfall over the remainder of the plan period. The Inspector here preferred the Sedgefield methodology; and considered that failure to meet annual average figures over the preceding five years (2008-2013) constituted persistent underdelivery, notwithstanding oversupply in earlier years. He therefore required the application of a 20% buffer, raising the housing requirement by well over 2,000 units to around 9,000 homes.
- 1.8 The Inspector found the delivery and yield predicted from certain sites, particularly those in the Development Strategy, was too optimistic, and should be reduced by around 1,500 – 2,000 units, to around 7,000 to 7,500 homes. He concluded that the Council could not deliver a five year supply of deliverable homes against a requirement of some 9,000 units. This target diverges from the Secretary of State's range, apparently on the basis that the Secretary of State appears to countenance the possibility of a 5% buffer being applied.
- 1.9 **Hassall Road, Alsager (Ref 2188001)** - The Inspector was not convinced that the Council could demonstrate a reliable five year housing land supply. He did not require sites without planning permission to be deleted from the five year supply, but recommended an exercise of judgement to establish the realistic prospect of delivery. With regard to the SHLAA methodology and involvement of the HMP, he cited the appellant's witness' acceptance of the build-out rates in the SHLAA 2013, and found that other evidence generally confirms that the Council has used accepted or justifiable norms in making estimates.

1.10 The Inspector identified the housing requirement as falling between 6,776 (based on RS figures and the Liverpool method) and 8,415 (based on the Council's emerging Development Strategy and the Sedgefield method). Including the 20-40% contingency recommended by the Planning Advisory Service (PAS), this gives rise to a range between 8,800 and 10,900 homes.

1.11 He was not convinced that the Liverpool method is the right approach to dealing with the shortfall, and found that a 5% buffer was appropriate, as deficiencies in the supply of housing in the Borough are due to the national economic downturn, and not by any unwillingness on the Council's part to grant permissions.

National Appeal Decisions

1.12 **Highfield Farm and Berrells Road, Tetbury, Gloucestershire** - Both cases concerned residential proposals in an Area of Outstanding Natural Beauty, and provide key judgements regarding assessment of persistent underdelivery: performance should be measured against genuine housing need, rather than inaccurate targets; and it is reasonable to look back five years to assess persistent underdelivery. However, it is relevant to note that the Inspector also reviewed the position at 10 and 20 year intervals. The decisions were subsequently upheld by the High Court (Refs: CO/3629/2013, CO/3626/2013, CO/7880/2013).

1.13 **Various sites, Cherwell** - Appeals were upheld and planning permission granted on the outskirts of several settlements, for a total of 375 homes. The Inspectors all concluded that the Council could not conclusively demonstrate a five year supply of specific, deliverable sites to meet housing requirements. Prematurity, and emerging neighbourhood plans, were given limited weight. The emerging Local Plan was deemed to be at a very early stage, and the SHLAA had not been examined independently.

1.14 The Council considers that in terms of the Development Plan, use of the Liverpool method is appropriate, as it relates to the provision of housing over a long period of time. As recent appeals take on board the Sedgefield method, it has been employed

in this assessment for the purposes of calculating the five year supply of housing land.

Historic Performance with regard to Housing Land Supply

- 1.15 Despite the revocation of the North West Regional Strategy (NWRS, 2008) in May 2013, it has been established in the recent appeals (outlined above) that the use of the NWRS housing figures is appropriate for the purpose of calculating the five year requirement at this time. This is on the basis that it has been objectively assessed and tested at examination. This approach is also in line with the resolved position of the Council which is to continue to use RS figures of 1,150 homes per annum until the new Cheshire East Local Plan Strategy (formerly known as the Core Strategy) is adopted. The Council is nevertheless aware of the need to identify sufficient land in the housing supply pipeline to meet the increased requirement which is likely to result from the adoption of the emerging Cheshire East Local Plan. This is reflected in our housing land supply.
- 1.16 The Regional Strategy (RS) housing requirement for the three Boroughs (Congleton Borough, Crewe and Nantwich Borough and Macclesfield Borough) which now comprise the Borough of Cheshire East, totalled 20,700 for the RS plan period of 2003-2021. The requirement was to achieve that figure by 2021. The annualised average figure of 1,150 pa was not a requirement. The figure of 1,150 did not have to be met in each or any given year, nor was there a requirement to exceed the figure of 20,700. Rather, the figures “may be exceeded where justified by evidence of need, demand, affordability and sustainability issues and fit with relevant local and sub-regional strategies.”
- 1.17 The record of completions in the former Boroughs, and subsequently in Cheshire East, comfortably exceeded cumulative RS targets each year until 2010/11. This is demonstrated by Table 1, below.
- 1.18 Taking into account the Borough’s performance over the longer term, Cheshire East has met the relevant targets each year from 1996 to 2008/9. The only exception is 2000/1, the year in which completions data was skewed by the demolition of the

Victoria Park flats in Macclesfield. This record is illustrated in Figure 1 and Table 2 below.

1.19 Cumulatively, measuring performance against the targets which were in force between 1996 and 2012/13, Cheshire East has an overprovision of housing land, constituting an oversupply of 1,355 units (Table 2). The relevant targets were the 1996 Cheshire Structure Plan (in force 1996/7-2005/6); followed by the 2006 Cheshire Structure Plan (in force 2006/7-2007/8); then superseded by the Regional Spatial Strategy (adopted 2008).

Moratorium

1.20 Prior to the adoption of the NWRS (2006), Cheshire East was subject to a policy of constraint in relation to housing provision. Regional Planning Guidance for the North West (2003) proposed that house building in Cheshire should be reduced by 20% between 2002 and 2016. The Cheshire Structure Plan (2006) maintained this restrictive approach to housing. Supply was limited to 700 homes per annum. Moratoria on housing supply were common during this period, with similar policies adopted by Greater Manchester, West Lancashire, Sefton, Chorley, South Ribble and Ribble Valley.

1.21 An Audit Commission report into Development Services in the (former) Congleton Borough, dated June 2005, noted that an oversupply of housing became apparent in 2003, when measured against the targets of the Cheshire Structure Plan of 1999. As a result, a moratorium was applied in all but exceptional circumstances. The Audit Commission considered this to be 'appropriate steps to deal with the situation [of the over-supply]'.

1.22 The Audit Commission notes that the applications refused due to the moratorium would have provided over 650 additional dwellings. Twelve appeals were dismissed on housing land supply grounds.

1.23 Press reports indicate the following examples:

- A refusal for six homes in Brereton, which would 'exacerbate an already significant over-supply of housing and would be contrary to policy' (August, 2004)

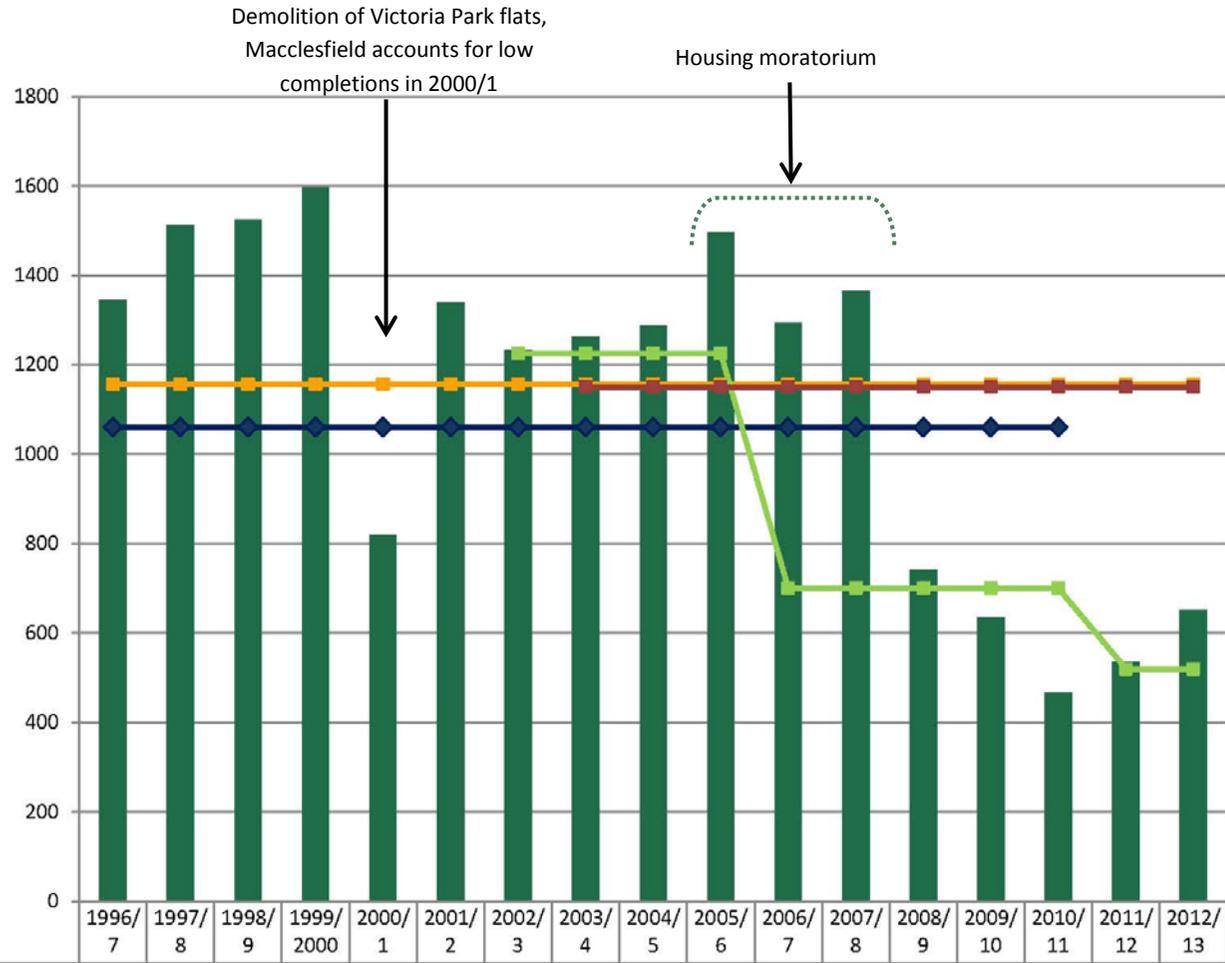
- Approval for 70 homes, with no building work permitted until 2007 (August, 2005)
- Refusal for a retirement community including 26 sheltered homes (September, 2006)

1.24 Housing supply was similarly restricted in Macclesfield. In September 2003, the former Macclesfield Borough Council restricted planning permission for new residential development, citing an eight year supply of housing land from recent completions and outstanding permissions. Restrictions were not lifted until May 2008, in response to the NWRS.

1.25 The impact of the moratorium, and its relevance in considering the Borough's performance, has been recognised in correspondence from Nick Boles, the Parliamentary Under Secretary of State for Planning. He clarifies that the past housing moratorium imposed in Cheshire is a relevant consideration in relation to the performance and the application of an appropriate buffer. The NWRS marked a significant change in policy in Cheshire, reversing the previous policy of constraint and elevating the annual requirement to 1,150. It is considered that this altered position, and the enforced restrictions on housing land supply are material and should be taken into account in considering the performance of the Borough in relation to housing land supply.

Table 1: CEC Completions and RS			
Year	Cheshire East Completions (net)	RS	Cumulative
2003/04	1,264	1,150	114
2004/05	1,287	1,150	251
2005/06	1,498	1,150	599
2006/07	1,295	1,150	744
2007/08	1,365	1,150	959
2008/09	741	1,150	550
2009/10	634	1,150	34
2010/11	466	1,150	-650
2011/12	535	1,150	-1,265
2012/13	652	1,150	-1,763
<i>01.04.13 – 31.12.13</i>	<i>497</i>	<i>864</i>	<i>-2,130</i>
Total to 2012/13	9,737	11,500	
Total to 31.12.13:	10,234	12,364	
Average (excluding part-year):	974		
RS – CEC Completions (2003 to 2013) 11,500-9,736	- 1,763 <i>-2,130 including part-year</i>		

Table 2: CEC Completions since 1996				
Year	Cheshire East Completions (net)	Development Plan Target	Under / Over Provision	Cumulative
1996/97	1,345	1,060	285	285
1997/98	1,511	1,060	451	736
1998/99	1,525	1,060	465	1,201
1999/2000	1,597	1,060	537	1,738
2000/01	819	1,060	-241	1,497
2001/02	1,339	1,060	279	1,776
2002/03	1,233	1,060	173	1,949
2003/04	1,264	1,060	204	2,153
2004/05	1,287	1,060	227	2,380
2005/06	1,498	1,060	438	2,818
2006/07	1,295	700	595	3,413
2007/08	1,365	700	665	4,078
2008/09	741	1,150	-409	3,669
2009/10	634	1,150	-516	3,153
2010/11	466	1,150	-684	2,469
2011/12	535	1,150	-615	1,854
2012/13	652	1,150	-498	1,356
Total to 2013:	19,106	17,750		
Average:	1,123			



	1996/7	1997/8	1998/9	1999/2000	2000/1	2001/2	2002/3	2003/4	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13
Cheshire East Completions	1345	1511	1525	1597	819	1339	1233	1264	1287	1498	1295	1365	741	634	466	535	651
Average	1156	1156	1156	1156	1156	1156	1156	1156	1156	1156	1156	1156	1156	1156	1156	1156	1156
Cheshire Structure Plan (Adopted 1996)	1060	1060	1060	1060	1060	1060	1060	1060	1060	1060	1060	1060	1060	1060	1060		
Cheshire Structure Plan (Adopted 2006)							1225	1225	1225	1225	700	700	700	700	700	520	520
RSS (Adopted 2008)								1150	1150	1150	1150	1150	1150	1150	1150	1150	1150

Figure 1: Cheshire East Completions since 1996

Involvement of the Housing Market Partnership

1.26 Cheshire East Council contacted all members of the Housing Market Partnership (HMP) in early December 2013 to confirm that the Council was updating work on an updated SHLAA, and to advise that our approach would take into account the conclusions of Inspectors at recent appeals in the Borough.

1.27 To inform the methodology underpinning the revised SHLAA, the input of the Housing Market Partnership was sought at a half-day workshop on Thursday 19 December 2013. Minutes were circulated following the meeting, which outlined the main points raised by attendees. Written representations were invited from all members of the Housing Market Partnership, whether they attended the meeting or not. Representations were received from eleven organisations. The main issues were as follows:

- Sufficient land must be identified to meet the housing need figure.
- The assessment of land which could potentially deliver housing (ie the SHLAA) must be distinct from the separate assessment of the five year land supply.
- Use of standard build rates and lead-in times is preferable for the SHLAA, with recommended rates varying from 25 to 35 dwellings per hectare. However, the standard build rates and lead-in times should be re-evaluated with regard to each site in the five year supply.
- Any sites which are included in the five year supply but do not have planning permission will be subject to close scrutiny, and must be clearly evidenced.

1.28 In approaching the Position Statement, the Council has taken account of all points raised at the workshop and in written representations. It is particularly relevant to note the HMP's preference for a distinction to be made between the SHLAA and the five year supply of housing land. This corresponds to the Council's desire to establish a clear five year supply by publishing a Position Statement on the Five Year Supply which clarifies the housing land supply position within the Borough as of the 31st December 2013. This document also provides a basis for preparing the Housing

Trajectory in the emerging Local Plan for Cheshire East, and the updated SHLAA for 2014 which forms part of its evidence base.

2. Planning Policy Framework

National Planning Policy Framework

2.1 Paragraph 47 of the NPPF sets out the requirements for housing land supply provision, including meeting the full, objectively assessed needs of the area; setting out a five year supply of specific deliverable sites for housing, including a buffer; increasing this buffer in the case of persistent underdelivery of housing; identify sites or broad locations for the remainder of the 15 year period; illustrate delivery by means of a housing trajectory; and set local requirements for density as appropriate. The NPPF reads as follows:

'To boost significantly the supply of housing, local planning authorities should:

- use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period;*
- identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land;*
- identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15;*
- for market and affordable housing, illustrate the expected rate of housing delivery through a housing trajectory for the plan period and set out a housing*

implementation strategy for the full range of housing describing how they will maintain delivery of a five-year supply of housing land to meet their housing target; and

- *set out their own approach to housing density to reflect local circumstances.'*

2.2 Footnote 11 states:

'To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable. Sites with planning permission should be considered deliverable until permission expires, unless there is clear evidence that schemes will not be implemented within five years, for example they will not be viable, there is no longer a demand for the type of units or sites have long term phasing plans.'

2.3 Footnote 12 states:

'To be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged.'

Local Policy

2.4 National requirements will be met at the local level through the Local Plan Core Strategy: Strategic Sites and Locations are currently set out in the Pre-Submission Core Strategy. An updated housing trajectory will accompany the submission version of the Core Strategy. Non-strategic sites will be identified through the Site Allocations and Development Policies DPD.

Draft National Planning Policy Guidance

2.5 Draft National Planning Policy Guidance (NPPG) was published for consultation between August and October 2013. Although still in draft form, the NPPG contains additional guidance on housing land supply. It clarifies footnote 11 of the NPPF, confirming that 'planning permission is not a prerequisite for a site being deliverable

in terms of the five year supply'. However, robust, up-to-date evidence to support deliverability must be provided by the local planning authority.

- 2.6 The NPPG states that 'local planning authorities should aim to deal with any undersupply [of housing] within the first five years of the plan period where possible. Where this cannot be met in the first five years, local planning authorities will need to work with neighbouring authorities under the duty to cooperate'. This suggests that the Sedgefield method is preferable to the Liverpool method.

3. Housing Land Requirements

HOUSING REQUIREMENT BASE DATE 31 DECEMBER 2013	
Five year housing requirement (RS 1,150pa)	5,750
Completions (31.03.10 – 31.12.13)	2,149
Shortfall 01.04.10 – 31.03.13 = 1,798 01.04.13 – 31.12.13 = 367	2,165
Total requirement (Sedgefield) (5,750 + 2,165)	7,915
With 5% Buffer 5% of 7,915 = 396	8,311
With 20% Buffer 20% of 7,915 = 1,583	9,498

4. Methodology

- 4.1 As advocated by the Housing Market Partnership at the December 2013 workshop, a standard formula of build rates and lead-in times has been applied to all housing sites of which the Council is aware. These sites are held within a database from which the Cheshire East Strategic Housing Land Availability Assessment is produced.
- 4.2 The sites which are considered deliverable within the five year supply are appended to this Statement, showing the corresponding quantum of development across the five year period. For these sites, the standard build rates and lead-in times have

been 'sense-checked', and assumptions altered to reflect the circumstances of the particular site. Where changes have been deemed appropriate, the reasons are outlined in the relevant appendix.

- 4.3 The build rates and lead-in times used are appended to this Statement. They were presented to the HMP at the December workshop. Their use was found to be acceptable.

5. Sources of Supply

- 5.1 In line with DCLG Practice Guidance on Strategic Housing Land Availability Assessments (July, 2007) and the draft National Planning Policy Guidance, Cheshire East has assessed sites that are within the planning process including sites that have been allocated; sites that are under construction; and sites that have permission or have permission subject to Section 106 agreements. It also includes deliverable sites identified in the emerging Cheshire East Local Plan.

Sites under construction

- 5.2 The sites that are included within the five year supply and are under construction, are still considered to be deliverable and the sites continue to deliver completions.

Sites with Full Planning Permission

- 5.3 Sites with full permission which are considered to be deliverable can still contribute to housing supply. Footnote 11 of the NPPF confirms that sites with planning permission should be considered deliverable until the expiry of permission, unless clear evidence indicates otherwise.

Sites with Outline Planning Permission

- 5.4 Sites with outline permission which are considered to be deliverable can still contribute to housing supply. Footnote 11 of the NPPF confirms that sites with planning permission should be considered deliverable until the expiry of permission, unless clear evidence indicates otherwise. The standard lead-in times allow an

additional period for such sites to obtain full planning permission and discharge conditions as necessary.

Sites awaiting Section 106 Agreements

5.5 Sites awaiting finalisation of a Section 106 Agreement have the benefit of a resolution to approve, and are capable of contributing to the five year supply. The Council has engaged a framework of external legal firms to speed up the processing of planning obligations in the light of an increase in resolutions to grant consent. Where negotiations are not ongoing, or are not positively working towards finalisation, the Council has a record of returning these permissions to Committee for further consideration.

Strategic Sites

5.6 The inclusion of a contribution from some of the draft strategic sites has been accepted at the recent inquiries. Twelve strategic sites have been identified as being deliverable, or partly deliverable, within the five year supply. They were included in the Pre-Submission Core Strategy, which was published for consultation between November and December 2013. Not all strategic sites are included within the identified supply: only those that are at a reasonably advanced stage and that meet the following criteria:

- The site is clearly defined and development parameters understood;
- The site is not subject to any significant environmental or restrictive designation in the current Development Plan;
- The site is the subject of active discussions or formal pre-application engagement; and
- A planning application is either being prepared or is capable of being submitted in the near future.

5.7 Further, site-specific information is included in the relevant appendix.

Sites in Adopted Local Plans

- 5.8 Several sites have been taken forward from the Local Plans for the former districts of Congleton, Crewe and Nantwich, and Macclesfield.

Small Sites

- 5.9 Small sites generally involve less than 10 units and sites of under 0.3ha. As they are of small scale, they are often at greater risk of being affected by the vagaries of the market and personal circumstances. Hence to reflect these uncertainties in terms of non-deliverability within the five year supply, a discount of 10% has been applied to sites with full or outline permission; and a discount of 15% has been applied to sites which are awaiting a Section 106 agreement. The principle of this approach was agreed at the HMP workshop in December 2013.

Sites without planning permission

- 5.10 Sites without planning permission are capable of being deliverable. Nowhere does the NPPF or any other document prohibit the use of sites without planning permission. NPPF Footnote 11 does not state that sites without planning permission are not deliverable. This has been recognised at a number of appeals.
- 5.11 On this occasion, sites without planning consent have not been included within the five year supply. However, the appendices include a list of sites which are considered to be capable of inclusion in the five year supply should circumstances require the identification of additional sites.

Windfall allowance

- 5.12 The Council considers that windfalls have already been accounted for in the supply calculation in the form of small sites (ie those of less than 10 units). These are granted planning consent on the assumption that they will be substantially completed within three years, subject to the discounts applied in relation to non-deliverability. On the basis that such consents normally remain extant for a period of three years, it is not considered unreasonable to include a windfall allowance in the supply calculation for years 4 and 5 to take account of any further small sites coming through the pipeline in years 1 to 3. It is acknowledged that these sites, which would

be subject to the same assumptions on non-delivery, are normally granted consent outside the Development Plan process, and cannot be forecast with any great certainty. However, they do have the potential to contribute to housing supply and are supported in paragraph 48 of the NPPF, provided that such an allowance can be evidenced from historic rates and future trends. The Council have therefore applied a pro rata yield from small sites for years 4 and 5 equivalent to 66% of the net contribution from small sites in years 1-3 with full or outline planning permission.

Losses

5.13 In certain circumstances, particularly in the case of redevelopment schemes, there may be a net loss of housing units. These have been fully accounted for in the overall calculations of housing supply.

6. Housing Land Supply for Cheshire East

6.1 The tables below demonstrate the deliverable housing supply. Full details are contained within the appendices.

Review of the Assessment - Sites 10 or more		
		Years 1-5
Strategic Sites	Gross Dwellings	1791
	Losses	0
Allocations	Gross Dwellings	85
	Losses	0
Sites Under Construction	Gross Dwellings	1870
	Losses	9
Sites with Full Planning Permission	Gross Dwellings	1273
	Losses	28
Sites with Outline Planning Permission	Gross Dwellings	1403
	Losses	2
Sites Awaiting S106	Gross Dwellings	1864
	Losses	1
Sites without Planning Permission	Gross Dwellings	0
	Losses	0
Totals	Gross Dwellings	8476
	Losses	40
Net Total		8246

Review of the Assessment - Small Sites					
		Years 1-3	Net Years 1-3	Discounted Years 1-3	Windfall Years 4-5
Sites Under Construction	Gross Dwellings	466	423	423	N/A
	Losses	43			
Sites with Full Planning Permission	Gross Dwellings	767	583	524	384
	Losses	184			
Sites with Outline Planning Permission	Gross Dwellings	101	97	87	64
	Losses	4			
Sites Awaiting S106	Gross Dwellings	36	34	29	0
	Losses	2			
Sites without Planning Permission	Gross Dwellings	0	0	0	0
	Losses	0			
Totals	Gross Dwellings	1370	1,137	1,063	448
	Losses	233			

Review of the Assessment - All Sites			
	Sites over 10 units	Small Sites	Small Sites
	Net Delivery Years 1-5	Net Discounted Delivery Years 1-3	Windfall Years 4-5
Strategic Sites	1791	0	0
Allocations	85	0	0
Sites Under Construction	1861	423	0
Sites with Full Planning Permission	1245	524	384
Sites with Outline Planning Permission	1401	87	64
Sites Awaiting S106	1863	29	0
Sites without Planning Permission	0	0	0
Totals	8,246	1,063	448
GRAND TOTAL		9,757	

7. Conclusion

- 7.1 With a total annual requirement of 1,662, this Five Year Housing Land Supply Position Statement demonstrates that the Council has a 5.87 year land supply which could accommodate in the region of 9,757 residential units.
- 7.2 The Council is of the opinion that a 20% buffer is not appropriate for Cheshire East. Only one Inspector has recommended its adoption. However, for completeness, the housing land requirement with a 20% buffer applied is calculated at 9,498. This results in an annual requirement of 1,899. The housing land supply is therefore calculated at a 5.14 year supply.

Build rates								
Site Status		Site Size / Number of Dwellings						Notes
		Less than 50 homes	50 to 199 homes	200 to 499	500 to 999	1000 to 1999	2000+	
Under construction	Deliverable Sites	Start at Year 1	Start at Year 1	Start at Year 1	Start at Year 1	Start at Year 1	Start at Year 1	Build rate applied to residual capacity
	Developable Sites	Start at year 6	Start at year 6	Start at year 6	Start at year 6	Start at year 6	Start at year 6	
	Build rate (per annum)	15 dwgs	30 dwgs	50 dwgs	75 dwgs	100 dwgs	200 dwgs	
Full Planning Permission / Reserved Matters	Deliverable Sites	Start at year 1	Put 15 in Year 1 and then 30 from Year 2	Start at year 2	Start at year 2	Start at year 2	Start at year 2	Lead in time to allow for infrastructure provision and construction start up.
	Developable Sites	Start at year 6	Put 15 in Year 6 and then 30 from Year 7	Start at year 7	Start at year 7	Start at year 7	Start at year 7	
	Build rate (per annum)	15 dwgs	30 dwgs	50 dwgs	75 dwgs	100 dwgs	200 dwgs	
Outline Planning Permission	Deliverable Sites	Put 7 in Year 1 and then 15 from Year 2	Start at year 2	Put 25 in Year 2 and then 50 from Year 3	Put 37 in Year 2 and then 75 from Year 3	Put 50 in Year 2 and then 100 from Year 3	Put 50 in Year 2 and then 100 from Year 3	Lead in time to allow for full permission / reserved matters, infrastructure provision and construction start up.
	Developable Sites	Put 7 in Year 6 and then 15 from Year 7	Start at year 7	Put 25 in Year 7 and then 50 from Year 8	Put 37 in Year 7 and then 75 from Year 8	Put 50 in Year 7 and then 100 from Year 8	Put 50 in Year 7 and then 100 from Year 8	
	Build rate (per annum)	15 dwgs	30 dwgs	50 dwgs	75 dwgs	100 dwgs	200 dwgs	
Sites without permission	Deliverable Sites	Put 7 in Year 2 and then 15 from Year 3	Start at year 3	Put 25 in Year 3 and then 50 from Year 4	Put 37 in Year 3 and then 75 from Year 4	Put 50 in Year 3 and then 100 from Year 4	Put 50 in Year 3 and then 100 from Year 4	Lead in time to allow for planning permission, infrastructure provision and construction start up.
	Developable Sites	Put 7 in Year 7 and then 15 from Year 8	Start at year 8	Put 25 in Year 8 and then 50 from Year 9	Put 37 in Year 8 and then 75 from Year 9	Put 50 in Year 8 and then 100 from Year 9	Put 50 in Year 8 and then 100 from Year 9	
	Build rate (per annum)	15 dwgs	30 dwgs	50 dwgs	75 dwgs	100 dwgs	200 dwgs	

Under Construction

Ref	Site Address	Potential Capacity	Total Completions	Losses	Forecast Year 1	Forecast Year 2	Forecast Year 3	Forecast Year 4	Forecast Year 5	Years 1-5
336	Former Fodens Factory, Moss Lane, Sandbach (aka Elworth Gardens)	269	65	0	50	50	50	50	4	204
2615	Land south of Hind Heath Road, Sandbach	269	1	0	50	50	50	50	50	250
2404	Former Fisons Site, London Road, Holmes Chapel (aka Sanofi Aventis / Rhodia)	224	7	0	50	50	50	50	17	217
1231	Stapeley Water Gardens, Nantwich	146	10	0	30	30	30	30	16	136
334	Bath Vale Works, Bath Vale, Brookhouse Lane, Congleton (aka Brook Valley)	130	73	0	30	27	0	0	0	57
3114	Haulage Depot, Gunco Lane, Macclesfield	124	0	0	30	30	30	30	4	124
2420	FibreStar site, Redhouse Lane, Disley	121	0	0	15	30	30	30	16	121
324	Canal Fields / Rookery Bridge, Hall Lane, Moston, Sandbach	101	9	0	30	30	30	2	0	92
1677	Wychwood Park, Abbey Park Way, Weston	100	79	0	15	6	0	0	0	21
241	Land Off Jersey Way, Middlewich	83	48	0	30	5	0	0	0	35
1934	Land off Dunwoody Way, Crewe	79	53	0	26	0	0	0	0	26
2147	Macclesfield District Hospital, Victoria Road, Macclesfield	72	52	0	20	0	0	0	0	20
2148	Ingersley Vale Works, Ingersley Vale, Bollington	66	0	0	30	30	6	0	0	66
3999	Land south of Crewe Road, Alsager.	65	0	0	30	30	5	0	0	65
2657	Land off The Green, Middlewich	64	31	0	30	3	0	0	0	33
243	Bossons Mill/ Brooks Mill, Stonehouse Green, Congleton	60	16	0	30	14	0	0	0	44
437	Caravan Site, Park Lane & Flowery Nook, Mere Lane, Pickmere	58	55	2	0	0	0	0	0	0
385	Land South of Portland Drive, Scholar Green.	56	33	0	23	0	0	0	0	23

3942	Land rear of 33 to 45, Mill Green, Congleton	44	42	0	2	0	0	0	0	2
4423	LAND ON SHEPPENHALL LANE, ASTON	43	0	0	15	15	13	0	0	43
2343	Land off Hassall Road, Sandbach	39	1	0	15	15	8	0	0	38
913	OAKDEAN COURT, WILMSLOW	29	0	0	15	14	0	0	0	29
1640	Land off Millstone Lane, Nantwich	29	15	0	14	0	0	0	0	14
2353	Land at Elworth Hall Farm, Dean Close, Elworth, Sandbach	25	23	0	2	0	0	0	0	2
2118	Land off ST ANNES LANE, NANTWICH	24	0	0	15	9	0	0	0	24
4345	Linden Court, HUNGERFORD AVENUE, CREWE	22	0	0	15	7	0	0	0	22
4589	ROCKWOOD INN, 204, ALTON STREET, CREWE	20	0	0	15	5	0	0	0	20
495	FORMER BEECH LAWN AND WOODRIDGE, BROOK LANE, ALDERLEY EDGE	18	0	0	15	3	0	0	0	18
2309	Land off Canal Villa (Swans Reach), Wolstenholme Close/Canal Road, Congleton	17	8	0	9	0	0	0	0	9
2322	LAND SOUTH OF TUDOR WAY, CONGLETON	16	0	0	15	1	0	0	0	16
4488	89A, BRADFIELD ROAD, CREWE	16	0	0	15	1	0	0	0	16
2859	Smallwood Storage Ltd, Moss End Farm, Moss End Lane, Smallwood	15	4	0	11	0	0	0	0	11
1941	Warmingham Grange, School Lane, Warmingham	14	13	0	1	0	0	0	0	1
2877	The Millfield Hotel, Blagg Avenue, Nantwich	14	0	0	14	0	0	0	0	14
4625	ROYAL SCOT, PLANE TREE DRIVE, CREWE	14	0	0	14	0	0	0	0	14
3444	Land off Marsh Lane, Nantwich	13	10	0	3	0	0	0	0	3
3893	LAND NORTH OF, TWEMLOW LANE, TWEMLOW GREEN	13	3	0	10	0	0	0	0	10
3535	Santune House, ROPE LANE, SHAVINGTON	12	7	0	5	0	0	0	0	5

2726	Ivanhoe, Holmes Chapel Road, Brereton Heath	11	10	0	1	0	0	0	0	1
2985	Land west of 1, Abbey Park Way, Weston	11	8	0	3	0	0	0	0	3
2991	LAND ADJACENT TO 97, BROUGHTON ROAD, CREWE	11	0	0	11	0	0	0	0	11
2417	Butley Hall, Scott Road, Prestbury	10	0	7	10	0	0	0	0	10
	TOTALS	2567	676	9	764	455	302	242	107	1870

Under Construction: Small Sites

Ref	Site Address	Potential Capacity	Total Completions	Losses	Forecast Year 1	Forecast Year 2	Forecast Year 3	Forecast Year 4	Forecast Year 5	Years 1-5
958	Former Grounds Maintenance Depot, Dane Bank Avenue	9	8	0	9	0	0	0	0	9
747	The Motor Co, 284 Buxton Road, Disley	9	0	0	9	0	0	0	0	9
4246	LAND TO THE REAR OF OAK PARK, HEYES LANE, ALDERLEY EDGE, WILMSLOW, CHESHIRE, SK9 7JY	9	0	0	0	0	0	0	0	0
250	Sandhole Farm, Hulme Walfield.	8	1	0	0	0	0	0	0	0
784	Over Tabley Hall Farm, Old Hall Lane, Tabley Superior	8	0	0	8	0	0	0	0	8
1324	Hatherton Farm, Park Lane, Hatherton	8	0	0	8	0	0	0	0	8
3250	Land to the rear of Mill House, Crewe Green Road, Crewe	8	0	0	8	0	0	0	0	8
952	Land at Oatlands, Alderley Edge	7	4	0	3	0	0	0	0	3
1726	Wilkesley Farm, Heywood Lane, Wilkesley	7	5	0	2	0	0	0	0	2
4188	HIGHTOWN METHODIST CHURCH, HIGHTOWN, CREWE	7	6	0	1	0	0	0	0	1
249	Moston Manor, Plant Lane, Moston.	6	1	0	1	0	1	0	1	3
1253	Newtown Farm, Whitchurch Road, Audlem, Crewe	6	0	0	6	0	0	0	0	6
1834	Manor House, 7 Beam Street, Nantwich	6	0	0	6	0	0	0	0	6
328	Land adjacent to 36 Astbury Lane Ends, Congleton.	6	0	0	6	0	0	0	0	6
999	Sherborne Road / Cranborne Road / Rodean Walk, Abbey Place, Crewe	6	0	14	6	0	0	0	0	6
1344	Oxford Street, Crewe	6	0	0	6	0	0	0	0	6
1385	LAND AT 24, FIELDS ROAD, HASLINGTON, CW1 5SZ	6	0	0	6	0	0	0	0	6
1890	Coronerage Farm, Heatley Lane, Broomhall	6	0	0	6	0	0	0	0	6

2039	MANOR FARM, HALL LANE, HANKELow, CW3 0JB	6	0	0	6	0	0	0	0	6
1838	Crossbanks Farm, Stoke Hall Lane, Poole	5	0	0	5	0	0	0	0	5
353	7-9 Lewin Street, Middlewich.	5	3	0	2	0	0	0	0	2
1392	187- 191Crewe Road, Shavington	5	0	1	4	0	0	0	0	4
1737	Top House Farm, Coole Lane, Coole Pilate	5	0	0	5	0	0	0	0	5
3223	24 & 26, WEST STREET, CONGLETON	5	0	0	5	0	0	0	0	5
3750	PEEL MILL, PEEL STREET, MACCLESFIELD	5	2	0	3	0	0	0	0	3
260	Stooks Barn, Court House Farm, Sandlow Green.	4	0	0	4	0	0	0	0	4
1071	Dorfold Dairy House, DIG LANE, ACTON	4	0	0	4	0	0	0	0	4
975	Hankelow Hall, Hall Lane, Hankelow	4	1	0	3	0	0	0	0	3
3808	BLACKHILL FARM, BEXTON ROAD, KNUTSFORD	4	3	0	1	0	0	0	0	1
4491	1, BOUNDARY LANE, CONGLETON	4	2	0	2	0	0	0	0	2
3732	WILLOW BARN, NEWCASTLE ROAD, BRERETON	4	2	0	2	0	0	0	0	2
3551	MEREMOOR FARM, JACK LANE, WESTON	4	1	0	3	0	0	0	0	3
3745	228-230 ALTON STREET CREWE	4	1	0	3	0	0	0	0	3
1047	Little Heath Barn, Cheshire Street, Audlem	4	1	0	3	0	0	0	0	3
1189	Clays Farm, Calveley	4	0	0	4	0	0	0	0	4
1443	Wades Green Hall, Wades Green, Church Minshull	4	0	0	4	0	0	0	0	4
1444	Woodgreen Farm, Nantwich Road, Church Minshull	4	2	0	2	0	0	0	0	2
1462	Dairy House Farm, Austerson, Nantwich	4	3	0	1	0	0	0	0	1
1472	1 Lawton Street, Crewe	4	1	0	3	0	0	0	0	3
1735	Calveley Green Farm, Cholmondeston Road, Calveley	4	2	0	2	0	0	0	0	2
1887	Baddington Farm, Baddington	4	0	0	4	0	0	0	0	4
2079	18 Derrington Avenue, Crewe	4	1	0	3	0	0	0	0	3
1256	Mere House, Baddiley Hall Lane, Baddiley	3	0	0	3	0	0	0	0	3
368	The Bungalow, 20 Fol Hollow, Congleton	3	0	0	3	0	0	0	0	3

1257	New Farm, Baddiley	3	0	0	3	0	0	0	0	3
1129	Poole Old Hall, Poole Old Hall Lane, Poole	3	2	0	1	0	0	0	0	1
1135	Land adj. The Limes, 159 Main Road, Shavington	3	1	0	2	0	0	0	0	2
1831	New Hall Farm, Cappers Lane, Spurstow	3	2	0	1	0	0	0	0	1
3838	150- 154, EDLESTON ROAD, CREWE	3	0	0	3	0	0	0	0	3
1598	Firs Bank Farm, Poole, Nantwich	3	0	0	3	0	0	0	0	3
2123	Walnut Tree Farm, Walnut Tree Lane, Bradwall	3	0	0	3	0	0	0	0	3
1003	197 Underwood Lane, Crewe	3	2	0	1	0	0	0	0	1
1480	Land adjoining 7 Neville Street, Crewe	3	2	0	1	0	0	0	0	1
1616	Corner Farm, Long Lane, Wettenhall	3	1	0	2	0	0	0	0	2
1624	Woodcott Hill Farm, Woodcotthill Lane, Wrenbury	3	0	0	3	0	0	0	0	3
1744	Land adj. 26 Newtons Lane, Winterley	3	2	0	1	0	0	0	0	1
1871	Land adj. 69 Audlem Road, Nantwich	3	0	0	3	0	0	0	0	3
1991	Henhull Bridge Farm, Henhull	3	2	0	1	0	0	0	0	1
3610	11, MOUNT PLEASANT ROAD, SCHOLAR GREEN	3	1	0	2	0	0	0	0	2
3619	67, GRAVEL LANE, WILMSLOW	3	0	0	3	0	0	0	0	3
3459	POOL FARM, GOLDFORD LANE, BICKERTON	3	0	0	3	0	0	0	0	3
3752	LAND TO THE REAR OF 54-56, CREWE ROAD, ALSAGER,	3	0	0	3	0	0	0	0	3
3936	4, BULKELEY ROAD, HANDFORTH	3	0	2	3	0	0	0	0	3
4281	NEWTON HALL FARM, MILL LANE, MOTTRAM ST ANDREW	3	0	0	3	0	0	0	0	3
292	83 Cranberry Lane, Alsager.	2	0	4	2	0	0	0	0	2
256	20 Hightown, Middlewich.	2	0	0	2	0	0	0	0	2
274	Brownlow Farm, Brownlow Heath Lane, Newbold Astbury	2	0	0	2	0	0	0	0	2
1943	1 Nelson Street, Crewe	2	0	1	1	0	0	0	0	1
3691	5, STYAL ROAD, WILMSLOW	2	1	0	1	0	0	0	0	1
3695	117, EDLESTON ROAD, CREWE	2	1	0	1	0	0	0	0	1

3697	PAVEMENT LANE FARM, PAVEMENT LANE, MOBBERLEY	2	1	0	1	0	0	0	0	1
4064	LAND ON OAK TREE LANE, CRANAGE	2	0	2	2	0	0	0	0	2
1080	110 Stock Lane, Wybunbury	2	0	0	2	0	0	0	0	2
3569	29, TRINITY PLACE, CONGLETON	2	0	0	2	0	0	0	0	2
3835	16 - 18, CROSS STREET, MACCLESFIELD	2	1	0	1	0	0	0	0	1
314	Land adjacent to 6 Rose Cottages, Holmes Chapel Road, Somerford	2	0	0	2	0	0	0	0	2
330	Land rear of 1 Manor Road, Sandbach.	2	0	0	2	0	0	0	0	2
339	45-47 West Street, Congleton.	2	0	0	2	0	0	0	0	2
366	43A West Street, Congleton	2	0	0	2	0	0	0	0	2
959	74 West Street, Crewe	2	0	0	2	0	0	0	0	2
1601	Land adj. 19 Osborne Grove, Shavington	2	1	0	1	0	0	0	0	1
3806	37, CHESTERGATE, MACCLESFIELD	2	0	0	2	0	0	0	0	2
412	Land Adjacent Broomfield, Newcastle Road, Congleton.	2	1	0	1	0	0	0	0	1
4343	59/61, UNDERWOOD LANE, CREWE	2	0	0	2	0	0	0	0	2
4629	LAND ADJ HOLLY HOUSE SCHOOL LANE & 2 CRABMILL DRIVE, SANDBACH	2	0	0	2	0	0	0	0	2
2188	15A, REDHOUSE LANE, DISLEY	2	0	1	2	0	0	0	0	2
1484	37 Middlewich Street, Crewe	2	1	0	1	0	0	0	0	1
3539	18, NORTH STREET, MOW COP	2	0	0	2	0	0	0	0	2
3403	Ridge Hall, Ridge Hill, Sutton	2	1	0	1	0	0	0	0	1
3746	LAND ADJACENT TO TAMARAU, SANDY LANE, CRANAGE	2	0	0	2	0	0	0	0	2
1007	10 Smallman Road, Crewe	2	0	0	2	0	0	0	0	2
1008	19-21 Lord Street, Crewe	2	1	0	1	0	0	0	0	1
1022	13 Myrtle Street, Crewe	2	0	1	2	0	0	0	0	2
1031	23 Lewis Street, Crewe	2	1	0	1	0	0	0	0	1
1032	1A Lewis Street, Crewe	2	0	0	2	0	0	0	0	2
1037	88 Queen Street, Crewe	2	1	0	1	0	0	0	0	1
1059	Churchfields Farm, Smithy Lane, Barthomley	2	1	0	1	0	0	0	0	1

1166	Basford Hall Farm, Weston Lane, Basford	2	0	0	2	0	0	0	0	2
1173	Buerton House, Woore Road, Buerton	2	0	0	0	0	0	0	0	0
1437	Long Lane Farm, Long Lane, Burland	2	0	0	2	0	0	0	0	2
1449	Hack House Farm, French Lane, Hack Green	2	1	0	1	0	0	0	0	1
1543	Moss Farm, Nursery Road, Oakhanger	2	0	0	2	0	0	0	0	2
1641	39 Crewe Rd. Nantwich	2	0	1	2	0	0	0	0	2
1652	3 Ruskin Road, Crewe	2	0	0	2	0	0	0	0	2
1660	Land off Shrewbridge Road, Nantwich	2	1	0	1	0	0	0	0	1
1983	Crossbanks Farm, Stoke Hall Lane, Poole	2	0	1	2	0	0	0	0	2
2025	Baddiley Farm, Baddiley	2	1	0	1	0	0	0	0	1
2058	109 Middlewich Street, Crewe	2	1	0	1	0	0	0	0	1
2165	8-12, PIERCE STREET, MACCLESFIELD	2	0	0	2	0	0	0	0	2
3604	LAND TO THE REAR OF, 58, WELLINGTON ROAD, NANTWICH	2	1	2	2	0	0	0	0	2
3611	LAND ADJACENT TO, MOSS LANE, SANDBACH	2	0	0	2	0	0	0	0	2
3646	BRIAR COTTAGE, LONDON ROAD, BRIDGEMERE, NANTWICH	2	0	0	2	0	0	0	0	2
3653	6, LOWTHER STREET, BOLLINGTON, MACCLESFIELD	2	4	0	2	0	0	0	0	2
3060	WOODEAVES, 57, MACCLESFIELD ROAD, PRESTBURY	2	0	0	2	0	0	0	0	2
3128	LAND AT, CUCKSTOOLPIT HILL, MACCLESFIELD	2	0	0	2	0	0	0	0	2
3757	LOCK FARM, BOWES GATE ROAD, BUNBURY	2	0	0	2	0	0	0	0	2
3758	FINNEY GREEN COTTAGE, 134, MANCHESTER ROAD, WILMSLOW	2	1	1	0	0	0	0	0	0
3867	CHARLES ROE CHAMBERS, CHURCHILL WAY, MACCLESFIELD	2	1	0	1	0	0	0	0	1
4029	88 BROKEN CROSS MACCLESFIELD	2	0	0	2	0	0	0	0	2
4160	49, KNUTSFORD ROAD, WILMSLOW	2	2	0	2	0	0	0	0	2
4204	FORMER HAY BARN, HEYWOOD LANE, WILKESLEY	2	1	0	1	0	0	0	0	1

4221	MAPLE FARM, STRAWBERRY LANE, WILMSLOW	2	1	0	1	0	0	0	0	1
4409	YEW TREE FARM, AUDLEM ROAD, HATHERTON	2	0	0	2	0	0	0	0	2
4636	23, GRANGELANDS, MACCLESFIELD	2	0	0	2	0	0	0	0	2
252	Lower Medhurst Green Farm, Sandbach Road, Brereton	1	0	0	1	0	0	0	0	1
275	20 Elworth Road, Elworth.	1	0	0	0	0	0	0	0	0
276	2 Beatty Drive, Buglawton, Congleton.	1	0	0	1	0	0	0	0	1
271	Claphatches, Scholar Green.	1	0	0	1	0	0	0	0	1
261	Barn at Woodhouse Farm, Swettenham Heath, Congleton.	1	0	0	1	0	0	0	0	1
262	Vernons Yard, Goostrey Lane, Twemlow Green.	1	0	0	1	0	0	0	0	1
263	Spark Lane Nursery, Spark Lane, Smallwood	1	0	0	1	0	0	0	0	1
264	Land adjacent former public house, Foundry Lane, Scholar Green.	1	0	0	1	0	0	0	0	1
268	7, HILL STREET, SANDBACH, CW11 3JE	1	0	0	1	0	0	0	0	1
173	Irlam House, Brookhouse Lane, Congleton.	1	0	0	1	0	0	0	0	1
1254	Yew Tree Farm, part of Holly Farm, Wood House Lane, Audlem	1	0	0	1	0	0	0	0	1
371	Land adjacent 154 Biddulph Road, Congleton	1	0	0	1	0	0	0	0	1
1964	Stapeley Hall Farm, London Road, Stapeley	1	0	0	1	0	0	0	0	1
3685	THORNFIELD HEIGHTS, MACCLESFIELD ROAD, ALDERLEY EDGE	1	0	0	1	0	0	0	0	1
4056	119, PARK LANE, MACCLESFIELD	1	0	1	1	0	0	0	0	1
4069	ORCHARD FARM, BROOKHOUSE GREEN, SMALLWOOD	1	0	0	1	0	0	0	0	1
1072	Fingerpost Farm, Wrexham Road, Faddiley	1	0	0	1	0	0	0	0	1
1125	The Milehouse, Worleston Road, Worleston	1	0	0	1	0	0	0	0	1

1143	Coos Farm, Coole Lane, Audlem, Crewe	1	0	0	1	0	0	0	0	1
1827	Cherry Tree Barn, Barthomley	1	0	0	1	0	0	0	0	1
3564	1, ASTON HALL COTTAGES, DAIRY LANE, ASTON JUXTA MONDRUM	1	0	0	1	0	0	0	0	1
3841	HERON CRAG, NABS ROAD, WILDBOARCLOUGH	1	0	0	1	0	0	0	0	1
3959	LAND ON CHAPEL LANE, BADDILEY	1	0	0	1	0	0	0	0	1
3979	Moss Lane Farm, 79, MOSS LANE FARM, STYAL	1	0	0	1	0	0	0	0	1
307	Blackden Manor Estate, Station Road, Goostrey.	1	0	0	1	0	0	0	0	1
312	Land rear of 66 Abbey Road, Sandbach.	1	0	0	1	0	0	0	0	1
317	Heathfield, Blackden Lane, Goostrey, Crewe	1	0	1	1	0	0	0	0	1
326	Brooklands, Bank House Lane, Smallwood	1	0	0	1	0	0	0	0	1
342	Land at The Smithy, Hall Green Lane, Somerford Booths	1	0	0	1	0	0	0	0	1
347	Site Adjacent To 35 Chelford Road, Somerford	1	0	0	1	0	0	0	0	1
349	Land to rear of 58 West Street, Congleton.	1	0	0	1	0	0	0	0	1
391	Land at 105 Crewe Road, Alsager.	1	0	0	1	0	0	0	0	1
1586	Land adjacent The Bungalow, School Street, Haslington	1	0	0	1	0	0	0	0	1
1609	Radley Wood Farm, Whitchurch Rd., Spurstow	1	0	0	1	0	0	0	0	1
409	23 Lawton Street, Congleton.	1	0	0	1	0	0	0	0	1
417	Land adjacent to 34 Congleton Road North, Church Lawton	1	0	0	1	0	0	0	0	1
426	Land adjacent to 6 Bailey Crescent, Congleton	1	0	0	1	0	0	0	0	1
4338	Little Moss Farm, Chelford Road, Alderley Edge	1	0	1	1	0	0	0	0	1
4341	118, BIDDULPH ROAD, CONGLETON	1	0	0	1	0	0	0	0	1

4509	18, WISTASTON ROAD, WILLASTON	1	0	0	1	0	0	0	0	1
4513	ADJOINING SMITHY FARM, SCHOOL LANE, EATON, MACCLESFIELD	1	0	0	1	0	0	0	0	1
4516	POOLE HOUSE FARM, POOLEHILL LANE, POOLE, NANTWICH	1	0	0	1	0	0	0	0	1
2196	THE HILL COTTAGE, PARKFIELD ROAD, KNUTSFORD	1	0	0	1	0	0	0	0	1
2204	LOWER AUSTERSON FARM, COOLE LANE, AUSTERSON	1	0	0	1	0	0	0	0	1
2212	20, TORKINGTON ROAD, WILMSLOW	1	0	0	1	0	0	0	0	1
2221	72, SUNDERLAND STREET, MACCLESFIELD	1	0	0	1	0	0	0	0	1
2237	LAND SOUTH OF NO 32 BUILDING, HOWEY LANE, CONGLETON	1	0	0	1	0	0	0	0	1
3552	6, AUDLEY STREET, CREWE	1	0	0	1	0	0	0	0	1
3584	OLDFIELD FARM, MEG LANE, SUTTON	1	0	0	1	0	0	0	0	1
3587	CHAIN BAR, BUXTON ROAD, BOSLEY	1	0	0	1	0	0	0	0	1
3598	LOWER GADHOLE FARM, GREENDALE LANE, MOTTRAM ST ANDREW, MACCLESFIELD	1	0	0	1	0	0	0	0	1
3600	SUTTON HALL FARM, HALL LANE, SUTTON	1	0	0	1	0	0	0	0	1
3603	LAND ADJACENT TO, MACCLESFIELD ROAD, NORTH RODE, CONGLETON	1	0	0	1	0	0	0	0	1
3824	LAND OPPOSITE IVANHOE, TOMMYS LANE, CONGLETON	1	0	0	1	0	0	0	0	1
3742	RYECROFT, RYECROFT LANE, MOBBERLEY	1	0	0	1	0	0	0	0	1
1023	The Vine Hotel, Earle Street, Crewe	1	0	0	1	0	0	0	0	1
1029	Hankelow Hall, Hall Lane, Hankelow	1	0	0	1	0	0	0	0	1
1041	The Old Rectory, Audley Road, Barthomley	1	0	0	1	0	0	0	0	1
1043	The Printworks, CREWE ROAD, HASLINGTON	1	0	0	1	0	0	0	0	1
1170	Manor Farm, Blakenhall	1	0	0	1	0	0	0	0	1
1178	Land adjacent Mill Lane, Bukeley	1	0	0	1	0	0	0	0	1
1438	Greenfields Farm, Whitehaven Lane, Burland	1	0	0	1	0	0	0	0	1

1452	Brookfields Farm, Longhill Lane, Hankelow	1	0	0	1	0	0	0	0	1
1511	Higher Elms Farm, Minshull Vernon	1	0	0	1	0	0	0	0	1
1514	Brookside Brook Farm, Gauntons Bank, Norbury	1	0	0	1	0	0	0	0	1
1525	Egerton Bank Farm, Egerton, Malpas	1	0	0	1	0	0	0	0	1
1529	Land adj. 50 Kents Green Lane, Haslington	1	0	0	1	0	0	0	0	1
1571	140 Earle Street, Crewe	1	0	0	0	0	0	0	0	0
1579	Land adj. Bracondale, Ravenscroft Rd. Crewe	1	0	0	1	0	0	0	0	1
1722	Greenbank Farm, Bradeley Green, Whitchurch	1	0	1	1	0	0	0	0	1
1764	Hillcrest, London Road, Walgherton	1	0	0	1	0	0	0	0	1
1766	Land adj. Island House, School Lane, Warmingham	1	0	0	1	0	0	0	0	1
1780	40 Main Rd. Wybunbury, Nantwich	1	0	0	1	0	0	0	0	1
1884	Bath Farm, Bath Lane, Audlem, Crewe	1	0	0	1	0	0	0	0	1
1913	2 Bridge Street, Wybunbury	1	0	1	1	0	0	0	0	1
1915	Pinfold Farm, Wrexham Road, Burland	1	0	0	1	0	0	0	0	1
1918	Land adjacent Canalside Farm, Nanney's Bridge, Church Minshull	1	0	0	1	0	0	0	0	1
1920	Edleston Hall, Edleston Hall Lane, Edleston	1	0	0	1	0	0	0	0	1
1923	Hooter Hall, Elton Lane, Winterley	1	0	0	1	0	0	0	0	1
2023	9 Whitchurch Road, Audlem	1	0	0	1	0	0	0	0	1
2027	Dairy House Farm, Weston Lane, Basford	1	0	0	1	0	0	0	0	1
2031	Land off Hollingreen Lane, Broomhall	1	0	0	1	0	0	0	0	1
2035	Bridge Farm, Winsford Road, Cholmondeston	1	0	0	1	0	0	0	0	1
2038	Land adjacent to 1 Manor Cottages, Hall Lane, Hankelow	1	0	0	1	0	0	0	0	1
2050	18 Cemetery Road, Weston	1	0	0	1	0	0	0	0	1
2094	419 AND 419A Alton Street, Crewe	1	0	2	1	0	0	0	0	1
2095	5 Church View Walk, Crewe	1	0	0	1	0	0	0	0	1
2133	23- 25, GRESTDY TERRACE, CREWE	1	0	0	1	0	0	0	0	1

2158	LOWER BROOK FARM, SMITHY LANE, RAINOW, MACCLESFIELD, SK10 5UP	1	0	0	1	0	0	0	0	1
2425	23, KNUTSFORD ROAD, WILMSLOW	1	0	0	1	0	0	0	0	1
2445	OLD SMITHY GARAGE, SMITHY LANE, BOSLEY, MACCLESFIELD	1	0	0	1	0	0	0	0	1
2446	CHERRYBURN, SHRIGLEY ROAD, POYNTON	1	0	0	1	0	0	0	0	1
2448	WOODSIDE NURSERIES, HALL LANE, MOBBERLEY	1	0	1	1	0	0	0	0	1
2465	BONNY CATTY BUNGALOW, BACK EDDISBURY ROAD, RAINOW, MACCLESFIELD	1	0	0	1	0	0	0	0	1
2469	WHITE OAKS, OAK ROAD, MOTTRAM ST ANDREW, MACCLESFIELD	1	0	1	1	0	0	0	0	1
2835	64, AUDLEY ROAD, ALSAGER	1	0	0	1	0	0	0	0	1
3612	37, CROSS LANE, CONGLETON	1	0	0	1	0	0	0	0	1
3615	LAND AT, 24, CLUMBER ROAD, POYNTON	1	0	0	1	0	0	0	0	1
3640	ROSTREVOR MERESIDE ROAD MERE KNUTSFORD	1	0	0	1	0	0	0	0	1
3674	LAND TO THE EAST OF, GROGRAM COTTAGE, SOSSMOSS LANE, NETHER ALDERLEY	1	0	0	1	0	0	0	0	1
3201	WALMSLEY FOLD FARM, HOUGH LANE, WILMSLOW	1	0	0	1	0	0	0	0	1
3253	GLEAVE HOUSE FARM, PAVEMENT LANE, MOBBERLEY	1	0	1	1	0	0	0	0	1
3256	THE HOLLIES, GREEN LANE, OVER PEOVER	1	0	0	1	0	0	0	0	1
3262	23, HIGH STREET, MOW COP	1	0	0	1	0	0	0	0	1
3419	2, RED LANE, DISLEY, SK12 2NP	1	0	0	1	0	0	0	0	1
3440	THE OLD HALL, TRAP ROAD, SOMERFORD BOOTHS, CONGLETON	1	0	0	1	0	0	0	0	1
3441	2- 4, LONGBUTTS LANE, GAWSWORTH	1	0	0	1	0	0	0	0	1
3453	MERE HILLS FARM, KNUTSFORD ROAD, CHELFORD	1	0	0	1	0	0	0	0	1

3467	19 NORTHFIELD PLACE, SHAVINGTON	1	0	0	1	0	0	0	0	1
3502	PEEL ARMS, 47 PEEL STREET, MACCLESFIELD	1	0	0	1	0	0	0	0	1
3711	ADARO, 31, NORTHWICH ROAD, CRANAGE	1	0	0	1	0	0	0	0	1
3712	CRESSWELL FARM, CHELLS HILL, CHURCH LAWTON	1	0	0	1	0	0	0	0	1
3748	58, SOUTH CROFTS, NANTWICH	1	0	0	1	0	0	0	0	1
4308	BUILDING TO REAR OF 124, SANDBACH ROAD, RODE HEATH	1	0	0	1	0	0	0	0	1
4316	MOSS COTTAGE, MOSS LANE, EATON	1	0	0	1	0	0	0	0	1
3762	15, GOUGHS LANE, KNUTSFORD, CHESHIRE, WA16 8QL	1	0	0	1	0	0	0	0	1
3864	FARMWOOD HOUSE, HOLMES CHAPEL ROAD, CHELFORD	1	0	0	1	0	0	0	0	1
3882	FRANKLYN, MACCLESFIELD ROAD, ALDERLEY EDGE	1	0	0	1	0	0	0	0	1
3909	VIEW FIELDS, BLEEDING WOLF LANE, SCHOLAR GREEN	1	0	0	1	0	0	0	0	1
3923	Pinsley Corner Farm, PINSLEY GREEN ROAD, WRENBURY	1	0	0	1	0	0	0	0	1
3929	BARN, Foden Bank Farm, LAPWING LANE, LOWER WITHINGTON	1	0	0	1	0	0	0	0	1
3954	ROSE FARM, WELL BANK LANE, OVER PEOVER	1	0	0	1	0	0	0	0	1
3955	THE COTTAGE, ASHLEY ROAD, ASHLEY	1	0	0	1	0	0	0	0	1
3957	DANESIDE, MACCLESFIELD ROAD, TWEMLOW GREEN	1	0	0	1	0	0	0	0	1
4018	WOODLANDS COTTAGE, WHITCHURCH ROAD, SPURSTOW	1	0	0	1	0	0	0	0	1
4045	BRAMLEY, PAVEMENT LANE, MOBBERLEY, KNUTSFORD	1	0	1	1	0	0	0	0	1
4050	BARN FARM COTTAGE, WINSFORD ROAD, CHOLMONDESTON, CW7 4DR	1	0	0	0	1	0	0	0	1
4145	The Bank, STATION ROAD, WRENBURY	1	0	0	1	0	0	0	0	1

4148	RUSHEY HEY, OAK LANE, NEWBOLD ASTBURY, CONGLETON	1	0	0	1	0	0	0	0	1
4170	WASH FARM, PINFOLD LANE, PLUMLEY, KNUTSFORD	1	0	0	1	0	0	0	0	1
4191	70C, WHEELLOCK STREET, MIDDLEWICH	1	0	0	1	0	0	0	0	1
4348	THE SHEILING, LAMBERTS LANE, CONGLETON	1	0	0	1	0	0	0	0	1
4349	31, Woodside Avenue, Alsager	1	0	0	1	0	0	0	0	1
4363	Building Adjacent To Woolfall Hall Farm, Off LONGHILL LANE, HANKELOW	1	0	0	1	0	0	0	0	1
4270	181, MAIN ROAD, WORLESTON	1	0	0	1	0	0	0	0	1
4282	Bank Farm, DODDS LANE, ASTBURY	1	0	0	1	0	0	0	0	1
4410	40a, CROSS STREET, MACCLESFIELD	1	0	0	1	0	0	0	0	1
4534	Land Behind 141, BANK STREET/OFF GREENHILLS CLOSE, MACCLESFIELD, SK117AY	1	0	0	1	0	0	0	0	1
4610	158, NANTWICH ROAD, CREWE	1	0	0	1	0	0	0	0	1
4609	The Paddocks, QUARRY LANE, BICKERTON	1	0	0	1	0	0	0	0	1
4596	DEEP DENE, MERESIDE ROAD, MERE, KNUTSFORD	1	0	1	1	0	0	0	0	1
4592	95, CINDERHILL LANE, SCHOLAR GREEN	1	0	0	1	0	0	0	0	1
4430	The Old Byre, TWEMLOW LANE, CRANAGE	1	0	0	1	0	0	0	0	1
4428	OAK PLACE, TOWERS ROAD, POYNTON	1	0	0	1	0	0	0	0	1
4441	WOODWORTH LODGE, BIRDS LANE, BUNBURY	1	0	0	1	0	0	0	0	1
4552	NEWHOLME, GIANTSWOOD LANE, SOMERFORD BOOTHS, CONGLETON	1	0	0	1	0	0	0	0	1
4544	14, NORTHFIELD PLACE, SHAVINGTON	1	0	0	1	0	0	0	0	1
4645	WOLSELEY LODGE, 5 LEYCESTER ROAD, KNUTSFORD	1	0	0	1	0	0	0	0	1
4644	LAND ADJACENT TO THE OLD MILL, HAVANNAH LANE, EATON, CONGLETON	1	0	0	1	0	0	0	0	1
4635	26A LORD STREET, MACCLESFIELD	1	0	0	1	0	0	0	0	1

	TOTALS	568	92	43	463	1	1	0	1	466

Full Planning Permission

Ref	Site Address	Potential Capacity	Losses	Forecast Year 1	Forecast Year 2	Forecast Year 3	Forecast Year 4	Forecast Year 5	Years 1-5
2541	LOACHBROOK FARM, SANDBACH ROAD, CONGLETON,	200	0	0	50	50	50	50	200
2119	BOMBARDIER TRANSPORTATIONS, WEST STREET, CREWE, CW1 3JB	143	0	15	30	30	30	30	135
2974	Land at COG Training and Conference Centre, Crewe Road, Nantwich, Cheshire	126	0	0	0	0	0	0	0
335	Fodens Test Track, Moss Lane, Sandbach.	120	0	0	0	30	30	30	90
3464	The Waterhouse Employment Site (Kay Metzeler), Wellington Road, Bollington	109	0	0	30	30	30	19	109
2120	South Cheshire College of Further Education, Dane Bank Avenue, Crewe	91	0	0	0	30	30	30	90
941	FORMER TA CENTRE, CHESTER ROAD, MACCLESFIELD	87	0	15	30	30	12	0	87
950	LAND AT CHURCHILL WAY, DUKE ST, ROE ST, SAMUEL	60	5	0	0	0	0	0	0
2306	Kestrel Engineering, Brook Street, Congleton	54	0	15	30	9	0	0	54
2956	LAND OFF, VICARAGE ROAD, HASLINGTON	44	0	15	15	14	0	0	44
3136	PRIORS HILL CHILDRENS HOME, 26, KENNEDY AVENUE, MACCLESFIELD, CHESHIRE, SK10 3HQ	38	0	15	15	8	0	0	38
4548	MACCLESFIELD DISTRICT HOSPITAL, VICTORIA ROAD,	36	0	15	15	6	0	0	36
3410	Land at Bombardier Transportation site, Dunwoody Way, Crewe (Part 2)	27	0	0	0	0	0	0	0
4240	Cherry Lane Farm, Cherry Lane, Rode Heath, Stoke on Trent, ST7 3QX	26	0	0	0	0	0	0	0
429	Land off Nantwich Road (Tewkesbury Close),	24	0	15	9	0	0	0	24
4646	The Limelight Club, 1- 7, HIGHTOWN, CREWE,	23	0	15	8	0	0	0	23

2065	Audlem Country Nursing Home, School Lane, Audlem	22	0	15	7	0	0	0	22
2001	Land South East to Bridge Inn, Broad St. Crewe	20	0	0	0	0	0	0	0
3892	TALL ASH FARM, BUXTON ROAD, CONGLETON	20	0	15	5	0	0	0	20
742	Clarence Mill, Mill Road, Bollington	19	0	15	4	0	0	0	19
4517	NORTH STREET METHODIST CHURCH, NORTH STREET, CREWE	18	0	15	3	0	0	0	18
2365	Dunkirk Way, Land off London Road, Holmes Chapel	18	0	15	3	0	0	0	18
3811	Woodside Poultry Farm, Stocks Lane, Over Peover, Knutsford	15	0	15	0	0	0	0	15
3178	DYSTELEGH COURT, GREENHILL WALK, DISLEY	15	20	0	0	0	0	0	0
947	Land at Norburys Yard, Church Walk, Knutsford	14	0	14	0	0	0	0	14
1006	198-200 Edleston Road, Crewe	14	0	13	0	0	0	0	13
2950	Stewart Street Motors, STEWART STREET, CREWE	14	0	14	0	0	0	0	14
4648	COUNTY HOTEL, HARDEN PARK, ALDERLEY EDGE	14	0	0	7	7	0	0	14
3585	St John The Baptist Church, Church Street, Bollington	13	0	13	0	0	0	0	13
3146	Peacock Farm, Wilmslow Road, Handforth	13	0	13	0	0	0	0	13
2312	Rear of 27-31 Park Lane, Congleton	12	0	12	0	0	0	0	12
1027	West of Manor Bank Farm, Cheerbrook Road, Willaston	12	0	7	5	0	0	0	12
2096	Car sales site, Wistaston Road, Crewe	12	0	12	0	0	0	0	12
1589	Land to Rear of 157 Crewe Road, accessed via Gutterscroft, HASLINGTON	11	0	11	0	0	0	0	11
4461	75-79, WHEELOCK STREET, MIDDLEWICH	11	0	11	0	0	0	0	11
3543	Land between Meadow Rise and Ash Cottage, Off Holmshaw Lane, Haslington, CW1 5XF	11	0	0	0	0	0	0	0
2971	Grenson Motors, Middlewich Road, Bradfield Green, Crewe	11	0	11	0	0	0	0	11
4356	Lower Farm, WHITCHURCH ROAD, BURLEYDAM	11	1	11	0	0	0	0	11

1970	Rear of Earl of Crewe Public House, Nantwich Road, Crewe	10	0	10	0	0	0	0	10
3559	OVER TABLEY HALL FARM, OLD HALL LANE, TABLEY	10	1	10	0	0	0	0	10
338	Land adjacent to 5 Middlewich Road, Cranage.	10	0	10	0	0	0	0	10
4528	EDLESTON ROAD COUNTY PRIMARY SCHOOL, EDLESTON ROAD, CREWE	10	0	10	0	0	0	0	10
758	2-4 Holly Road, Wilmslow	10	0	10	0	0	0	0	10
1997	Holding 4, Ridley Hall Farm, Wrexham Road, Ridley	10	0	10	0	0	0	0	10
2856	Moss Inn, CANAL ROAD, CONGLETON, CW12 3AT	10	1	0	0	0	0	0	0
3183	Ford House, The Village, Prestbury, Macclesfield	10	0	10	0	0	0	0	10
	TOTALS	1608	28	422	266	244	182	159	1273

Full Planning Permission - Small Sites

Ref	Site Address	Potential Capacity	Losses	Forecast Year 1	Forecast Year 2	Forecast Year 3	Forecast Year 4	Forecast Year 5	Years 1-5
3710	FOOLPENNY HALL, LONDON ROAD, STAPELEY, NANTWICH	9	0	9	0	0	0	0	9
4307	ST JOHNS VICARAGE, BUXTON ROAD, CONGLETON	9	1	9	0	0	0	0	9
3985	1- 7, COLEHILL BANK & 16 CANAL STREET, CONGLETON	9	0	9	0	0	0	0	9
1905	Snape Farm, Snape Lane, Weston	8	0	8	0	0	0	0	8
2429	BIRCH HOUSE, BRIDGE STREET, MACCLESFIELD	8	0	8	0	0	0	0	8
4194	LAND AT THORNTON SQUARE, MACCLESFIELD	8	0	8	0	0	0	0	8
2024	Upper Lightwood Green Farm, Lightwood Green Avenue, Audlem	7	0	7	0	0	0	0	7
2103	Vacant land on the corner of West Street, 215, West Street, Crewe, Cheshire, CW1 3HU	7	0	7	0	0	0	0	7
4327	BON-O-PHOOL, ANTROBUS STREET, CONGLETON	7	0	7	0	0	0	0	7
4499	Sudlow Farm, SUDLOW LANE, TABLEY	6	0	6	0	0	0	0	6
4628	Pownall House Farm, WARFORD LANE, GREAT WARFORD, KNUTSFORD	6	1	6	0	0	0	0	6
2421	DUNWOOD, HOMESTEAD ROAD, DISLEY, Stockport	6	1	6	0	0	0	0	6
3294	Clough Works, Middlewood Road, Poynton	6	0	6	0	0	0	0	6
3422	LAND AT HIGH STREET, BOLLINGTON	6	0	6	0	0	0	0	6
3869	EDWARDS MILL, HATTER STREET, CONGLETON	6	0	6	0	0	0	0	6
4600	92- 94, NANTWICH ROAD, CREWE	6	0	6	0	0	0	0	6
4598	Sunnyview, CANAL STREET, CONGLETON	6	1	6	0	0	0	0	6
2822	Old Vicarage, Crewe Road, Winterley	5	1	5	0	0	0	0	5
3973	SEA BANK, MIDDLEWICH	5	0	5	0	0	0	0	5
4331	9-17, CHURCHSIDE, MACCLESFIELD	5	0	5	0	0	0	0	5
2234	27, CHELFORD ROAD, MACCLESFIELD	5	1	5	0	0	0	0	5
2121	Land Adjacent to Junction of Electricity Street, Alton Street and Derrington Avenue Crewe Cheshire	5	0	5	0	0	0	0	5

2938	Land south of Royal Oak Public House, Worleston	5	0	5	0	0	0	0	5
2104	The Assembly of God, Stafford Street, Crewe	5	0	5	0	0	0	0	5
2977	1- 3, WEST AVENUE, CREWE, CW1 3AD	5	0	0	0	0	0	0	0
3501	ROYLANCE BUILDINGS, 90- 92 WATERS GREEN, MACCLESFIELD	5	0	5	0	0	0	0	5
3872	CECIL HOUSE, 41, HIGHTOWN, CREWE	5	0	5	0	0	0	0	5
3991	47, DELAMERE STREET, CREWE	5	0	5	0	0	0	0	5
4329	26, ROOD HILL, CONGLETON	5	0	5	0	0	0	0	5
291	Land North Of Banky Fields, Congleton.	4	0	4	0	0	0	0	4
2293	9, FALLIBROOME ROAD, MACCLESFIELD	4	0	4	0	0	0	0	4
4515	Land at 2, Railway Bridge Cottages, BADDINGTON LANE, BADDINGTON, NANTWICH	4	0	4	0	0	0	0	4
3730	POOLE BANK FARM, WETTENHALL ROAD, POOLE	4	0	4	0	0	0	0	4
1864	91 and 93 Hospital Street, Nantwich	4	0	4	0	0	0	0	4
2097	7 Stalbridge Road, Crewe	4	0	4	0	0	0	0	4
2481	Land rear of 62-74 Canal Road, Congleton	4	0	0	4	0	0	0	4
3607	FARM BUILDINGS, HOME FARM, BRADWALL ROAD, BRADWALL	4	0	4	0	0	0	0	4
3634	37, STATION ROAD, HOLMES CHAPEL	4	1	4	0	0	0	0	4
3675	VALLEY MANUFACTURING, NORTH STREET, CONGLETON	4	0	4	0	0	0	0	4
3141	48 Hobson Street, Macclesfield	4	0	4	0	0	0	0	4
3920	87, WHEELOCK STREET, MIDDLEWICH	4	0	4	0	0	0	0	4
3997	19, 19a & 19b THE SQUARE, LONDON ROAD, HOLMES CHAPEL	4	0	4	0	0	0	0	4
3998	HILLMOOR FARM, MACCLESFIELD ROAD, EATON	4	0	4	0	0	0	0	4
4208	THE WHARF Kent Green, STATION ROAD, SCHOLAR GREEN	4	0	4	0	0	0	0	4
4210	LAND REAR OF 74 LAWTON STREET CONGLETON	4	0	4	0	0	0	0	4
4263	186, CONGLETON ROAD NORTH, SCHOLAR GREEN	4	1	4	0	0	0	0	4
4633	The Court Yard, St. Michaels way, Middlewich	4	0	4	0	0	0	0	4
4319	TRAFFORD ROAD GARAGE, TRAFFORD ROAD, ALDERLEY EDGE	4	0	4	0	0	0	0	4

4429	Police Station, 35, CREWE ROAD, ALSAGER	4	0	4	0	0	0	0	4
4639	OLD COACH HOUSE ABBEYFIELDS, PARK LANE, SANDBACH	4	1	4	0	0	0	0	4
1951	LAND OFF, HIDCOTE CLOSE, WISTASTON	3	0	3	0	0	0	0	3
392	LAND OFF ASTBURY MERE, NEWCASTLE ROAD, CONGLETON, CHESHIRE	3	0	3	0	0	0	0	3
4495	67, ROE STREET, MACCLESFIELD	3	0	3	0	0	0	0	3
4498	Bank House Farm, ALTRINCHAM ROAD, WILMSLOW	3	0	3	0	0	0	0	3
4519	GREENBANK FARM, GREEN LANE, MOSTON, SANDBACH	3	0	3	0	0	0	0	3
2224	196, OXFORD ROAD, MACCLESFIELD	3	1	3	0	0	0	0	3
1639	LAND REAR OF 165, WELSH ROW, NANTWICH, CW5 5HB	3	0	3	0	0	0	0	3
2055	397, CREWE ROAD, WISTASTON	3	0	3	0	0	0	0	3
2788	KINGS ARMS, 2, QUEEN STREET, MIDDLEWICH	3	0	3	0	0	0	0	3
2847	KERMINCHAM HALL, FORTY ACRE LANE, SWETTENHAM	3	0	3	0	0	0	0	3
3650	183, ABACUS HOUSE, LONDON ROAD SOUTH, POYNTON	3	0	3	0	0	0	0	3
2989	Station Road, Calveley	3	3	3	0	0	0	0	3
3263	43, ROBIN LANE, SUTTON, MACCLESFIELD	3	0	3	0	0	0	0	3
3421	SALAMANCA INN, NEWCASTLE ROAD, SMALLWOOD, CW11 2TY	3	0	3	0	0	0	0	3
3457	LAND SOUTH OF, 3, LAND LANE, WILMSLOW	3	0	3	0	0	0	0	3
3932	MOSS BRIDGE COTTAGE, MOSS LANE, SANDBACH	3	1	3	0	0	0	0	3
3943	Fields Farm, WARMINGHAM ROAD, WARMINGHAM	3	0	3	0	0	0	0	3
3984	11- 17, STEEPLE STREET, MACCLESFIELD	3	0	3	0	0	0	0	3
3996	DEAN HOUSE, 3, HAWTHORN LANE, WILMSLOW	3	0	3	0	0	0	0	3
4012	1, STEP HILL, MACCLESFIELD	3	0	3	0	0	0	0	3
4357	170, EDLESTON ROAD, CREWE	3	0	3	0	0	0	0	3
4277	Three Crowns, 1 , Mill Green, Macclesfield	3	1	3	0	0	0	0	3
4478	TALL ASH FARM TRIANGLE, BUXTON ROAD, CONGLETON	3	0	3	0	0	0	0	3

3852	LAND AT JUNCTION OF GREEN STREET, SANDBACH	2	0	2	0	0	0	0	2
4055	UPTON HALL FARM, 161, PRESTBURY ROAD, MACCLESFIELD	2	0	2	0	0	0	0	2
3562	59, WILMSLOW ROAD, HANDFORTH	2	0	2	0	0	0	0	2
3568	10, MINSHULL NEW ROAD, CREWE	2	1	2	0	0	0	0	2
974	LAND TO THE REAR OF 18, BRIDGE STREET, WYBUNBURY, CW5 7NE	2	0	2	0	0	0	0	2
3837	LAND AT RECREATION GROUND & READING ROOM, OFF A51, CHESTER ROAD, ALPRAHAM	2	0	2	0	0	0	0	2
3851	1 & 2 Martins Court, WEST STREET, CONGLETON	2	0	2	0	0	0	0	2
3961	1, HILLFIELDS, CONGLETON	2	0	2	0	0	0	0	2
3977	14- 16, BESWICK STREET, MACCLESFIELD	2	0	2	0	0	0	0	2
303	1 & 2 The Cottages, Castle Inn Road, Congleton.	2	2	2	0	0	0	0	2
387	17 Woolston Avenue, Congleton.	2	0	2	0	0	0	0	2
3816	LINDOW END FARM, KNUTSFORD ROAD, MOBBERLEY	2	2	2	0	0	0	0	2
4337	Land To The Rear Of 51,53,55, WEST BOND STREET, MACCLESFIELD	2	0	2	0	0	0	0	2
4347	4, LOWE STREET, MACCLESFIELD	2	1	2	0	0	0	0	2
4455	WATERSIDE FARM, WATERSIDE ROAD, DISLEY	2	1	2	0	0	0	0	2
4463	49, BUXTON OLD ROAD, DISLEY	2	1	2	0	0	0	0	2
4490	37, PARK LANE, MACCLESFIELD	2	1	2	0	0	0	0	2
4529	12, STATION ROAD, HANDFORTH	2	0	2	0	0	0	0	2
2194	Green Tree Farm, Chelford Road, Somerford	2	1	2	0	0	0	0	2
3545	The Moss, 4 & 6 Congleton Road, Macclesfield	2	0	2	0	0	0	0	2
3550	BEECH FIELD, TOWERS ROAD, POYNTON	2	0	2	0	0	0	0	2
3594	120, CHESTERGATE, MACCLESFIELD	2	0	2	0	0	0	0	2
3599	FORD HOUSE, CHESTERGATE, MACCLESFIELD	2	1	2	0	0	0	0	2
3795	ATLAS HOUSE, OLD HALL STREET, MACCLESFIELD	2	0	2	0	0	0	0	2
3743	26, HOPE STREET WEST, MACCLESFIELD	2	0	2	0	0	0	0	2
2152	LITTLE BACHE HOUSE, CHESTER ROAD, HURLESTON	2	0	2	0	0	0	0	2
2154	Land Adjacent to Number 41, Lord Street, Macclesfield, Cheshire, SK11 6SY.	2	0	2	0	0	0	0	2
2400	38, PIKEMERE ROAD, ALSAGER	2	0	2	0	0	0	0	2

2773	481, CREWE ROAD, SANDBACH	2	0	2	0	0	0	0	2
3239	23, SAMUEL STREET, CREWE, CW1 3AB	2	1	2	0	0	0	0	2
3242	SILVER BIRCHES, NEW PLATT LANE, CRANAGE	2	1	2	0	0	0	0	2
3261	160, HURDSFIELD ROAD, MACCLESFIELD	2	0	2	0	0	0	0	2
3369	505- 507, WEST STREET, CREWE, CW1 3PA	2	0	2	0	0	0	0	2
3415	Land adjacent to Highfield Road, 3, HIGHFIELD ROAD, BOLLINGTON	2	0	2	0	0	0	0	2
3443	42 PARSON STREET, CONGLETON	2	0	2	0	0	0	0	2
3488	22- 24 CUMBERLAND STREET, MACCLESFIELD	2	0	2	0	0	0	0	2
3749	5-7, PRESTBURY ROAD, WILMSLOW	2	2	2	0	0	0	0	2
4306	BELL FARM, MACCLESFIELD ROAD, EATON, CONGLETON	2	0	2	0	0	0	0	2
4309	Land rear of 102, Cloughton Avenue, Crewe	2	0	2	0	0	0	0	2
4312	11, BEECH LANE, MACCLESFIELD	2	0	2	0	0	0	0	2
3764	BARNSHAW BANK FARM, MILL LANE, GOOSTREY	2	0	2	0	0	0	0	2
3903	2, MOUNT PLEASANT ROAD & 50 THE BANKS, SCHOLAR GREEN, ODD RODE	2	2	2	0	0	0	0	2
3924	BELTON HOUSE, MACCLESFIELD ROAD, ALDERLEY EDGE	2	1	2	0	0	0	0	2
3980	STABLES AND PREMISES, WOOD FARM, MIDDLE LANE, CONGLETON	2	0	2	0	0	0	0	2
3983	1A, CATHERINE STREET, MACCLESFIELD	2	0	2	0	0	0	0	2
4021	SMOKER HILL FARM, CHESTER ROAD, TABLEY SUPERIOR, KNUTSFORD	2	0	2	0	0	0	0	2
4048	DUBTHORN HOUSE, BETCHTON HEATH, BETCHTON	2	0	2	0	0	0	0	2
4211	WHITELEY GREEN FARM, HOLEHOUSE LANE, ADLINGTON	2	1	2	0	0	0	0	2
4219	THE OVAL, 71, KENNEDY AVENUE, MACCLESFIELD	2	1	2	0	0	0	0	2
4352	Hope Cottage, COE LANE, MILLINGTON	2	1	2	0	0	0	0	2
4362	66 & 68 LEEK ROAD, CONGLETON	2	0	2	0	0	0	0	2
4268	LAND TO REAR OF 2, CHESTER ROAD, HOLMES CHAPEL	2	0	2	0	0	0	0	2
4274	7, PARK AVENUE, WILMSLOW	2	1	2	0	0	0	0	2

4278	23, PARK STREET, MACCLESFIELD	2	0	2	0	0	0	0	2
4284	LAND AT LABURNUM ROAD, MACCLESFIELD	2	0	2	0	0	0	0	2
4411	284, PARK LANE, POYNTON	2	1	2	0	0	0	0	2
4414	18, BUXTON ROAD WEST, DISLEY	2	1	2	0	0	0	0	2
4417	113, CHESTER ROAD, MACCLESFIELD	2	0	2	0	0	0	0	2
4533	FIELD HOUSE, BROWNS LANE, WILMSLOW	2	3	2	0	0	0	0	2
4604	84, CONGLETON ROAD, MACCLESFIELD	2	1	2	0	0	0	0	2
4587	38, LONDON ROAD, HOLMES CHAPEL	2	0	2	0	0	0	0	2
4431	70, MOOR LANE, WILMSLOW	2	1	2	0	0	0	0	2
4426	THE OLD STORES, 2 COPPICE ROAD/51 WISTASTON ROAD, WILLASTON	2	0	2	0	0	0	0	2
4437	LEONARD CHESHIRE HOME, THE HILL, SANDBACH	2	0	2	0	0	0	0	2
4440	POOL VIEW BRADFIELD GREEN EARDSWICK LANE, MINSHULL VERNON	2	0	2	0	0	0	0	2
4541	133, LONDON ROAD, MACCLESFIELD	2	0	2	0	0	0	0	2
4539	32, PARK LANE, POYNTON	2	0	2	0	0	0	0	2
4538	2, Lydiat Lane, Alderley Edge	2	1	2	0	0	0	0	2
4643	142, WALTHALL STREET, CREWE	2	1	2	0	0	0	0	2
4641	81, COPPICE ROAD, POYNTON	2	1	2	0	0	0	0	2
4640	38, BEECH DRIVE, KNUTSFORD	2	1	2	0	0	0	0	2
269	Land between 12 & 14 Boulton Close, Malkins Bank.	1	0	0	0	0	0	0	0
3688	KAMIROS, MACCLESFIELD ROAD, ALDERLEY EDGE	1	1	1	0	0	0	0	1

3689	CROFT HOUSE, 24, FORGE FIELDS, SANDBACH	1	0	1	0	0	0	0	1
3693	LOWER FELDY GREEN FARM, BUDWORTH ROAD, ASTON BY BUDWORTH	1	0	1	0	0	0	0	1
3694	MEADOW HEY, BOLLIN HILL, PRESTBURY, MACCLESFIELD, CHESHIRE, SK10 4BS	1	1	1	0	0	0	0	1
3700	MALINDI, MERESIDE ROAD, MERE	1	1	1	0	0	0	0	1
3702	YEW TREE COTTAGE, STONE HOUSE LANE, PECKFORTON	1	0	1	0	0	0	0	1
4057	WITHINLEE HOLLOW, WITHINLEE ROAD, PRESTBURY	1	1	1	0	0	0	0	1
4065	SANDLOW GREEN FARM, HOLMES CHAPEL ROAD, BRERETON	1	0	1	0	0	0	0	1
4070	THE GLEN, SANDY LANE, CRANAGE	1	0	1	0	0	0	0	1
4071	Heath House, CONGLETON ROAD, SWETTENHAM	1	1	1	0	0	0	0	1
4072	32, NURSERY ROAD, ALSAGER	1	0	1	0	0	0	0	1
4073	WELLCROFT, NEWCASTLE ROAD SOUTH, BRERETON	1	0	1	0	0	0	0	1
4074	Gurnett Farm, BYRONS LANE, MACCLESFIELD	1	1	1	0	0	0	0	1
1068	Goldford House, Goldford Lane, Bickerton, Malpas	1	1	1	0	0	0	0	1
1086	LAND TO REAR OF 5, ALBION STREET, CREWE, CW2 8NB	1	0	1	0	0	0	0	1
1087	LAND ADJACENT TO ROOKERY PARK COTTAGE, MAIN ROAD, WORLESTON	1	0	1	0	0	0	0	1
3558	Land off Whites Lane, Weston	1	0	1	0	0	0	0	1
3561	BURLAND FARM, WREXHAM ROAD, BURLAND	1	0	1	0	0	0	0	1
3570	CRAIG MOHR, 37, NORTHWICH ROAD, CRANAGE	1	1	1	0	0	0	0	1
3571	LOWER WOODEND COTTAGE, STRINES ROAD, DISLEY	1	1	1	0	0	0	0	1
3834	ASHFIELD, 12, HEYBRIDGE LANE, PRESTBURY	1	1	1	0	0	0	0	1
3842	42- 46, JORDANGATE, MACCLESFIELD	1	0	1	0	0	0	0	1
3843	27, LOSTOCK HALL ROAD, POYNTON, STOCKPORT	1	0	1	0	0	0	0	1
3845	FELLBROOK HOUSE, BROOK LANE, ALDERLEY EDGE, WILMSLOW	1	1	1	0	0	0	0	1
3960	ROADSIDE FARM, BLACKDEN LANE, GOOSTREY	1	1	1	0	0	0	0	1
3963	LAND ADJACENT TO 24, FIELD LANE, WISTASTON	1	0	1	0	0	0	0	1
3964	15, MIDDLEWICH STREET, CREWE	1	1	1	0	0	0	0	1

3975	38, CREWE ROAD, ALSAGER	1	0	1	0	0	0	0	1
3976	TREETOPS, CHELFORD ROAD, PRESTBURY	1	1	1	0	0	0	0	1
3978	THE OLD SHIPPON, MACCLESFIELD ROAD, EATON	1	0	1	0	0	0	0	1
310	17a Welles Street, Sandbach.	1	0	1	0	0	0	0	1
345	Land adjacent 1A Boundary Lane, Congleton.	1	0	1	0	0	0	0	1
358	Ivy Bank, 120, MAIN ROAD, GOOSTREY, CREWE, CHESHIRE, CW4 8JR	1	0	1	0	0	0	0	1
3807	LAND OFF BENTSIDE ROAD DISLEY	1	0	1	0	0	0	0	1
3809	LAND REAR OF 44, KNUTSFORD ROAD, ROW OF TREES, ALDERLEY EDGE	1	0	1	0	0	0	0	1
3812	BERRYFIELDS, DODDS GREEN LANE, BURLEYDAM	1	0	1	0	0	0	0	1
3814	6, Pembroke House, HAWTHORN STREET, WILMSLOW	1	2	1	0	0	0	0	1
398	Tanners Farm Barn, Tan House Farm, Weathercock Lane, Timbersbrook	1	0	1	0	0	0	0	1
405	2 Rydal Way, Alsager	1	0	1	0	0	0	0	1
423	Barnshaw Bank Farm, Mill Lane, Goostrey	1	1	1	0	0	0	0	1
4336	71, WHEELOCK STREET, MIDDLEWICH	1	0	1	0	0	0	0	1
4339	28, FLETSAND ROAD, WILMSLOW	1	1	1	0	0	0	0	1
4342	LAND TO REAR OF 50, AUDLEY ROAD, ALSAGER	1	0	1	0	0	0	0	1
4370	Land off Newtown Road, Sound, NantwichFence	1	0	1	0	0	0	0	1
4372	FORMER FISHERY, YEW TREE LANE, MORETON, CONGLETON	1	0	1	0	0	0	0	1
4460	ROE PARK FARM, ROE PARK, MOW COP	1	0	1	0	0	0	0	1
4462	RIVERSDALE, DAVEYLANDS, WILMSLOW, CHESHIRE, SK9 2AG	1	0	1	0	0	0	0	1
4464	STOOPS HOUSE, 53, HEYBRIDGE LANE, PRESTBURY	1	1	1	0	0	0	0	1
4481	1, BROAD WALK, WILMSLOW	1	1	1	0	0	0	0	1
4483	Harley House, 20, NORTHWICH ROAD, CRANAGE	1	0	1	0	0	0	0	1
4484	5, Stringer Avenue, Sandbach	1	0	1	0	0	0	0	1
4486	HILLSIDE FARM, STONE HOUSE LANE, PECKFORTON, TARPORLEY	1	0	1	0	0	0	0	1
4493	Land off Beswick Drive, Crewe	1	0	1	0	0	0	0	1

4494	111, PARK LANE, MACCLESFIELD	1	0	1	0	0	0	0	1
4496	LEONARD CHESHIRE HOME, THE HILL, SANDBACH	1	0	1	0	0	0	0	1
4500	354, PARK LANE, POYNTON	1	0	1	0	0	0	0	1
4502	36, ROOD HILL, CONGLETON	1	0	1	0	0	0	0	1
4504	12, GORSEY ROAD, WILMSLOW	1	0	1	0	0	0	0	1
4511	REAR OF 129, WISTASTON GREEN ROAD, WISTASTON	1	0	1	0	0	0	0	1
4514	APPLE TREE COTTAGE, CHELFORD LANE, OVER PEOVER, KNUTSFORD	1	0	1	0	0	0	0	1
4521	LAND OFF, THE BACKLANDS, CREWE	1	0	1	0	0	0	0	1
4527	LAND ADJ 311, PARK LANE, POYNTON	1	0	1	0	0	0	0	1
4530	63, FIELDS ROAD, ALSAGER	1	0	1	0	0	0	0	1
4632	Land to rear of 27/29, LAWTON STREET, CONGLETON	1	0	1	0	0	0	0	1
4626	89, HAYHURST AVENUE, MIDDLEWICH	1	0	1	0	0	0	0	1
4622	Wychwood House, WYCH LANE, ADLINGTON	1	0	1	0	0	0	0	1
4621	45, DELAMERE DRIVE, MACCLESFIELD	1	0	1	0	0	0	0	1
4620	Pownall House Farm, WARFORD LANE, GREAT WARFORD, KNUTSFORD	1	1	1	0	0	0	0	1
4569	3, HOLLY ROAD, MACCLESFIELD	1	0	1	0	0	0	0	1
4568	THE HOLLINS, 262, BLACK ROAD, MACCLESFIELD	1	0	1	0	0	0	0	1
3727	ELLERSTONE, PADDOCK HILL, MOBBERLEY	1	1	1	0	0	0	0	1
3728	UNDERKEEPERS COTTAGE, PITT LANE, LOWER WITHINGTON	1	1	1	0	0	0	0	1
3734	3, COUNCIL HOUSES, WINDMILL LANE, BUERETON	1	0	1	0	0	0	0	1
3740	161, SANDBACH ROAD NORTH, ALSAGER	1	0	1	0	0	0	0	1
2187	PEOVER GRANGE, PEOVER LANE, SNELSON	1	1	1	0	0	0	0	1
2189	TIP FARM, SUGAR LANE, ADLINGTON	1	1	1	0	0	0	0	1
2190	BAGULEY FARM, HOCKER LANE, OVER ALDERLEY	1	1	1	0	0	0	0	1
2198	WILLOW SPRING, SAND LANE, NETHER ALDERLEY	1	1	1	0	0	0	0	1
2199	WENTWORTH COTTAGE, COLLAR HOUSE DRIVE, PRESTBURY	1	1	1	0	0	0	0	1
2219	PROSPECT HOUSE, KNUTSFORD ROAD, CHORLEY, ALDERLEY EDGE	1	0	1	0	0	0	0	1

2229	EDGE HOUSE FARM, MACCLESFIELD ROAD, OVER ALDERLEY	1	1	1	0	0	0	0	1
2250	HOME FARM, SCHOOL LANE, HENBURY	1	0	1	0	0	0	0	1
2257	WYBUNBURY METHODIST CHURCH, MAIN ROAD, WYBUNBURY	1	0	1	0	0	0	0	1
2260	1, OAKLEIGH, KNUTSFORD, CHESHIRE, WA16 8QW	1	1	1	0	0	0	0	1
3572	LOSTOCK HALL FARM, LOSTOCK HALL ROAD, POYNTON	1	3	1	0	0	0	0	1
3589	SOUTH VIEW, WHIRLEY LANE, HENBURY	1	1	1	0	0	0	0	1
3596	40, OXFORD ROAD, MACCLESFIELD	1	0	1	0	0	0	0	1
3597	MELILIA, MERESIDE ROAD, MERE	1	1	1	0	0	0	0	1
3704	OAK COTTAGES, BAGLEY LANE, AUDLEM	1	2	1	0	0	0	0	1
3706	220, WEST STREET, CREWE	1	0	1	0	0	0	0	1
3707	81A, HASSALL ROAD, SANDBACH	1	1	1	0	0	0	0	1
3796	20, MOSS LANE, STYAL	1	2	1	0	0	0	0	1
3799	LAND NORTH OF BIRCH VIEW, HOLMES CHAPEL ROAD, BRERETON	1	1	1	0	0	0	0	1
3800	ALSTONFIELD, CASTLE HILL, MOTTRAM ST ANDREW	1	1	1	0	0	0	0	1
3833	THE SMITHY, RUSHY LANE, BARTHOMLEY	1	0	1	0	0	0	0	1
3853	WESTFIELD, TABLEY ROAD, KNUTSFORD	1	0	1	0	0	0	0	1
3854	26, LONDON ROAD SOUTH, POYNTON	1	0	1	0	0	0	0	1
3855	GLEADS MOSS FARM, GLEADSMOSS LANE, LOWER	1	0	1	0	0	0	0	1
3408	Yew Tree Farm, Knutsford Road, Mobberley	1	1	1	0	0	0	0	1
3744	AUCHONVILLE, DARK LANE, GAWSWORTH	1	1	1	0	0	0	0	1
1015	Broomlands Farm, Birchall Moss Lane, Hatherton	1	0	1	0	0	0	0	1
1520	COMBERMERE ABBEY, WHITCHURCH	1	0	1	0	0	0	0	1
1841	125 The Rookery, Hospital Street, Nantwich	1	0	2	0	0	0	0	2
1870	WHITE HOUSE, WHITEHOUSE LANE, NANTWICH	1	1	1	0	0	0	0	1
2512	SMOKER HILL FARM, CHESTER ROAD, TABLEY	1	1	0	1	0	0	0	1
2003	152 Broughton Road, Crewe	1	0	1	0	0	0	0	1

			0						
2048	Land adj. 1 Southbank Ave., Shavington	1		1	0	0	0	0	1
2057	3, WRENBURY HEATH ROAD, WRENBURY HEATH	1	2	0	0	0	0	0	0
2129	Fodens Farm, Woodhouse End Road, Gawsworth	1	1	1	0	0	0	0	1
2130	Holford House, Holford Drive, Mossways Park, Wilmslow	1	1	1	0	0	0	0	1
2135	LAND AT, 49, HAWTHORN LANE, WILMSLOW	1	0	1	0	0	0	0	1
2145	WOODSIDE COTTAGE, SMITHY LANE, MOTTRAM ST	1	0	1	0	0	0	0	1
2177	YEW TREE FARM, MACCLESFIELD ROAD, PRESTBURY	1	1	1	0	0	0	0	1
2178	STONE COTTAGE, 14, SUMMERHILL ROAD, PRESTBURY	1	1	1	0	0	0	0	1
2180	BAY TREE HOUSE, PARKFIELD ROAD, KNUTSFORD	1	0	1	0	0	0	0	1
2382	LAND TO THE REAR OF 7, NURSERY LANE, CONGLETON	1	0	1	0	0	0	0	1
2432	BRAEBROOKE, FAULKNERS LANE, MOBBERLEY, KNUTSFORD	1	1	1	0	0	0	0	1
2447	HOLY TRINITY CHURCH, JACKSON LANE, BOLLINGTON	1	0	1	0	0	0	0	1
2733	33, SPRING BANK, SCHOLAR GREEN	1	0	1	0	0	0	0	1
2793	Land adjacent to 6 Heath End Road, Alsager	1	0	1	0	0	0	0	1
3613	HIGHLAND VIEW, CANAL STREET, CONGLETON	1	0	1	0	0	0	0	1
3614	ASH TREE FARM, MILL LANE, BLAKENHALL	1	0	1	0	0	0	0	1
3633	VICARAGE FARM COTTAGE, VICARAGE LANE, BETCHTON	1	0	1	0	0	0	0	1
3648	TREE TOPS, HOLMES CHAPEL ROAD, TOFT	1	0	1	0	0	0	0	1
3677	WATER TOWER, MOSS LANE, OLLERTON	1	0	1	0	0	0	0	1
3221	SANDBACH FARM, SCHOOL LANE, HENBURY, CHESHIRE, SK11 9PL	1	1	1	0	0	0	0	1
3228	LAND AND BUILDINGS AT, DAIRY HOUSE LANE, WILMSLOW	1	1	1	0	0	0	0	1
3230	LOW WOOD, MERESIDE ROAD, MERE, KNUTSFORD	1	1	1	0	0	0	0	1
3233	12, HAWTHORN STREET, WILMSLOW, SK9 5EH	1	1	1	0	0	0	0	1

3240	SPELGA, DUNNOCKSFOLD ROAD, ALSAGER	1	1	1	0	0	0	0	1
3252	LAND ADJACENT TO, 1, SCOTT ROAD, PRESTBURY, MACCLESFIELD	1	0	1	0	0	0	0	1
3257	CONCRETE BATCHING PLANT, STONYFOLD LANE, BOSLEY	1	0	1	0	0	0	0	1
3258	MOUNT FARM, FLASH LANE, BOLLINGTON	1	0	1	0	0	0	0	1
3260	83, ABBEY ROAD, SANDBACH	1	0	1	0	0	0	0	1
3371	36, WEST STREET, CREWE, CW1 3HA	1	0	1	0	0	0	0	1
3387	Bryancliffe, Wilmslow Park South, Wilmslow	1	0	1	0	0	0	0	1
3431	112, BRADWALL ROAD, SANDBACH	1	0	1	0	0	0	0	1
3439	LOWLANDS, OAK ROAD, MOTTRAM ST ANDREW	1	1	1	0	0	0	0	1
3455	THE HOMESTEAD, FANNERS LANE, HIGH LEGH	1	1	1	0	0	0	0	1
3491	125 WILMSLOW ROAD, HANDFORTH	1	0	1	0	0	0	0	1
3497	22 TORKINGTON ROAD, WILMSLOW	1	1	1	0	0	0	0	1
3500	311 PARK LANE, POYNTON	1	0	1	0	0	0	0	1
3720	24, LITTLE MOSS LANE, SCHOLAR GREEN	1	0	1	0	0	0	0	1
3721	15, CINDERHILL LANE, SCHOLAR GREEN	1	0	1	0	0	0	0	1
3723	THE COTTAGE, STATION ROAD, NORTH RODE	1	1	1	0	0	0	0	1
3724	BEXTON HOUSE, BEXTON LANE, KNUTSFORD	1	1	1	0	0	0	0	1
4304	17, ST ANNS ROAD, MIDDLEWICH	1	1	1	0	0	0	0	1
4305	LAND ADJOINING SCHOOL LANE, BUNBURY	1	0	1	0	0	0	0	1
4313	Holmlea Farm, Newcastle Road South, Brereton, Sandbach, CW11 1SB	1	1	1	0	0	0	0	1
4315	32, MARKET STREET, DISLEY	1	0	1	0	0	0	0	1
4318	10, MACCLESFIELD ROAD, WILMSLOW	1	1	1	0	0	0	0	1
3751	VICTORIA HOUSE, 4, WALKER STREET, MACCLESFIELD	1	0	1	0	0	0	0	1
3754	54, TRAFFORD ROAD, ALDERLEY EDGE	1	1	1	0	0	0	0	1
3756	CARR HOUSE FARM, MILL LANE, PRESTBURY	1	1	1	0	0	0	0	1
3761	LAND EAST OF M6, ULLARD HALL LANE, PLUMLEY, KNUTSFORD	1	0	1	0	0	0	0	1
3763	PLUTO COTTAGE, MOSS LANE, MOBBERLEY, KNUTSFORD	1	0	1	0	0	0	0	1
3865	3, CARLETON ROAD, POYNTON	1	1	1	0	0	0	0	1

3868	Wood Farm, MIDDLE LANE, CONGLETON	1	1	1	0	0	0	0	1
3878	WHITE HOUSE, MOW LANE, ASTBURY	1	1	1	0	0	0	0	1
3879	ALONDRA, MANOR LANE, OLLERTON, KNUTSFORD	1	1	1	0	0	0	0	1
3880	16, HAWTHORN LANE, WILMSLOW	1	0	1	0	0	0	0	1
3883	ARCLID HALL FARM, HEMMINGSHAW LANE, ARCLID	1	0	1	0	0	0	0	1
3885	NORTHOVER, SAND LANE, NETHER ALDERLEY	1	1	1	0	0	0	0	1
3886	HORNSPIPE HALL, WHITECROFT HEATH ROAD, LOWER WITHINGTON, MACCLESFIELD	1	1	1	0	0	0	0	1
3888	LOWNDES FARM, MESSUAGE LANE, MARTON	1	1	1	0	0	0	0	1
3889	ROOKERY COTTAGE, SHEPPENHALL LANE, BURLEYDAM	1	1	1	0	0	0	0	1
3890	SUNNYHILL FARM, MERELAKE ROAD, ALSAGER	1	1	1	0	0	0	0	1
3894	LYNDHURST, BEXTON LANE, KNUTSFORD	1	1	1	0	0	0	0	1
3902	PEOVER EYE, CROWN LANE, LOWER PEOVER	1	1	1	0	0	0	0	1
3905	HIGHER BANK FARM, SPRING BANK, SCHOLAR GREEN	1	0	1	0	0	0	0	1
3907	243 Congleton Road North, Scholar Green	1	1	1	0	0	0	0	1
3908	LOWER GADHOLE FARM, GREENDALE LANE, MOTTRAM ST ANDREW	1	1	1	0	0	0	0	1
3911	7, OFFLEY ROAD, SANDBACH	1	1	1	0	0	0	0	1
3916	58, GOUGHS LANE, KNUTSFORD	1	1	1	0	0	0	0	1
3917	LAND BETWEEN 78 AND 80 BEECH LANE, MACCLESFIELD	1	0	1	0	0	0	0	1
3918	223A, MIDDLEWICH STREET, CREWE	1	0	1	0	0	0	0	1
3919	CROFT COTTAGE, FREE GREEN LANE, OVER PEOVER	1	1	1	0	0	0	0	1
3921	YEW TREE COTTAGE, 78, ADLINGTON ROAD, WILMSLOW	1	1	1	0	0	0	0	1
3922	MOUNT PLEASANT FARM, MARTHALL LANE, MARTHALL	1	1	1	0	0	0	0	1
3930	GREEN MEADOWS, WITHINLEE ROAD, MOTTRAM ST ANDREW	1	0	1	0	0	0	0	1
3935	CHRISOVALANTOU, MERESIDE ROAD, MERE, KNUTSFORD	1	1	1	0	0	0	0	1

3940	10, CONGLETON ROAD, ALDERLEY EDGE, WILMSLOW	1	1	1	0	0	0	0	1
3945	30, GATEFIELD STREET, CREWE	1	0	1	0	0	0	0	1
3946	7, BULKELEY ROAD, HANDFORTH	1	0	1	0	0	0	0	1
3947	BADGERS HOLLOW, MACCLESFIELD ROAD, ALDERLEY EDGE	1	1	1	0	0	0	0	1
3950	DALE END, CASTLE HILL, MOTTRAM ST ANDREW	1	1	1	0	0	0	0	1
3953	25A, BEESTON MOUNT, BOLLINGTON	1	1	1	0	0	0	0	1
3986	7, LIVERPOOL ROAD EAST, CHURCH LAWTON	1	1	1	0	0	0	0	1
3987	38, MANCHESTER ROAD, WILMSLOW	1	0	1	0	0	0	0	1
3988	20- 22, JORDANGATE, MACCLESFIELD	1	0	1	0	0	0	0	1
3989	THE COACH HOUSE, 57A, HEYBRIDGE LANE, PRESTBURY	1	1	1	0	0	0	0	1
3990	BARLEY FIELDS FARM, HOLLIN LANE, SUTTON	1	0	1	0	0	0	0	1
3993	WITHINLEE RIDGE, WITHINLEE ROAD, MOTTRAM ST ANDREW	1	1	1	0	0	0	0	1
4001	ARMSTRONG FARM, MACCLESFIELD ROAD, ALDERLEY EDGE	1	1	1	0	0	0	0	1
4003	1, Fir Tree Cottages, RUSHY LANE, BARTHOMLEY	1	2	1	0	0	0	0	1
4004	OLD HALL FARM, COOLE LANE, BADDINGTON	1	0	1	0	0	0	0	1
4010	HIGHER BANK FARM, 54, SPRING BANK, SCHOLAR GREEN	1	0	1	0	0	0	0	1
4011	FIELDS FARM, SYDNEY ROAD, CREWE	1	0	1	0	0	0	0	1
4014	95, PALMERSTON STREET, BOLLINGTON	1	0	1	0	0	0	0	1
4015	Roebuck Farm, Mancheser Road, Knutsford	1	1	1	0	0	0	0	1
4020	BENTSIDE FARM, GREEN LANE, DISLEY	1	0	1	0	0	0	0	1
4022	SITE ADJACENT TO, 25, DELAMERE DRIVE, MACCLESFIELD	1	0	1	0	0	0	0	1
4023	52, PILLORY STREET, NANTWICH	1	0	1	0	0	0	0	1
4024	LAND ADJ, LONG LANE, ALPRAHAM	1	0	1	0	0	0	0	1
4031	Laurel Grove, WOORE ROAD, AUDLEM	1	0	1	0	0	0	0	1
4033	1, WOODBROOK ROAD, ALDERLEY EDGE, WILMSLOW	1	1	1	0	0	0	0	1
4034	THE SMITHY, BRADFORD LANE, NETHER ALDERLEY	1	1	1	0	0	0	0	1
4051	Land Adjacent 19, SPRINGBANK, SCHOLAR GREEN	1	0	1	0	0	0	0	1

4054	84, EDLESTON ROAD, CREWE	1	0	1	0	0	0	0	1
4075	LONGLEA, LANGLEY ROAD, SUTTON	1	1	1	0	0	0	0	1
4076	Woodlands Farm, STOCKS LANE, OVER PEOVER	1	0	1	0	0	0	0	1
4079	Clay Lanes Farm, CLAY LANE, HASLINGTON	1	0	1	0	0	0	0	1
4081	The Gables, MARSH LANE, NANTWICH	1	0	1	0	0	0	0	1
4149	ONE OAK, ONE OAK LANE, WILMSLOW	1	1	1	0	0	0	0	1
4150	43, HIGHTOWN, CREWE	1	0	1	0	0	0	0	1
4171	8 & 10, FANNERS LANE, HIGH LEGH, KNUTSFORD	1	2	1	0	0	0	0	1
4183	60, SANDBACH ROAD, RODE HEATH, ALSAGER	1	0	1	0	0	0	0	1
4184	THE BUNGALOW, HARDYS LANE, AUDLEM	1	1	1	0	0	0	0	1
4185	YEW TREE FARM, WOODHOUSE LANE, BUERTON	1	0	1	0	0	0	0	1
4186	14 Birch Tree Lane, Scholar Green	1	0	1	0	0	0	0	1
4187	BARN, PEDLEY HILL FARM, PEDLEY HILL, ADLINGTON	1	0	1	0	0	0	0	1
4190	LAND ADJ 198, BIDDULPH ROAD, CONGLETON	1	0	1	0	0	0	0	1
4192	37- 39, LONDON ROAD SOUTH, POYNTON	1	0	1	0	0	0	0	1
4197	HEALEY HILL, SMITHY LANE, MOTTRAM ST ANDREW, MACCLESFIELD	1	1	1	0	0	0	0	1
4200	LAND ADJ BARLEY ORCHARD, 42, BLACK FIRS LANE, SOMERFORD, CONGLETON	1	0	1	0	0	0	0	1
4202	LAND ADJACENT TO 59, 61 & 61A LONDON ROAD, STAPELEY	1	0	1	0	0	0	0	1
4203	Rear of 44, MARSH LANE, NANTWICH	1	0	1	0	0	0	0	1
4207	SUNDALE, DUNNOCKSFOLD ROAD, ALSAGER	1	1	1	0	0	0	0	1
4209	1, AUDLEY STREET, CREWE	1	0	1	0	0	0	0	1
4214	24, 24A & 26 JORDANGATE, MACCLESFIELD	1	0	1	0	0	0	0	1
4215	23, CHURCH STREET, MACCLESFIELD	1	0	1	0	0	0	0	1
4217	REAR OF OTTERBURN HOUSE, MANOR PARK SOUTH, KNUTSFORD, WA16 8AG	1	0	1	0	0	0	0	1
4218	15, BUTLEY LANE, PRESTBURY	1	1	1	0	0	0	0	1
4351	CHIMNEYSIDE, BRIDGE END DRIVE, PRESTBURY, MACCLESFIELD	1	0	1	0	0	0	0	1
4353	Over Alderley Methodist Church, BIRTLES LANE, OVER ALDERLEY	1	0	1	0	0	0	0	1

4354	BRACKENWOOD, CANAL ROAD, CONGLETON	1	0	1	0	0	0	0	1
4361	Somerford Hall Camp, HOLMES CHAPEL ROAD, SOMERFORD, CONGLETON	1	1	1	0	0	0	0	1
4364	UNIT 1, WINDMILL WOOD, CHELFORD ROAD, OLLERTON, KNUTSFORD	1	0	1	0	0	0	0	1
4365	109, GRAVEL LANE, WILMSLOW	1	1	1	0	0	0	0	1
4244	HIGH LEGH WATER TOWER, WARRINGTON ROAD, HIGH LEGH	1	0	1	0	0	0	0	1
4256	NORMANS HALL FARM, SHRIGLEY ROAD, POTT SHRIGLEY	1	1	1	0	0	0	0	1
4257	WOOD COTTAGE, WRINEHILL ROAD, WYBUNBURY	1	1	1	0	0	0	0	1
4259	GREEN BANK FARM, HOBECROFT LANE, MOBBERLEY	1	0	1	0	0	0	0	1
4260	26, TORKINGTON ROAD, WILMSLOW	1	1	1	0	0	0	0	1
4261	24A, Brook Street, Macclesfield	1	0	1	0	0	0	0	1
4262	LONG BARN, WALLHILL FARM, SANDBACH ROAD, NEWBOLD ASTBURY	1	0	1	0	0	0	0	1
4265	21, BELGRAVE AVENUE, CONGLETON	1	0	1	0	0	0	0	1
4266	10, TABLEY ROAD, KNUTSFORD, KNUTSFORD	1	0	1	0	0	0	0	1
4267	AMBERGATES, MACCLESFIELD ROAD, ALDERLEY EDGE	1	1	1	0	0	0	0	1
4272	SOUTHFIELD, CONGLETON ROAD, ALDERLEY EDGE	1	1	1	0	0	0	0	1
4273	11, CHESTNUT CLOSE, WILMSLOW	1	0	1	0	0	0	0	1
4283	91, LUDLOW AVENUE, CREWE	1	0	1	0	0	0	0	1
4634	Yew Tree Farm, Pinsley Green, Wrenbury	1	0	1	0	0	0	0	1
4321	206, HURDSFIELD ROAD, MACCLESFIELD	1	0	1	0	0	0	0	1
4322	33, MACCLESFIELD ROAD, WILMSLOW	1	0	1	0	0	0	0	1
4323	GORE LANE FARM, GORE LANE, CHORLEY, ALDERLEY EDGE	1	1	1	0	0	0	0	1
4325	DALE BROW COTTAGE, 63, MACCLESFIELD ROAD, PRESTBURY	1	1	1	0	0	0	0	1
4326	BEWDLEY, CONGLETON ROAD, ALDERLEY EDGE	1	1	1	0	0	0	0	1
4330	LAND ADJACENT TO 171, LONG LANE SOUTH, MIDDLEWICH	1	0	1	0	0	0	0	1
4415	Middlewood Stables, LYME ROAD, POYNTON	1	0	1	0	0	0	0	1

4416	THE DOWER HOUSE, KINGS ROAD, WILMSLOW	1	0	1	0	0	0	0	1
4418	LAND ADJ MOSS MEADOW FARM, PADDOCK HILL, MOBBERLEY, KNUTSFORD	1	0	1	0	0	0	0	1
4422	35, CHANCERY LANE, ALSAGER	1	0	1	0	0	0	0	1
4421	ROADSIDE FARM, BLACKDEN LANE, GOOSTREY	1	0	1	0	0	0	0	1
4420	31, SINGLETON AVENUE, CREWE	1	0	1	0	0	0	0	1
4618	16, WISTASTON ROAD, WILLASTON	1	0	1	0	0	0	0	1
4611	40, CHURCH LANE, HENBURY	1	1	1	0	0	0	0	1
4608	209, CREWE ROAD, ALSAGER	1	1	1	0	0	0	0	1
4607	The Rising Sun, Hawkins Lane, Rainow, Macclesfield	1	1	1	0	0	0	0	1
4606	Cheers Green Farm, FREE GREEN LANE, OVER PEOVER	1	0	1	0	0	0	0	1
4605	84, CONGLETON ROAD, MACCLESFIELD	1	0	1	0	0	0	0	1
4603	28, PAXFORD PLACE, WILMSLOW	1	1	1	0	0	0	0	1
4602	254, CHESTER ROAD, MACCLESFIELD	1	0	1	0	0	0	0	1
4601	HIGH LEA, UNDERWOOD ROAD, ALDERLEY EDGE, WILMSLOW	1	3	1	0	0	0	0	1
4597	96, MANCHESTER ROAD, WILMSLOW	1	1	1	0	0	0	0	1
4594	MARLOWE, CLAMHUNGER LANE, MERE	1	1	1	0	0	0	0	1
4593	73, SHAW STREET, MACCLESFIELD	1	0	1	0	0	0	0	1
4591	Bollin Head Farm, Sutton, Macclesfield	1	0	1	0	0	0	0	1
4590	Grassington, CLIFF LANE, HIGHER HURDSFIELD, MACCLESFIELD	1	1	1	0	0	0	0	1
4588	SILVER BIRCHES, NEW PLATT LANE, CRANAGE	1	0	1	0	0	0	0	1
4433	64, CHANCERY LANE, BOLLINGTON	1	0	1	0	0	0	0	1
4432	47, Heath Road, Congleton	1	0	1	0	0	0	0	1
4427	FIELDSIDE, MACCLESFIELD ROAD, ALDERLEY EDGE	1	1	1	0	0	0	0	1
4435	Sleepers Hotel, Thomas Street, Crewe	1	0	1	0	0	0	0	1
4443	BRUNSWICK HOUSE, 52, BRUNSWICK STREET, CONGLETON	1	1	1	0	0	0	0	1
4444	Cedar Court, Corbrook, Audlem, Crewe	1	0	1	0	0	0	0	1
4554	309, CREWE ROAD, WILLASTON	1	0	1	0	0	0	0	1

4553	OAKHANGER HALL FARM, TAYLORS LANE, OAKHANGER	1	1	1	0	0	0	0	1
4545	THE COACH HOUSE, 35A, MACCLESFIELD ROAD, WILMSLOW	1	0	1	0	0	0	0	1
4543	LAND AT 116, LONDON ROAD, STAPELEY	1	1	1	0	0	0	0	1
4542	TOP O TH HILL FARM, BONIS HALL LANE, PRESTBURY, MACCLESFIELD	1	2	1	0	0	0	0	1
4540	EAGLEHURST, 20, HEYBRIDGE LANE, PRESTBURY	1	1	1	0	0	0	0	1
4531	Cragness, 44, NEW PLATT LANE, GOOSTREY	1	1	1	0	0	0	0	1
4642	Land adjacent to 17 Viewlands Drive, Handforth	1	0	1	0	0	0	0	1
4638	12, NORTHFIELD PLACE, SHAVINGTON	1	0	1	0	0	0	0	1
4637	Land adjacent to 17, SMITH STREET, MACCLESFIELD	1	0	1	0	0	0	0	1
4647	BARNS, SWANWICK HALL, BOOTH BED LANE, GOOSTREY	1	0	1	0	0	0	0	1
	TOTALS	773	184	762	5	0	0	0	767

Outline Planning Permissions

Ref	Site Address	Potential Capacity	Losses	Forecast Year 1	Forecast Year 2	Forecast Year 3	Forecast Year 4	Forecast Year 5	Years 1-5
2895	Coppenhall East, Remer Street, Crewe	650	0	0	37	75	75	75	262
2347	TWYFORDS BATHROOMS, LAWTON ROAD, ALSAGER, ST7 2DF	435	0	0	25	50	50	50	175
2614	Abbeyfields/Park Lane/Middlewich Road/Abbey Road, Sandbach	400	1	0	0	0	0	0	0
3428	LAND OFF QUEENS DRIVE, EDLESTON	240	0	0	25	50	50	50	175
4359	LAND OFF, WARMINGHAM LANE, MIDDLEWICH	194	0	0	30	30	30	30	120
2891	Land to the North and South of Maw Green Road, Coppenhall, Crewe	165	0	0	0	30	30	30	90
3516	LAND OFF, MANCHESTER ROAD, TYTHERINGTON, MACCLESFIELD	162	0	0	30	30	30	30	120
406	Victoria Mills, Macclesfield Road, Holmes Chapel.	160	0	0	30	30	30	30	120
2621	Land North of Congleton Road, Sandbach	160	1	0	0	0	0	0	0
4162	Land to the East of Larkwood Way, Tytherington, Macclesfield	111	0	0	30	30	30	21	111
4434	LAND ON ROPE LANE, SHAVINGTON	80	0	0	30	30	20	0	80
251	FORMER CARDBOARD FACTORY, BETCHTON ROAD, MALKINS BANK, CW11 4YF	28	0	7	15	6	0	0	28

3104	VINCENT MILL, VINCENT STREET, MACCLESFIELD	17	0	7	10	0	0	0	17
2982	STATION YARD, WRENBURY ROAD, WRENBURY	16	0	7	9	0	0	0	16
2102	Minshull Court Nursing Home, Minshull New Rd, Crewe	14	0	7	7	0	0	0	14
2601	TRAINING CENTRE, HILL STREET, SANDBACH	14	0	7	7	0	0	0	14
2418	Massie Dyeworks, Loney Street, Macclesfield	11	0	7	4	0	0	0	11
4710	LAND OFF HAWTHORNE DRIVE, SANDBACH, CHESHIRE	50	0	0	30	20	0	0	50
	TOTALS	2907	2	42	319	381	345	316	1403

Outline Planning Permissions - Small Sites

Ref	Site Address	Potential Capacity	Losses	Forecast Year 1	Forecast Year 2	Forecast Year 3	Forecast Year 4	Forecast Year 5	Years 1-5
749	Woodend, Homestead Road, Disley	9	1	7	3	0	0	0	10
4458	123, NANTWICH ROAD, MIDDLEWICH	6	0	6	0	0	0	0	6
2727	LAND OPPOSITE ROSE COTTAGES, HOLMES CHAPEL ROAD, SOMERFORD	6	0	6	0	0	0	0	6
4159	1-3, BROOKE DRIVE, HANDFORTH	6	0	6	0	0	0	0	6
1880	25, STAFFORD STREET, AUDLEM	5	0	5	0	0	0	0	5
4485	Manor Orchard, FLOWERS LANE, LEIGHTON, CREWE	4	0	4	0	0	0	0	4
3873	THE MAGGOT FARM, FRENCH LANE, BADDINGTON, NANTWICH, CHESHIRE, CW5 8AL	4	0	4	0	0	0	0	4
4195	1- 3, ALBERT ROAD, BOLLINGTON	4	0	4	0	0	0	0	4
4350	2, BRIGHT STREET, CREWE	4	0	4	0	0	0	0	4
4599	OFFICE PREMISES, THE FORMER GENUS PLC, ROOKERY FARM ROAD, TARPORLEY	4	0	4	0	0	0	0	4
344	61 Newcastle Road, Congleton.	3	2	3	0	0	0	0	3
4436	The Orchard, PADGBURY LANE, CONGLETON	3	0	3	0	0	0	0	3
4066	THE RAFTERS, 132A, CANAL ROAD, CONGLETON	2	0	2	0	0	0	0	2
3972	154, CONGLETON ROAD NORTH, SCHOLAR GREEN	2	0	2	0	0	0	0	2

4369	Green Tree Farm, Chelford Road, Somerford, Congleton	2	0	2	0	0	0	0	2
2750	Hall Green Farm, 157, CONGLETON ROAD NORTH, SCHOLAR GREEN, ST7 3HA	2	0	0	0	0	0	0	0
3904	Land Adjacent to 26, MILLMEAD, RODE HEATH	2	0	2	0	0	0	0	2
4199	Firlands, 36, BLACK FIRS LANE, SOMERFORD, CONGLETON	2	0	2	0	0	0	0	2
2591	84, PARK LANE, SANDBACH	1	0	0	1	0	0	0	1
377	158 Congleton Road North, Scholar Green	1	0	1	0	0	0	0	1
2294	29, GAWSWORTH ROAD, MACCLESFIELD	1	0	1	0	0	0	0	1
3703	10, WHITCHURCH ROAD, AUDLEM	1	0	1	0	0	0	0	1
4067	LAND ADJACENT TO, 13, GREENWAY, WILMSLOW	1	0	1	0	0	0	0	1
315	Goostrey Youth Centre, Main Road, Goostrey.	1	0	1	0	0	0	0	1
332	Land rear of 58 Leek Road, Congleton.	1	0	1	0	0	0	0	1
348	224 Sandbach Road, Rode Heath.	1	0	1	0	0	0	0	1

361	Jodrell Bank Service Station, Knutsford Road, Cranage	1	0	1	0	0	0	0	1
4459	THE BRAMBLES, SCHOOL LANE, SANDBACH	1	0	1	0	0	0	0	1
4482	522, CREWE ROAD, SANDBACH	1	1	1	0	0	0	0	1
4487	73, MAIN ROAD, WYBUNBURY	1	0	1	0	0	0	0	1
4627	LYNDALE, HOLMES CHAPEL ROAD, BRERETON, CONGLETON	1	0	1	0	0	0	0	1
4619	LAND ADJOINING PLAY AREA TO THE REAR OF BELMONT AVENUE, SANDBACH	1	0	1	0	0	0	0	1
1487	490 Crewe Road, Wistaston, Crewe	1	0	1	0	0	0	0	1
3407	Greenacres, Homstead Road, Disley	1	0	1	0	0	0	0	1
2021	Land adj. existing dwelling at 5 The Beeches, Nantwich	1	0	1	0	0	0	0	1
2040	Hankelow House, Audlem Road, Hankelow	1	0	1	0	0	0	0	1
2044	Land adjoining 85 Waterloo Road, Haslington	1	0	1	0	0	0	0	1
2171	2, BERKELEY CRESCENT, WISTASTON	1	0	1	0	0	0	0	1
3605	LAND TO REAR OF ASHTREE HOUSE, 31, STAFFORD STREET, AUDLEM	1	0	1	0	0	0	0	1
3647	27, HIGH STREET, MACCLESFIELD	1	0	1	0	0	0	0	1

3460	LAND WEST OF, SCHOOL LANE, ELWORTH, SANDBACH	1	0	1	0	0	0	0	1
3870	6, Oak Villas, NANTWICH ROAD, WRENBURY	1	0	1	0	0	0	0	1
3871	LAND BETWEEN 2 AND 4 KEATS DRIVE, WISTASTON	1	0	1	0	0	0	0	1
3927	1, WHEATLEY ROAD, CREWE	1	0	1	0	0	0	0	1
3949	GARDEN PLOT AT THE HEAD OF, HOLLY ROAD, MACCLESFIELD	1	0	1	0	0	0	0	1
4052	Land Adjacent to 42, HOWEY HILL, CONGLETON	1	0	1	0	0	0	0	1
4205	Land to the North Side of 25 , WAYSIDE, ALSAGER	1	0	1	0	0	0	0	1
4269	219, Crewe Road, Alsager	1	0	1	0	0	0	0	1
4276	Ivy Cottage, PECKFORTON HALL LANE, PECKFORTON	1	0	1	0	0	0	0	1
4279	LAND AT MIDDLEWICH ROAD, CRANAGE	1	0	1	0	0	0	0	1
	TOTALS	102	4	97	4	0	0	0	101

Sites Awaiting S106 Agreement

Ref	Site Address	Potential Capacity	Losses	Forecast Year 1	Forecast Year 2	Forecast Year 3	Forecast Year 4	Forecast Year 5	Years 1-5
4039	Land at Sydney Road, Crewe East.	570	0	0	0	25	50	50	125
3376	Land north of Parkers Road, Leighton	400	0	0	0	25	50	50	125
3498	Basford West	370	0	0	0	25	50	50	125
2897	Shavington Triangle	300	0	0	0	25	50	50	125
2360	Albion Chemicals site, Booth Lane, Nr Sandbach	226	0	0	0	25	50	50	125
3149	Handforth Hall, Hall Road, Handforth (White land)	175	0	0	15	30	30	30	105
3368	Land off Warmingham Lane, Middlewich	149	0	0	0	30	30	30	90
923	Park Green Mill, Park Green, Macclesfield	123	0	0	0	30	30	30	90
2320	Land adjacent to former Congleton Cattlemarket, Manchester Road, Lower Heath, Congleton	94	0	0	0	30	30	30	90
3175	Chelford Cattle Market & Car Park, Dixon Drive, Chelford	86	0	0	0	30	30	26	86
2709	Land north of Middlewich Road, Holmes Chapel	80	0	0	0	15	30	30	75
3268	Langley Works, Cock Hall Lane, Langley (Reiter Scraggs part 2)	77	0	0	0	30	30	17	77
943	Macclesfield Cricket Club, Victoria Road, Macclesfield	66	0	0	0	0	0	0	0
2354	Former First Carton, Sutherland Works, Bromley Road, Congleton	63	0	0	0	30	30	3	63
2061	Land at Lockitt Street/Mill Street, Crewe	53	0	0	0	30	23	0	53
2921	Gresty Green Farm, Gresty Green Road	51	0	0	0	30	21	0	51
3172	Irlams / Stobarts, Knutsford Road, Chelford	50	0	0	0	30	20	0	50
3402	Land at Moss Lane, Sandbach	41	0	0	7	15	15	4	41
2988	Eastern Road, Willaston	40	0	0	0	7	15	15	37
2211	Council Depot, Newall Avenue, Sandbach	39	0	0	0	7	15	15	37
3030	Land at 2 & 4 Heathfield Avenue & 29, 29A & 31 Hightown, Crewe	35	0	0	7	15	13	0	35

4773	Underwood Court and West View, Underwood Lane, Crewe	34	0	0	0	7	15	12	34
323	Elworth Wire Mills, Station Road, Sandbach.	30	0	0	7	15	8	0	30
2958	Land to the rear of 28 Cheerbrook Road, Willaston, Crewe	21	0	0	0	7	14	0	21
2369	Land off Forge Lane, Congleton	20	0	0	0	7	13	0	20
2728	Paces Crane Hire, Newcastle Road, Arclid	18	0	0	7	11	0	0	18
396	Land at Silver Birches, Croxton Lane, Middlewich.	12	1	0	7	5	0	0	12
948	Alma Mill, Crompton Road, Macclesfield	12	0	0	0	7	5	0	12
2976	Church Farm, Chester Road, Acton	11	0	0	7	4	0	0	11
2846	Land at Higher House Farm, Knutsford Road, Cranage	11	0	0	0	7	4	0	11
4059	Land off Hall Drive, Alsager	125	0	0	0	30	30	30	90
	TOTALS	3382	1	0	57	584	701	522	1864

Sites Awaiting S106 Agreement - Small Sites

Ref	Site Address	Potential Capacity	Losses	Forecast Year 1	Forecast Year 2	Forecast Year 3	Forecast Year 4	Forecast Year 5	Years 1-5
3944	Red Acres, Windmill Lane, Buereton	9	0	0	0	3	3	3	9
989	Walled Garden off Kings Lane, Welsh Row, Nantwich	8	0	0	7	1	0	0	8
977	The Badger Inn, Over Road, Church Minshull	6	0	0	6	0	0	0	6
3179	Ovenhouse Farm, Henshall Road, Bollington, Macclesfield	6	0	0	0	3	3	0	6
993	Ivy House Farm, Longhill Lane, Hankelow	5	1	0	5	0	0	0	5
1733	The Ponderosa, Barracks Lane, Ravensmoor	2	1	0	2	0	0	0	2
	TOTALS	36	2	0	20	7	6	3	36

Strategic Sites

*PSCS - Pre-Submission Core Strategy

SHLAA Ref	PSCS* Ref	Site Address	Potential Capacity	Losses	Forecast Year 1	Forecast Year 2	Forecast Year 3	Forecast Year 4	Forecast Year 5	Years 1-5	Comments
2907	CS1	Basford East	150	0	0	30	32	32	31	125	CPO is now secured and link road is progressing
3498 2901	CS2	Basford West	200	0	0	25	50	50	50	175	Section 106 to be finalised imminently
4405	CS3	Leighton West	190	0	0	30	30	40	40	140	Pre-application discussion in January 2014; commissioning traffic assessment
3112 455	CS8	South Macclesfield Development Area	266	0	16	50	50	50	50	216	Outline planning application submitted 17.01.14; EIA testing; decision due in May 2014
287	CS13	Manchester Metropolitan University	175	0	0	25	50	50	50	175	Full application programmed for March 2014
2409 2533	CS16	Giantswood Lane, Manchester Road	80	0	0	15	25	25	15	80	Pre-application stage
3194 3195	CS20	Glebe Farm	450	0	0	35	40	40	40	155	Current application is progressing to determination
3478 2926	CS21	Kingsley Fields	1100	0	0	60	60	60	60	240	Current application is progressing to determination

4408	CS22	Stapeley Water Gardens	150	0	0	24	42	42	42	150	Pre-application discussions ongoing; adjacent residential site is under construction
2627 2605 2629	CS24	Old Mill Road / Junction 17	215	0	0	50	50	50	50	200	Two separate applications with an additional permission on this site
3150	CS25	Adlington Road	135	0	0	30	35	35	35	135	
		TOTALS	3111	0	16	374	464	474	463	1791	

Local Plan Allocations

Ref	Site Address	Potential Capacity	Losses	Forecast Year 1	Forecast Year 2	Forecast Year 3	Forecast Year 4	Forecast Year 5	Years 1-5
246	Wheelock Corn Mill, Crewe Road, Sandbach	40	0	0	7	15	15	3	40
447	Lowther Street, Bollington, Macclesfield	10	0	0	7	3	0	0	10
487	Bedells Lane, Wilmslow	25	0	0	7	15	3	0	25
744	Ears Garage, Buxton Road, Macclesfield	10	0	0	7	3	0	0	10
TOTALS		85	0	0	28	36	18	3	85

Potential Additional Sites

Ref	Site Address	Potential Capacity	Losses	Forecast Year 1	Forecast Year 2	Forecast Year 3	Forecast Year 4	Forecast Year 5	Years 1-5	Comment
2373	Land at Rhodes Field, Crewe Road, Alsager	110	0	0	0	30	30	30	90	Resolution to approve on 23.01.14
4162 extension	Larkwood Way, Macclesfield	171	0	0	0	30	30	30	60	Resolution to approve application ref 13/2661 on 23.01.14. Permission already granted for 111 dwellings on this site. Requires removal of superseded application 11/3738 from SHLAA. Net delivery therefore 60.
2965	Victoria High School, Crewe	107	0	0	0	30	30	30	90	Resolution to approve (ref 13/4382) on 23.01.14
	TOTALS	388	0	0	0	90	90	90	240	

Application No: 13/2746C

Location: Land between Black Firs Lane, Chelford Road & Holmes Chapel Road, Somerford, Congleton, Cheshire

Proposal: Erection of up to 180 dwellings, public open space, green infrastructure and associated works

Applicant: Paul Campbell, Richborough Estates Partnership LLP

Expiry Date: 16-Dec-2013

SUMMARY RECOMMENDATION

- **APPROVE** subject to Section 106 Agreement and Conditions

MAIN ISSUES

Planning Policy and Housing Land Supply
Affordable Housing,
Sustainability
Highway Safety and Traffic Generation.
Contaminated Land
Air Quality
Noise Impact
Landscape Impact
Hedge and Tree Matters
Ecology,
Design and Scale of Indicative Development
Amenity
Open Space
Drainage and Flooding,
Education

REFERRAL

The application has been referred to Strategic Planning Board because it is a large scale major development and a departure from the Development Plan.

SITE DESCRIPTION

The application site comprises approx 10.42 hectares in a roughly triangular shape is located within an area of ribbon development along Chelford Road, Black Firs Lane and Holmes Chapel Road. Opposite the site along Chelford Road there are a mix of detached houses and bungalows. Black Firs Lane marks the western edge of the Congleton Settlement. Adjoining the south-west part of the site is former farmstead of Green Tree Farm and to its south Goodwin's Pool, which is used by Congleton Anglers Society for fishing. The frontages of the site have wide grass verges, with many trees of differing levels of maturity, quality and height. The western side of Chelford Road is characterised by an existing ribbon of development, part of the southern boundary has ribbon development facing onto Holmes Chapel road and there is a section of ribbon development along southern part of the eastern, Black Firs Lane boundary. Ribbon development also extends further up the eastern side of Black Firs Lane.

The application is best and most versatile agricultural land and apart from the areas adjacent to existing dwellings, much of the boundary is characterised by hedgerows, wide grassed verges and mature trees to the Street frontages.

Black Firs nature reserve (SBI) sits along the southern part of the site and an area of woodland outside the site boundary on the junction of Holmes Chapel Road and Chelford Road.

2. DETAILS OF PROPOSAL

The application is an outline application accompanied by an Environmental Impact Assessment for up to 180 dwellings, public open space, green infrastructure and associated works. All matters are reserved except for the three vehicle access points to Chelford Road and Black Firs Lane.

An Indicative Masterplan and Parameters Plan have been submitted that indicate the storey height of the dwellings that will front towards Chelford Road and Black Firs Lane (maximum 2.5 storey), and the standoff distance of the frontage of these dwellings from their respective site boundaries (approximately 15 metres).

The proposal splits the site into 6 character areas with their own indicative proposals :

Black Firs Lane – buildings set back a min. of 15m max. 2.5 storey height

Chelford Rd - buildings set back a min. of 15m max. 2.5 storey height

Black Firs Wood

Black Firs Park - close to the nature reserve; native planting and water courses to allow for expansion of nature reserve; central area of separation between development zones

Black Firs green – enclosed by existing development on Black Firs Lanes – pocket park

Goodwins Green – extreme southern part of the site – narrow belt of screen planting to merge into the adjoining nature reserve and to provide screening for adjoining property

The internal road layout is not being sought at this stage although two accesses via Black Firs lane and one access into the site via Chelford Road are being sought at this stage. The indicative plan shows a layout of 155 units in 2 zones interspersed with open land/amenity space, ponds with a further area of green space at the junction of Black Firs Lane and Chelford Road.

3. RELEVANT PLANNING HISTORY

There are no relevant previous planning applications relating to this site.

4. PLANNING POLICIES

By virtue of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the application should be determined in accordance with the development plan unless material considerations indicate otherwise.

The Development Plan for Cheshire East currently comprises the saved policies from the Congleton Borough (January 2005), Crewe and Nantwich (February 2005) and Macclesfield Local Plans (January 2004).

Policies in the Local Plan

PS3	Settlement Hierarchy
PS6	Settlements in Open Countryside
PS8	Open Countryside
GR1	New Development
GR2	Design
GR3	Residential Developments of More than 10 Dwellings
GR4	Landscaping
GR6&7	Amenity & Health
GR9	Accessibility, servicing and parking provision
GR10	Managing Travel Needs
GR18	Traffic Generation
GR19	Infrastructure
GR20	Public Utilities
GR21	Flood Prevention
GR22	Open Space Provision
GR23	Provision of Services and Facilities
H1 & H2	Provision of New Housing Development
H6	Residential Development in the Open Countryside
H14	Affordable Housing in Rural Parishes
NR1	Trees & Woodland
NR4	Nature Conservation (Non Statutory Sites)
NR5	Maximising opportunities to enhance nature conservation

National Policy

National Planning Policy Framework

Other Material Policy Considerations

SPG1	Provision of Public Open Space in New Residential Developments
SPG2	Provision of Private Open Space in New Residential Developments
SPD4	Sustainable Development
SPD6	Affordable Housing and Mixed Communities

Interim Planning Policy: Release of Housing Land (Feb 2011)

Interim Planning Statement: Affordable Housing (Feb 2011)

Strategic Market Housing Assessment (SHMA)

Relevant legislation also includes the EC Habitats Directive and the Conservation (Natural Habitats &c.) Regulations 1994

North West Sustainability Checklist

Pre-Submission Core Strategy

5. OBSERVATIONS OF CONSULTEES

Environment Agency

No objection in principle to the proposed development but we request that the following planning conditions are attached to any approval as set out below.

The development shall not be commenced until such time as; a scheme to limit the surface water runoff generated by the proposed development, has been submitted to and approved in writing by the local planning authority.

The development shall not be commenced until such time as; a scheme to manage the risk of flooding from overland flow of surface water, has been submitted to and approved in writing by the local planning authority.

United Utilities: No objection subject to following conditions -

A public sewer crosses this site and we will not permit building over it. We will require an access strip width of 6 metres, 3 metres either side of the centre line of the sewer which is in accordance with the minimum distances specified in the current issue of "Sewers for Adoption", for maintenance or replacement.

This site must be drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to the nearby watercourse as stated in the submitted Flood Risk Assessment. No surface water from this development should be allowed to discharge to the public sewer network either through direct or indirect means.

Environmental Health: No objection subject to conditions relating to construction hours, piling hours, dust mitigation, noise mitigation and a residential travel plan, scheme for car charging points.

Education: A development of 180 dwellings will generate 32 primary & 23 secondary school places. There is sufficient capacity within the secondary sector however, when combined with

other developments in the vicinity there will be a deficiency in the primary sector should this development proceed.

For all developments, either proposed or approved in the locality, this is calculated as being $61 \times 11919 \times 0.91 = \text{£}661,623$. This application comprises 25 % of the overall impact of all housing proposals in the vicinity, a contribution of $\text{£}165,405$ is required towards primary education. However, if some of these other applications do not proceed then there would be a pro rata reduction in the mitigation required in this case

Cheshire Fire & Rescue: No objections subject to recommendations relating fire safety.

Archaeology: No objection subject to condition

Strategic Highways Manager: No objections subject to conditions and financial contributions towards nearby junction improvements.

Housing Strategy & Needs Manager: No objections subject to the provision of 30% affordable housing

Public Open Space (Amenity Greenspace) and Children's Play Space: The proposal will result in deficiency in provision locally. On site provision for both open space and play space to an adoptable standard will be required with associated commuted sum payments for future maintenance should this be adopted by the Council. The amount of open space indicated on the submitted plans is an over-provision

Ecology: No objection subject to conditions and mitigation for the loss of grassland habitat in the form of a financial contribution to the creation/enhancement of off site habitat

Natural England: No objections. This proposal is approximately 650 metres from River Dane Site of Special Scientific Interest (SSSI) and on basis of available information proposal will not affect Great Crested Newts.

Cheshire Wildlife Trust: We recommend that the Masterplan is amended to indicate a broad band of new woodland planting between the existing retained building and the southeast corner of the site, so that Black Firs Plantation is physically connected with existing woodland to the south of the site. We also recommend that a band of new woodland planting is provided along the short SW boundary of the site – again to create a strong physical link between two existing areas of woodland/green space outside the site boundary. New woodland planting in these locations would eventually form a linked woodland network across the site and would reduce the impact of the new proposals on existing houses adjacent to the site on its E and SW boundaries.

Additional recommendations include the a scheme for the retention and protection of important hedges (which are also important bat foraging routes), the provision of a bat-friendly external lighting scheme; and a scheme for the inclusion of 40 bat boxes/tiles and 10 bird boxes integral to the housing development. Recommendations are:

The use of native species of local provenance in woodland/ hedge/shrub/herbaceous planting throughout the site The creation of BAP quality grassland meadows in open areas of the site.

These and any other mitigation and/or biodiversity enhancement measures should be included in an Ecological Mitigation Plan, which should also provide for long-term management of the undeveloped parts of the site.

Jodrell Bank: No reply to date. Will be provided via Update Report

5. VIEWS OF THE PARISH / TOWN COUNCIL

Somerford Parish Council - Object on grounds of :

The proposal is contrary to policies PS6 and PS3 of the Congleton Borough Local Plan First Review, policy CS6 of the draft Cheshire East Local Plan Development Strategy and Supplementary Planning Document 7 'Rural Development'. Somerford is defined as a settlement in the open countryside, where only limited infill would be appropriate, within the settlement boundary. The proposal lies outside the settlement boundary and proposes a level of development which is excessive in size, comprising some 180 dwellings in a village of only 143 dwellings. Furthermore, the site provides an important green lung between the urban area of Congleton and the countryside setting of the settlement of Somerford. If developed, the proposal would result in the merging of these two areas and the identity of Somerford would be irretrievably lost, consumed by Congleton. This would set a dangerous precedent for other similar locations, the cumulative effect of development which would represent significant and detrimental levels of urban sprawl.

The proposal is unsustainable. This is a greenfield site. Once lost to residential development, this good quality and currently productive agricultural land (Grade 3A) will be lost forever as a resource. The parish of Somerford is located within the Rural Villages and Rural Areas in the emerging Cheshire East Local Plan and as such is an inappropriate location for major development. This is further demonstrated by the fact that the proposal fails to meet the NWDA Sustainability Toolkit criteria, which are mirrored in policy CS9 of the emerging Cheshire East Local Plan, on the majority of counts. The village contains very few local facilities or services of note, particularly within a reasonable distance of the site itself. As such it can hardly be considered a sustainable location for additional residential development.

The proposal, which is likely to generate significant travel needs, does not make provision for the development to be accessible by a choice of means of travel. Somerford is served by only limited bus services, which run at intervals that are not conducive for commuting any distance. As such it is an unsustainable location for the provision of additional significant residential development and is contrary to policy GR10 of the Congleton Borough Local Plan First Review and policy CO1 of the 'Shaping our Future – Policy Principles' document.

The proposal will exacerbate existing traffic congestion in Somerford and the local area or Congleton. The proposed development will more than double the number of houses in the settlement and this, in addition to other residential developments approved in the local area such as Loachbrook, will have an unacceptable impact on the scale of traffic, resulting in traffic problems reaching an unacceptable level. Specifically, we have concerns that the areas roads proposed as part of the development between Black Firs Road and Chelford Road will

become a rat run. In our opinion the proposal will be contrary to policy GR18 of the Congleton Borough Local Plan First Review.

The developer relates the development of this site to the deliverability of the link road. However Somerford Parish Council has its doubts about the ability for the link road to be delivered in the foreseeable future or indeed for the need for such a road. At such an early stage of the preparation of the emerging Local Plan it seems inappropriate to consider the deliverability of this road or any development associated with it as a material consideration.

The area surrounding the site has been subject to ground water flooding as recently as the end of 2012/ beginning of 2013 and the Parish Council has concerns that developing this site will have further exacerbate this existing problem. The Parish Council is further concerned that the drainage solutions accompanying the planning application will have an adverse effect on Goodwins Pool, which relies on run-off from the 'triangle'.

The Black Firs Nature Reserve is currently a quiet haven for wildlife. The Parish Council has concerns that if this development is permitted, the additional level of human activity which will result on and around the site will have an adverse effect on both flora and fauna and the quality of this landscape, to the detriment of the quality of the site and the Nature Reserve, contrary to policies SE3 and SE4 of the 'Shaping our Future – Policy Principles' document.

The site is poorly located for delivering sustainable affordable housing. Its lack of regular bus services and distance to facilities and services means that residents on low incomes, the elderly or those with children, would struggle to access employment and necessary services.

Design of the development- the parish council recommended 'ribbon style' development in their feedback for the Cheshire East local plan consultation. This proposed style of development is totally out of character for the area. It goes against CE policy to develop brownfield sites first and has an unacceptable high density of houses. The proposed development will have a massive visual impact on the open countryside. Houses on the development will be overlooking each other and there will be increased noise and disturbance. There will be a loss of privacy and also loss of existing views from neighbouring properties.

Chelford Road and Black Firs Road residents currently enjoy the benefits of dark skies at night, with no street lighting. We have concerns that the development will introduce light pollution into the area immediately surrounding the site, contrary to policy SE12 of the 'Shaping our Future – Policy Principles' document

Congleton Town Council – Recommend refusal on grounds that:

Site is in Open Countryside and as such fails to satisfy any of the policies set out in PS9 of the Local Plan as a development of up to 180 dwellings cannot be described as infilling.

It may be argued that it satisfies PS9(V) of the Local Plan, but, in this area it fails as It is contrary to H14 of the Local Plan in that it is not a small scheme and does not consist entirely of housing that will be retained as low cost in perpetuity.

The proposed development would be contrary to H6 of the Local Plan in that it fails to meet any of the criteria laid down and as such we recommend refusal.

Additionally, in the emerging Cheshire East Local Plan, the triangle of land in question is not identified as a potential development option, whilst it is a nonspecific blob at the moment; the CEBC Local Plan appears to identify land to the north of this area for housing allocation. If the application is viewed in the context of this Plan then the Town Council would be minded to recommend refusal.

6. OTHER REPRESENTATIONS

Local Residents Action Groups (Protect Congleton) and (Somersford Parish Residents Action Group) objection which includes a petition comprising 73 signatures on the following grounds

-
- Site is outside settlement zone line and is of such a scale that it constitutes a new settlement when compared to the size of Somersford
- Loss of productive high quality agricultural land
- The area is designated as a settlement in the open countryside where only limited infilling is appropriate in the local plan. The site is outside of the infill boundary line entirely
- The proposal will impair the efficiency of the Jodrell Bank Telescope
- Development not any of those permitted under PS8
- The development will ruin the character of the surrounding area, detract from its environmental quality and be unsustainable
- Destruction of areas of woodland within the site
- The creation of ponds within the site would risk the safety of potential residents
- The development will neither protect or enhance the landscape character of the area
- The development will have a detrimental impact upon adjacent residential property, protected species Back Firs Nature reserve and Goodwins Pool
- Significant travel needs would be generated, owing to there being insufficient new employment for its residents in the area. Travel will undoubtedly be met by private car use owing to the site being poorly served by public transport and an impractical distance from facilities for most people to cycle
- Traffic generated, particularly the cumulative impact with Loachbrook farm will worsen existing traffic problems
- Site is prone to flooding, which will be worsened by the proposal. Its current clean run off water is the main source for Goodwins Pool, which would be contaminated by the development and could not survive without clean run off water
- The numbers of housing proposed in Somersford is more than in Congleton. Worse still Somersford is in the open countryside and should be the subject of limited development.
- Loachbrook decision has fully satisfied the affordable housing requirement for the whole of the Congleton Rural area. The proposed development is too far from local services and facilities for this class of occupancy. Further, it is part of a large development that is not appropriate to the locality
- Approval would result in the loss of the community facility afforded by the countryside to walkers, cyclists, horse riders and fishermen
- In the Settlement Hierarchy within the emerging Plan, Somersford is within the Rural Villages and rural Areas classification where no development would be permitted
- Permission should not be given under the 'presumption in favour of sustainable development;' owing to it being unsustainable

- Will result in the loss of best and most versatile agricultural land
- Site is outside that of the Preferred Strategic Sites currently defined in the emerging local plan.
- Given that some of the objectives of the Local Plan are for improved transport and highways options with a view to stimulating the local economy and job opportunities, then this application provides none of these things

Overall, there are over 160 Representations either from local residents, local groups or Professional Planning Agents representing local residents raising objection on grounds of -

Principle

Loss of green field

Loss of best and most versatile agricultural land

Will more than double the size of Somerford

Not in line with the interim policy on the release of housing land

The site is not as sustainable as the Application suggests

More than 5 years supply of housing exists

Not sustainable location

Build on the Brownfield land first

Affordable Housing - Somerford is in Congleton Rural SHLAA area and has a significantly smaller affordable housing requirement, this site is being used to cater for Congleton urban housing need

Contrary to Planning Policy in Local plan

Contrary to NPPF

Highways

Construction traffic will have to enter and exit from the town centre thereby creating more traffic problems for an extended period of time.

Additional Congestion

.The road network would not cope with the commensurate amount of traffic and there is no public transport network available. Local buses services have just been reduced in the West Heath area.

Infrastructure

Schools can not cope

Impact on health care provision

There is no employment in the Town and residents will work elsewhere

Increase in demand on drainage and sewage infrastructure in an area which has had problems

Increased surface water run off could lead to flooding

No infrastructure in Somerford to support large influx

Loss of Open Countryside

The land should be protected for future generations, once built upon it would be lost forever.

Valuable green area

Loss of trees and hedgerows

Loss of good agricultural land

Amenity

The development would have a negative impact on the quality of life of the existing populations

Overlooking from new houses to existing houses

Quality of life will be severely affected during construction

Impact of scheme on landscape character

Increase in the already excessive air pollution levels in the town, and in particular in the currently identified AQMA areas of West Road and Lower Heath as a result of proposal increase in dwellings

Ecology

The area is rich in ecology and protected species and other species such as frogs/toads/pheasants and partridges which are not protected but this area forms their habitat

There are bats, owls, badgers, polecats Bats and nesting birds which are protected.

Great Crested Newts are known to be within the general area. They could well be living in these fields as well. The Council should investigate this possibility.

Water starvation to Goodwins Pool

Impact on adjoining Goodwins Pool by run off and Black Firs Wood SBI

The area has established protected trees and hedgerows. They should be protected as part of the bio-diversity of the whole site - to cut a swathe of trees and hedgerows such as these would be a travesty.

Drainage and Flooding

Site has flooded in the past. How can the system cope with the addition demands to be placed upon it?

Impact on Goodwins Pool – used by Anglers for fishing and wildlife

Other matters

Application Information is misleading and does not take into account other permission in the area, eg Loachbrook Farm

7. APPLICANT'S SUPPORTING INFORMATION:

Environmental Impact Assessment and individual reports covering the following:

- Transport Assessment
- Planning Statement
- Statement of Community Involvement
- Landscape and Visual Assessment
- Land Contamination Assessment
- Flood Risk Assessment
- Ecological Appraisal
- Desk based Archaeological Assessment
- Design and Access Statement
- Arboriculture Assessment
- Air Quality Assessment- inc supplementary information
- Agricultural land Assessment

- Acoustic Report
- Socio-Economic Report
- S106 Heads of Terms

These reports can be viewed on the application file.

8. OFFICER APPRAISAL

Main Issues

Given that the application is submitted in outline, the main issues in the consideration of this application are the suitability of the site for residential development having regard to matters of planning policy and housing land supply, affordable housing, highway safety and traffic generation, contaminated land, air quality, noise impact, landscape impact, hedge and tree matters, ecology, amenity, open space, drainage and flooding, sustainability and education.

Principle of Development.

Policy Position

The site lies in the Open Countryside as designated in the Congleton Borough Local Plan First Review, where policies H6 and PS8 state that 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 not fall within any of the categories of exception to the restrictive policy relating to development within the open countryside. As a result it constitutes a "departure" from the development plan and there is a presumption against the proposal, under the provisions of sec.38(6) of the Planning and Compulsory Purchase Act 2004 which states that planning applications and appeals must be determined "in accordance with the plan unless material considerations indicate otherwise".

The issue in question is whether there are other material considerations associated with this proposal, which are a sufficient to outweigh the policy concerns.

Emerging Policy Position

The application site is a preferred site for housing and commercial development (site SL 6 : Back Lane/ Radnor Park) within the Pre-submission Core Strategy Document. The strategy envisages:

Delivery of, or a contribution towards the Congleton Link Road.

Delivery of 500 new homes at approx density of 30 units per hectare

Delivery of 10 hectares of employment land

The retention and enhancement of Back Lane Playing Fields which has village green status

The delivery of a leisure hub of up to 10 hectares adjacent to Back Lane Village Green. including new sports and leisure facilities

Convenience retail for local use (up to n300 sq metres)

The provision of pedestrian and cycle links set in green infrastructure to new and existing employment, residential areas, shops, schools, health facilities and the town centre

The provision of a new primary school.

Site Specific Principles of Development

1. Contributions towards complimentary highway measures on the existing highway network
2. The provision of a network of open spaces for nature conservation and recreation, including the enhancement of the River Dane Corridor
3. The timely provision of physical and social infrastructure to support development at this location.
4. The achievement of high quality design reflecting the prominent landscape location of the site and creating a vibrant destination and attractive public realm.
5. The design, layout and style of individual plots should be guided by appropriate master planning and design codes influenced by existing locational assets of the area and the surrounding. Development should integrate with the adjacent uses, particularly through sustainable transport, pedestrian and cycle links.
6. The delivery of appropriate public transport links to connect with employment, housing retail/leisure uses in the town.
7. The promotion of pedestrian and cycle routes to provide clear and safe links to surrounding communities.
8. A pre-determination area based archaeological assessment will be required for this strategic location
9. The strategic location will provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).

The justification for the allocation is provided at paragraph 15.208 – 15.221 of the emerging plan. It states:

'The focus for Congleton over the Core Strategy period will be that of high quality employment led growth to accommodate the expansion of existing businesses and attract new investment... New housing is seen as important as part of a balanced and integrates portfolio of development to support the town centre, ensure balanced sustainable communities and deliver the Congleton Link Road.'

The Link Road will assist in meeting the objective of employment led growth as it will support:

- a) The economic, physical and social regeneration of the town
- b) The opening up of new development sites in particular improve access to Radnor Park Industrial Estate and Congleton Business Park;
- c) The reduction in existing town centre traffic and facilitate town centre regeneration
- d) The improvement of the strategic transport links across Borough
- e) The reduction in community severance along key town centre routes
- f) The reduction in traffic related pollutants within the town especially those declared Air Quality Management Areas...
- g) The layout and extent of the following strategic locations are dependent upon the preferred route of the link road. For the avoidance of doubt, the boundaries for the following strategic locations are indicative and will be defined in the Site Allocations and Development Policies document once the preferred route of the link road is confirmed.
- h) Back Lane and Radnor Park Strategic location

- i) Congleton Business Park Extension Strategic location
- j) Giantswood lane to Macclesfield Road Strategic location

Deliverability

According to the emerging plan, indicative site delivery is 125 homes expected during the middle part of the plan period 2020-2025, and 375 homes expected during the end of the plan period 2025-2030.

Housing Land Supply and the NPPF

The National Planning Policy Framework (NPPF) states at paragraph 47 that there is a requirement to maintain a 5 year rolling supply of housing and states that Local Planning Authorities should:

“identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land”.

The NPPF states that, Local Planning Authorities should have a clear understanding of housing needs in their area. This should take account of various factors including:

- housing need and demand,
- latest published household projections,
- evidence of the availability of suitable housing land,
- the Government’s overall ambitions for affordability.

The figures contained within the Regional Spatial Strategy proposed a requirement of 20,700 dwellings for Cheshire East as a whole, for the period 2003 to 2021, which equates to an average annual housing figure of 1,150 dwellings per annum. In February 2011, a full meeting of the Council resolved to maintain this housing requirement until such time that the new Local Plan was approved. In December 2012 the Cabinet agreed the Cheshire East Local Plan Development Strategy for consultation and gave approval for it to be used as a material consideration for Development Management purposes with immediate effect. This proposes a dwelling requirement of 27,000 dwellings for Cheshire East, for the period 2010 to 2030, following a phased approach, increasing from 1,150 dwellings each year to 1,500 dwellings.

As part of the consideration of the Congleton Road and Sandbach Road North decisions, the Inspector found that the housing land supply over 5 years is 5750 dwellings. It is necessary to add to this figure the existing backlog 1750 dwellings and a 20% buffer for a record of persistent under delivery which gives a total requirement of 9000 dwellings over 5 years or 1800 per annum. This calculation took account of the High Court judgement in the Hunston Properties case (subsequently reinforced at the Court of Appeal). For whilst the RSS has clearly been revoked, it remains the only examined housing figure for the current period and

itself represented a step change in housing growth when it was adopted (reversing the previous policy of restraint). Accordingly the three Appeal decisions published on 18 October 2013 all use the RSS base.

In terms of the existing supply the Inspector found that there is currently:

'a demonstrable supply, taking the generous approach to Council estimates, which is likely to be in the region of 7000 to 7500 dwellings at most' (Sandbach Road North Appeal)

This demonstrable supply therefore equates to a figure of 4.0 to 4.2 years. The recent decision at Hassall Road Alsager considered what buffer should be applied to housing land supply. The Inspector considered that

....'From the evidence given at the Inquiry, it is clear that the deficiencies in the supply of housing are recent, explicable by the national economic downturn and that the Council has continued to grant planning permissions at a rate that would not hold up supply. For those reasons I take the view that a 5% buffer would comply with policy

Given that the uncertainties surrounding the setting of the housing target can only be taken in that uncertainty. For the purposes of this appeal therefore I take the 5 year housing requirement as falling within a range of between 6776 (based on RSS and Liverpool) and 8415 (based on Development Strategy average and Sedgefield)'....

The recent appeal decisions illustrate that Inspectors have applied different buffers in comparable appeal decisions. This indicates that the question of the appropriate buffer is not yet settled. However, even with a 5% buffer, as is recommended, the Council can not currently demonstrate a 5 year supply of deliverable housing land.

Countryside Policies

As well as assessing housing supply, the decisions at Sandbach Road North and Congleton Road Sandbach are also significant for clarifying the status and intent of settlement zone line and countryside policies.

Some have sought to argue that as settlement boundaries effectively contain the built area of a town or village – and so define the area in which development is usually concentrated – that accordingly they should be viewed as housing supply policies. This subsequently could mean that those policies, along with normal countryside policies, should be considered “out of date” if there is no five year supply of housing land. This view is derived from paragraph 49 of the framework which states that:

“Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites”.

There are appeal decisions that appear to support this perspective, although those in Cheshire East have generally taken a different approach.

The recent appeal decisions consider this matter in some detail. It was noted by the Inspector that the settlement zone lines serve a variety of purposes – and take account of land allocated for development up to a particular point (in this case 2011). However, the Inspector considered that settlement zones lines were not driven by the need to identify land for development, but rather are based on the objective of protecting countryside once development land is identified. Consequently, he concluded that the related policy (Policy PS4 of the Congleton Local Plan) was “not sufficient directly related to housing land supply that it can be considered time expired for that purpose.” Instead the Policy is “primarily aimed at countryside & green belt protection”. These objectives are largely in conformity with the NPPF and attract “significant weight”. In both appeals conflict with countryside policies were acknowledged.

This means that these policies remain important in the planning balance – but are not necessarily determinative. The two decisions pinpoint that much depends on the nature and character of the site and the individual circumstances pertaining to the application. At Congleton Road, the Inspector considered that the objective to boost significantly the supply of housing outweighed the “relatively moderate” landscape harm. In contrast, at Sandbach Road North the provision of housing was viewed as an “important and substantial” material consideration, but there would also be serious harm resulting from the impact on the character and appearance of the countryside. On this occasion that identified harm, combined with the significant weight attributed to countryside policies, outweighed the benefits in terms of housing supply.

In reaching this conclusion, the Inspector memorably noted that:

“the lack of a 5 year supply of housing land does not provide an automatic ‘green light’ to planning permission”.

Therefore, countryside policies in existing local plans can be considered as consistent with NPPF and are not housing land supply policies – and thus not of date, even if a 5 year supply is not in evidence. They accordingly need to be played into the planning balance when decisions are made. Where appropriate, as at Sandbach Road North, conflict with countryside protection objectives may properly outweigh the benefit of boosting housing supply.

Conclusion

This site is subject to Policy PS8 (Open Countryside) where there is a presumption against new residential development.

The NPPF states that where authorities cannot demonstrate a 5 year supply of housing land, relevant local plan policies are out of date and there is a presumption in favour of development unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole;
- **or**
- specific policies in the Framework indicate development should be restricted.

Based upon the previous appeal decision Cheshire East currently has a housing land supply figure in the region of 4.0 to 4.2 years. Only moderate weight can be applied to the emerging Local Plan. As the Council cannot demonstrate a 5 year housing land and the NPPF carries a presumption in favour of sustainable development.

It is therefore necessary to consider whether the proposal is sustainable in all other respects as part of the planning balance and whether the adverse impacts significantly and demonstrably outweigh the benefits of the development when this proposal is assessed against the Framework as a whole.

Sustainability

The National Planning Policy Framework definition of sustainable development is:

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

Accessibility is a key factor of sustainability that can be measured. One methodology for the assessment of walking distance is that of the North West Sustainability Checklist, backed by the Department for Communities and Local Government (DCLG) and World Wide Fund for Nature (WWF). The Checklist has been specifically designed for this region and can be used by both developers and architects to review good practice and demonstrate the sustainability performance of their proposed developments. Planners can also use it to assess a planning application and, through forward planning, compare the sustainability of different development site options.

The criteria contained within the North West Sustainability Checklist are also being used during the Sustainability Appraisal of the Cheshire East Local Plan. With respect to accessibility, the toolkit advises on the desired distances to local facilities which developments should aspire to achieve. The performance against these measures is used as a “Rule of Thumb” as to whether the development is addressing sustainability issues pertinent to a particular type of site and issue. It is NOT expected that this will be interrogated in order to provide the answer to all questions.

The toolkit sets maximum distances between the development and local amenities. These comprise of everyday services that a future inhabitant would call upon on a regular basis, these are:

- a local shop (500m),
- post box (500m),
- playground / amenity area (500m),
- post office (1000m), bank / cash point (1000m),
- pharmacy (1000m),
- primary school (1000m),
- medical centre (1000m),

- leisure facilities (1000m),
- local meeting place / community centre (1000m),
- public house (1000m),
- public park / village green (1000m),
- child care facility (1000m),
- bus stop (500m)
- railway station (2000m).
- public right of way (500m)

In this case the development meets the standards in the following areas:

- post box (230m) - Chelford Road
- amenity open space (100m) - Black Firs Plantation
- public park / village green (1320m) - Quinta Park
- public open space - on site

A failure to meet minimum standard (with a significant failure being greater than 60% failure for amenities with a specified maximum distance of 300m, 400m or 500m and 50% failure for amenities with a maximum distance of 1000m or 2000m) exists in respect of the following:

- post office (1490m), Martin McColl West Heath Shopping Centre
- leisure facilities (3300m), Congleton Library
- a local shop selling food or fresh groceries (1490m), Aldi West Heath Shopping Centre
- bank / cash point (1490m), Martin McColl West Heath Shopping Centre
- medical centre. Readesmoor Group Practice, West Street, CW12 1JN. (2900m)
- bus stop (750m) 160 Homes Chapel Road
- Pharmacy (1490m) – West Heath Shopping Centre
- Railway Station (4700m) (Park Lane Station)
- child care facility (1600m) (Somerford Kindergarten, Quinta School Grounds, Ullswater Road, CW12 4LX)
- primary school (1220m), (Black Firs Primary School, Longdown Road)
- local meeting place / community centre - 2240m (Danesford Community Centre, West Road, CW12 4EY).
- public house (1490m), The Unicorn adjacent West Heath Shopping Centre
- Public Right of Way Congleton FP1 (600m)

In summary, whilst the site does not comply with all of the standards advised by the NWDA toolkit, as stated previously, these are just guidelines and are not part of the development plan.

Clearly, this site is located on the western edge of Congleton and the same distances would apply to the existing residents in Somerford. The site is accessible to public transport. Holmes Chapel Road is a bus route for Service 42 (Congleton – Holmes Chapel – Middlewich – Leighton Hospital – Crewe). It has an hourly daytime Monday-Saturday service. Bus stops for this service in both directions are situated outside 160 Holmes Chapel Road to the immediately to the south of the site. Further to the east along Holmes Chapel Road (near Box Lane) there is a further bus stop where Service X38 can be accessed, running between Crewe and Biddulph and passing close to Congleton Railway Station.

West Heath Shopping Centre which has a range of services and facilities including two supermarkets (Co-Op and Aldi), a convenience store, post office, pharmacy, restaurants and hot food takeaways. Adjoining the shopping centre is the Unicorn public house.

To the north-east of the West Heath Shopping Centre there is the large employment area comprising of the Radnor Park Industrial Estate and Green Field Farm Trading Estate, which are mixed B1, B2 and B8 sites accommodating a range of occupiers.

Congleton is a principal town in Core Strategy where we can expect development to occur on the periphery. As there are insufficient development sites in the Town Centre, it must be accepted that development in slightly less sustainable locations in the outlying areas of the town must occur.

It should also be recognised that the site forms part of a proposed local plan allocation in the Pre-submission Core Strategy and has been assessed as being a preferred zone for development.

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

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

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

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

Inspectors have determined that locational accessibility is but one element of sustainable development and it is not synonymous with it. There are many other components of sustainability other than accessibility. These include, meeting general and affordable housing need, an environmental role in protecting and enhancing the natural environment, reducing energy consumption through sustainable design, and assisting economic growth and development. The proposal would also generate Government funding through the New Homes bonus.

Environmental role

The site is a greenfield site and therefore not the first priority for development. However, it is acknowledged that the Council's Strategic Housing Land Availability Assessment (SHLAA) recognises that the land is capable of development for housing, and as noted above, the site is within the zone which is also a preferred site for housing/commercial development (site SL6 Back Lane/Radnor Park) within the Pre-submission Core Strategy Document.

The site is within walking distance along level terrain or a short bus journey from West Heath Shopping Centre. This centre offers a wide range of essential facilities and means that occupiers of the development will not be overly reliant on the private car.

Paragraph 38 of the Framework states that for larger scale residential developments, policies should promote a mix of uses in order to provide opportunities to undertake day to day activities including work on site, thereby minimising the need to travel.

To the north of the West Heath Shopping Centre is the Radnor Park Industrial Estate and Green Field Farm Trading Estate, which are mixed B1, B2 and B8 sites accommodating a range of occupiers and employment opportunities. The emerging strategy allocation SL6 also includes a significant amount of employment development at this location.

Paragraphs 96 and 97 of the Framework deal with decentralised and renewable energy supply. The aim is to secure a proportion of predicted energy requirements for new developments from decentralised and renewable or low carbon sources. This can be dealt with by condition in the interests of sustainable development.

This proposal will also provide commuted sum payments for off site habitat creation in lieu of the loss of species rich grassland in the site

Economic Role

The Framework includes a strong presumption in favour of economic growth. Paragraph 19 states 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'

Given the countryside location of the site, consideration must also be given to one of the core principles of the Framework, which 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 Framework 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'

The economic benefits of the development need to be balanced against the impact upon the open countryside and the loss of agricultural land.

In addition, the proposed development will help to maintain a flexible and responsive supply of land for housing, business and community uses as well as bringing direct and indirect economic benefits to the town including additional trade for local shops and businesses, jobs in construction and economic benefits to the construction industry supply chain. The proposal will also deliver economic benefit in the form of the New Homes Bonus, which is a material consideration.

Similarly, the NPPF makes it clear that:

“the Government is committed to securing economic growth in order to create jobs and prosperity, building on the country’s inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future.”

According to paragraphs 19 to 21:

“Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system. 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. Investment in business should not be overburdened by the combined requirements of planning policy expectations.”

Social Role

The final dimension to sustainable development is its social role. In this regard, the proposal will provide up to 180 new family homes, including a significant amount of affordable homes, on site public open space and financial contributions towards education provision.

In summary, in terms of its location, and accessibility the development is relatively unsustainable. However, previous Inspectors have determined that accessibility is but one element of sustainable development and it is not synonymous with it. There are many other components of sustainability other than accessibility. These include, meeting general and affordable housing need, reducing energy consumption through sustainable design, and assisting economic growth and development, which this proposal will help to do.

Overall, the proposal is considered to be a sustainable form of development, for which there is a presumption in favour within the Framework. Whilst policies PS8 of the Local Plan restrict new development within the Open Countryside, the site is a preferred option in the emerging Core Strategy and whilst the weight afforded to emerging policies is limited this clearly represents an opportunity for planned development and growth. The development of the site is therefore considered to be acceptable in principle.

AFFORDABLE HOUSING

The Interim Planning Statement: Affordable Housing states that for both allocated sites and windfall sites the Council will negotiate for the provision of a specific percentage of the total dwelling provision to be affordable homes. The desired target percentage for affordable

housing for all allocated sites will be a minimum of 30%, in accordance with the recommendations of the 2010 Strategic Housing Market Assessment. This percentage relates to the provision of both social rented and/or intermediate housing, as appropriate. Normally the Council would expect a ratio of 65/35 between social rented and intermediate housing.

This site is located in the Somerford Parish, for the purposes of the Strategic Housing Market Assessment Update 2013 (SHMA) the Somerford Parish is included in the Congleton Rural sub-area. The site is also close to the boundary of Congleton town and Congleton sub-area (for SHMA purposes).

In the SHMA the Congleton Rural sub-area shows a need for 11 new affordable homes per year between 2013/14 and 2017/18 (1 x 1 beds, 1 x 2 beds, 4 x 3 beds, 2 x 4+ beds and 2 x 2+ beds older persons accommodation). For the same time period Congleton sub-area shows a net need of 58 new affordable per year (27 x 1 beds, 10 x 3 beds, 46 x 4+ beds and 37 x 1 beds older persons accommodation). (The SHMA identified an oversupply of 49 x 2 beds and 12 x 2+ beds older persons accommodation)

In addition to the information taken from the SHMA there are a number of applicants on Cheshire Homechoice, where 5 applicants on the housing register who require social or affordable rented housing have Somerford as their first choice, these applicants require 1 x 1 beds, 2 x 2 beds and 1 x 3 beds (applicant has not specified how many bedrooms they require).

There are currently 610 applicants on the housing register who require social or affordable rented housing and have one of the Congleton re-housing areas as their first choice, these applicants require 207 x 1 beds, 227 x 2 beds, 116 x 3 beds, 11 x 4 beds and 1 x 5 beds (48 applicants haven't specified how many bedrooms they require).

The Interim Planning Statement: Affordable Housing states that if the relevant planning application is in outline only, then the Council will require that the s106 Agreement must stipulate an acceptable range for the number, type, tenure and size of all affordable housing units.

The Interim Planning Statement: Affordable Housing states it is normally expected that affordable units will be provide no later than sale or let of 50% of the open market dwellings, however in schemes that provide for phased delivery and a high degree of pepper-potting of affordable homes, the maximum proportion of open market homes that may be completed before the provision of all affordable units may be increased to 80%.

The applicant, whilst offering 30% affordable house as part of the 180 units proposed across the site, is at this point not offering a tenure split as per the requirements of the Interim Planning Statement: Affordable Housing which equates to provision of up to 330 affordable dwellings across the site. The tenure split offered at present is 25% rented affordable dwellings (13 units) and 75% intermediate tenure dwellings (41 units).

If it were accepted that 10% affordable provision was appropriate, as originally put forward by the Applicant as a justification for the highways payment, the total number of affordable rented units would be 17 units.

The Strategic Housing Manager has accepted this provision in the circumstances of this application, although she is of the opinion that each application has to be treated on its own merits.

It is evident from the masterplan in the D&A statement that the proposal is for lower density housing to be provided to the outer of the site, with the density being approx 24 units per hectare. The development will be built in 2 phases. A proportion of affordable housing should be provided in each phase and the affordable housing should not be confined to the higher density areas of the proposal. This is in order to ensure that the affordable housing is distributed throughout the site to support the creation of a mixed and balanced community as per the requirements of the Interim Planning Statement: Affordable Housing. In addition to this it appears the majority of the higher density areas will be developed later in the programme therefore to confine affordable housing to these areas would mean that the affordable housing is not delivered periodically.

The s106 agreement will also need to secure 25% of the affordable housing to be bungalows, maisonettes or adaptable houses built to meet Lifetime Homes standards/older person's needs. This would help create balanced communities.

It is the preferred option of the Housing Strategy & Needs Manager that the developer undertakes to provide any social rented/affordable rented units through a Registered Provider of affordable housing.

However, the variation of the tenure of the affordable units is very much an on balance assessment by the Housing Strategy Manger, who considers that in all other respects the SPD should be fully complied with, the details of which are as follows:

- a) 30% of the total dwellings on site to be provided as affordable housing,.
- b) The tenure split of the affordable dwellings to be 25% social/affordable rented and 75% intermediate tenure,
- c) The required affordable dwellings to be provided on site.
- d) 25% of the affordable dwellings to be built to meet Lifetime Homes standards, and these properties should be bungalows, maisonettes or adaptable houses.
- e) Submission of affordable housing schemes with each reserved matters application.
- f) The affordable dwellings should be built to meet Code for Sustainable Homes Level 3.
- g) The affordable dwellings which are not required to be built to Lifetime Homes standard should be built in accordance with the standards adopted by the Homes & Communities Agency.
- h) Affordable dwellings are delivered periodically through the development with affordable housing provided on each phase of the development, ideally with 30% provided on each phase to ensure equal distribution of affordable dwellings across the site.
- i) Affordable dwellings pepper-potted within each phase of the development.
- j) All the affordable dwellings should be provided no later than occupation of 80% of the open market dwellings.

HIGHWAY SAFETY & TRAFFIC GENERATION

Policy GR9 states that proposals for development requiring access, servicing or parking facilities will only be permitted where a number of criteria are satisfied. These include

adequate and safe provision for suitable access and egress by vehicles, pedestrians and other road users to a public highway.

Paragraph 32 of the National Planning Policy framework states that:-

'All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment and that any plans or decisions should take into account the following;

the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;

safe and suitable access to the site can be achieved for all people; and

improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.

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

The applicant has submitted a Transport Assessment (TA) in support of the application. The TA assesses traffic generation numbers and from this considers the traffic impact on the existing highway network.

Traffic generation from the site is calculated from vehicle trip rates derived from the TRICS database and these figures form the basis of the junction assessments provided within the TA.

The content of the TA looks at the access strategy for the site and the sustainable connectivity with regard to: walking, cycling, bus and train.

There are proposals within the area that the development can link into improving accessibility in terms of walking and cycling with local improvements which will connect the site to local cycle routes and connect pedestrian facilities to the existing infrastructure and to local bus stops.

In addition, the Strategic Highways Manager has the following requirements in terms of improving local provision:

Bus service provision/frequency and bus facilities to the local area.

Improvements to the A34 corridor through Congleton as it is heavily congested along its length. Despite the relatively low traffic impact from the traffic generation associated with 180 units on this site, the Strategic Highways Manager must consider the cumulative effect of increasing traffic burden on this corridor.

In this regard contributions are required towards improvement schemes at the West Street/A34 roundabout and approaches, given the cumulative effect of increasing traffic burden on this corridor.

As a result the Strategic Highways Manager considers that mitigation is required in the form of a Section 106 agreement attached to any permission which may be granted for this development proposal. This is an enhanced provision to fund wider improvements to the road network within the north of Congleton.

Enhanced Contributions.

Sum of £145,000 towards Quality Bus Stop Infrastructure and improvements to service frequency and the provision of additional bus service and frequency to serve this development and the local area.

Sum of £755,000 to be used as a contribution to

- for the widening of the West Road/A34 roundabout western arm
- for design fees associated with the widening of the West Rd roundabout western arm.
- for the upgrade and necessary alterations to the existing signalised pedestrian crossing on the western arm approach to the West Rd roundabout.
- Contribution to the provision of a MOVA system upgrade at the signalised junction at Rood Hill/A34.
- Or other measures as agreed that will provide similar congestion relief benefits to the A34 corridor through Congleton

These sums are set against the current estimated improvement schemes for the A34 corridor in Congleton and as such it is considered that the requirements comply with CIL regulations given the cumulative impact from this development proposal, upon this link in the A34 corridor, which is already operating at capacity at various times of the working day.

This development is offering sustainable link improvements in the form of cycle and pedestrian facilities to link this site to existing infrastructure. This will assist in sustainable travel movements. This will be secured via a Section 278 agreement under the Highways Act 1980.

The traffic impact from this development, whilst reasonable will have a cumulative impact on the central link in the A34 corridor through Congleton which is already under significant stress and which operates at capacity at various times throughout the working day. To this end the Strategic Highways Manager has identified funding against estimated design schemes for the improvement of this corridor which can be reasonably required from this development. These sums are considered to be compliant with the Community Infrastructure Levy and the emerging policy framework.

Design and scale

The supporting documentation submitted with the application does not provide any detailed information on sustainable design. This is not surprising as this is an outline application, with a masterplan that seeks to establish only broad development and design principles. However,

it is suggested that a sustainable design strategy/plan be required (by condition). This should set out the approach to delivering sustainable design objectives including:

- passive environmental opportunities,
- performance of fabric and reduction in carbon production and water consumption,
- the use of renewable/low carbon energy,
- the scheme's design response to climate change adaptation
- other soft environmental measures.

The Councils Design Officer is generally supportive of much of the Design Parameters of this proposal, but raised concern that the density is overly optimistic.

The indicative Masterplan shows a layout of 155 units whereas the maximum number of units would be this maximum number would result in a density and character of development that would be different to that illustrated and would undermine the potential character and design quality of a future detailed scheme. It could also pressurise the landscape infrastructure and potentially the adjacent ecological asset to the east of the site.

In terms of the ecological considerations, the proposed development should ensure that it successfully reconciles ecological requirements with sound masterplanning and design to achieve a cohesive and mutually beneficial approach.

The Applicant, however, considers that this site can sensitively achieve 180 units of differing sizes which can sit with the existing residential environment. However, the Design Officer has concerns about this scale and it is recommended that the upper limit of housing numbers on this site be capped at 170.

Overall, it is considered that the conditions relating to design recommended as part of the reserved matters can adequately safeguard the design quality of this environment.

Contaminated land

The developer has submitted a Phase 1 desk study for contaminated land, the findings of which concludes:

An intrusive investigation is completed before commencement of any development works to assess the actual contaminative status of the ground, groundwater and surface water courses at the site. It is also considered essential that the intrusive investigation should determine the geotechnical parameters of the underlying ground conditions as part of the future development of the site.

The intrusive investigation is likely to comprise a series of boreholes and trial pits and should include the installation of gas monitoring standpipes, particularly in the vicinity of backfilled ponds. Selected soil and leachate samples recovered during the intrusive investigation would be tested for a general suite of determinants. Further research is also recommended to determine any risks associated with ground dissolution stability issues associated with the brine extraction. It is considered that the sinking of deep boreholes may be required across the site area to determine the presence saliferous deposits or voids that may pose a threat to any future development.

Based on the findings of the report the risk associated with soil and groundwater contamination by virtue of the farm and woodland use on site to human health and controlled waters receptors is considered to be low.

The report has been examined by the Councils Environmental Health officers, who have accepted its conclusions and raised no objection subject to the imposition of conditions requiring a Phase II report to assess the actual/potential contamination risks at the site to be submitted. Should the Phase II investigations indicate that remediation is necessary, a Remediation Statement to be submitted. The remedial scheme in the approved Remediation Statement must then be carried out and a Site Completion Report detailing the conclusions and actions taken at each stage of the works, including validation works, shall be submitted prior to the first use or occupation of any part of the development.

Loss of Agricultural Land

The applicant has submitted an agricultural land classification study which concludes that:

- The agricultural land on the site comprises a mixture of mainly 3a land.
- Whilst the agricultural land on this site does comprise a proportion of grade 3a and is “best and most versatile” land as defined in the NPPF, the loss such land on this site and the importance to be attached to it should be viewed within the context that the lack of the 5 year housing land supply is given weight in the planning balance by Inspectors.

Previous Inspectors have taken a similar approach to this issue at Appeal and determined that the need for housing land supply outweighs the loss of agricultural land.

This is supported by a decision made by the Secretary of State at Bishop’s Cleeve, Gloucestershire where two developments (one of up to 450 homes and another of up to 550 dwellings) were approved outside the settlement boundary with one being located on the best and most versatile agricultural land and the recent decision at Loachbrook Farm, Congleton which comprised a similar development area (over 10hectares) of Grade 2 and 3a land like the application site

At Loachbrook Farm, the Inspector considered that the 3500 additional houses to be provided in Congleton by 2030, as indicated the emerging Core Strategy (as being the Councils preferred sites for future development) and categorised as being developable by the SHLAA involved a preponderance of the best quality agricultural land in the area. The Inspector concluded that the loss of the agricultural land carried neutral weight, given that other preferred sites would involve a similar loss of the best agricultural land around the Congleton area. This site is one of those preferred sites.

Air Quality

Congleton has Air Quality Management Areas within the Town Centre which operate above tolerances for contaminants. The developer has submitted an Air Quality Impact Assessment and further addendum report as part of the Environmental Impact Assessment which concludes as follows:

An assessment has been undertaken of the potential for fugitive dust that may arise during the earthworks and construction phases of the project, and from track-out from the access points, to impact nearby sensitive receptors through both soiling and human health effects. The assessment takes into account the size of the development and the sensitivity of the surrounding area. Through the incorporation of standard dust mitigation measures during the construction works no unacceptable impacts on human health, amenity or ecological receptors have been identified.

The air quality assessment has also incorporated an assessment of the potential impacts from additional vehicle exhaust emissions associated with the development upon the locality and the AQMA's. The assessment is based on traffic data generated in support of the transport assessment.

The assessment assumes completion of the development by 2018 and takes into account existing committed development within the area. No unacceptable impacts on human health, amenity or ecological receptors have been identified through the additional traffic associated with the development.

Overall the effects are not predicted to be significant.

The Environmental Health officer has examined the reports and considers the scale of the development is such that there is potential to increase traffic and also alter traffic congestion in the area. In particular, there are a number of Air Quality Management Areas within Congleton where levels of NO₂ exceed the objective at sensitive receptors.

There is also concern that the cumulative impact of developments in the area will lead to successive increases in pollution levels, thereby increased exposure.

The assessment uses ADMS Roads to model NO₂ and PM₁₀ impacts from the predicted additional road traffic associated with this development and the Loachbrook Farm proposals.

The report predicts that there will be negligible increases in NO₂ and PM₁₀ concentrations at all 70 receptors modelled. A number of these receptors are within the West Road AQMA, and as such, any increase in exposure is considered significant.

Poor air quality is detrimental to the health and wellbeing of the public, and also has a negative impact on the quality of life for sensitive individuals. As such, mitigation is outlined in the form of a Travel Plan to reduce the impact of traffic associated with this proposal is required relating to the submission of a scheme to minimise dust emissions during construction, car charging points for each dwelling. On this basis, the Environment Health Officer considers that this scheme will not have an adverse impact upon the air quality of the environment or the Congleton AQMA's.

Drainage and Flooding

The applicant has submitted with the application, a detailed Flood Risk Assessment (FRA). The findings of the report can be summarised as follows:

The site is in Flood Zone 1 as defined in Table 3 in the Technical Guidance to the NPPF. This is the lowest probability flood zone.

Surface water runoff from the site is currently managed through a series of land drains and a pond in the south western corner of the site. Ultimately surface water is discharged from the site into the angling pond and from there outfalls to the Loach Brook.

A conceptual drainage strategy is outlined that comprises SUDS attenuation measures provided within the proposed development site to restrict the discharge of surface water runoff to greenfield runoff rates for events up to the 1% annual probability (1 in 100 year) plus 30% as an allowance for climate change.

For events greater than the 1 in 100 year plus climate change storm, consideration will be given at the detailed design stage to plot levels and ground levels to ensure that surface water runoff is managed on site and directed away from properties.

The FRA confirms that the proposed development is an appropriate use for the site on the basis of flood risk. Furthermore, it is demonstrated that suitable flood risk mitigation measures and a surface water management strategy can be incorporated into the scheme to ensure that the proposed development does not result in an adverse impact on flood risk elsewhere.

The Environment Agency and United Utilities have accepted these findings and on that basis this proposal is not considered to be likely to result in any detrimental impact upon the site or its surroundings.

Amenity

It is generally considered that in New Residential Developments, a distance of 21m between principal windows and 13m between a principal window and a flank elevation is required to maintain an adequate standard of privacy and amenity between residential properties. A minimum private amenity space of 65sq.m is usually considered to be appropriate for new family housing.

The layout and design of the site are reserved matters and it is considered that the dwellings could be accommodated on the site, whilst maintaining these minimum distances between existing and proposed dwellings. It is also considered that the same standards can be achieved between proposed dwellings within the new estate and adequate amenity space could be provided for each new dwelling.

It is therefore concluded that the proposed development would be acceptable in amenity terms and would comply with the requirements of Policy GR1 of the Local Plan.

Countryside and Landscape Impact

One of the Core Planning Principles of the NPPF is to “take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it”.

The application site is located on the western edge of Congleton and covers an area of 10.42 hectares in a roughly triangular area of land that is defined by Chelford Road to the west, Black Firs Lane to the east located and further to the south by Holmes Chapel Road (A54). The western side of Chelford Road is characterised by an existing ribbon of development, part of the southern boundary has ribbon development facing onto Holmes Chapel road and there is a section of ribbon development along southern part of the eastern, Black Firs Lane boundary. Ribbon development also extends further up the eastern side of Black Firs Lane.

The application is agricultural land and apart from the areas adjacent to existing dwellings, much of the boundary is characterised by hedgerows, wide grassed verges and mature trees. There is a nature reserve along the southern part of the site and an area of woodland outside the site boundary on the junction of Holmes Chapel Road and Chelford Road.

As part of the application a Landscape and Visual appraisal has been submitted, this refers to the National Character Area, Area 61 – Shropshire, Cheshire and Staffordshire Plain/Cheshire Sandstone Ridge, as well as the Cheshire Landscape Character Assessment 2009, which identifies the area as being in the Lower Farms and Woods character type 10, and more specifically the Brereton Heath Character Area (LFW2). The appraisal also refers to the Congleton Landscape Character Assessment 1999. The Congleton Landscape Character Assessment identifies this as Cheshire Plain; the application site displays many of the characteristics of these character types.

The assessment refers to the saved policies of Congleton Borough, specifically the designation and boundary of the Area of Special County Value – Dane Valley, to the north of the application site. This landscape designation remains in place and has been retained as a landscape designation in Cheshire East, now renamed Local Landscape Designation – Dane Valley. This application site is not located within the boundary of this locally designated landscape.

The assessment identifies the baseline landscape and visual characteristics of the application site and identifies a number of viewpoints around the application site, these are generally representative and I would broadly agree with the visual summary and landscape and visual analysis; I would also broadly agree with the constraints and opportunities.

Clearly, by virtue of the loss of an open field, the proposal will result in the loss of intrinsic countryside character, however, this has to be seen against the existing urban back drop of most viewpoints into the site. The Design and Access Statement offers an Illustrative Masterplan as well as a Parameters Plan, and provided the open space areas shown on the Framework Plan are retained within the scheme, and appropriately landscaped, the impact could be mitigated. This could be ensured through the reserved matters, appropriate conditions and the S106 agreement.

Forestry

There are currently two Tree Preservation Orders (TPO) that afford protection to trees immediately adjacent to the application site. There are currently no TPOs protecting any trees within the application site.

The Congleton Borough Council (Black Firs Lane, Congleton) TPO 1980 affords protection to a Woodland (scheduled as W1 of the Order) located to the north of 21 Black Firs Lane and

described within the Order as deciduous woodland comprising of mainly Birch. An Area of trees described within the Order as several Sycamore, Birch and Rowan (A4 of the Order) is located offsite to the south between 144 Holmes Chapel Road and 1 Black Firs Lane is unaffected by the proposal.

A second TPO cited as the Congleton Borough Council (Holmes Chapel Road/Chelford Road, Somerford) TPO 1993 affords protection to a woodland (W1 of the Order) located offsite at the corner of Holmes Chapel Road and Chelford Road. Again, this woodland is unaffected by the proposal

The application is supported by a Tree Survey which incorporates a draft Tree Retention and Removal Plan (Midland Forestry Ref MF/6622) dated 1st November 2012 and states that trees were assessed in accordance with BS5837:2012 - Trees in Relation to Design, Demolition and Construction - Recommendations (the Standard).

The Survey has identified and assessed 13 individual trees and twelve groups (para 4.2.1) and two hedgerows within the site. These have been categorised in accordance with Table 1 of the Standard into High (A) category; Moderate (B) category; Low (C) category and trees unsuitable for retention (U).

All High and Moderate category trees should be regarded as principle landscape assets and there should be a presumption for their retention unless there is an overriding justification for their removal; that there can be mitigation for avoidance of the harm or if this is unavoidable that such losses can be substantially mitigated.

The Survey states that 58% of the trees surveyed within the site fall within the High (A) or Moderate (B) category with two hedgerows falling within the Moderate (B) category. Two individual trees and two groups are categorised as low category and 3 groups of trees (TG5 Birch; TG8 Birch and TG12 offsite Birch) are shown as in poor condition and unsuitable for retention.

Hedgerows

Policy NR 3 of the CBC Local Plan refers to Important Hedgerows. Where proposed development is likely to result in the loss of existing agricultural hedgerows which are more than 30 years old, it is considered that they should be assessed against the criteria in the Hedgerow Regulations 1997 in order to ascertain if they qualify as 'Important'. Should any hedgerows be found to be 'Important' under any of the criteria in the Regulations, this would be a significant material consideration in the determination of the application. Hedgerows are also a habitat subject of a Biodiversity Action Plan.

On this site there would be hedgerow loss in order to create the three new accesses on Black Firs Lane and Chelford Road. The Records Office confirm that the hedgerows are not of historic significance, whilst there would be a net loss of hedgerow, this can be mitigated by replacement planting and would not impact on the historic field pattern of the exiting hedge line to the Crewe Road frontage. On this basis Policy NR3 is complied with.

The site is approximately 10.4ha in size, triangular in shape, generally flat pasture land with some small field enclosures to the south of the site. A well maintained hedgerow forms the boundaries of Chelford Road and Black Firs Lane to the north of the site. The Hedgerows

have been identified as Important under the Hedgerow Regulations 1997 in the supporting Hedgerow Assessment in that they fulfill criterion 5 of the Regulations; that they form an integral part of a field system pre-dating the Enclosure Acts. These hedgerows are proposed to be located within open space provision as defined on the illustrative masterplan and therefore unlikely to be significantly affected.

A number of scattered individual early mature and mature trees comprising of various Oak, Sycamore Norway Maple stand on the grass verge along both Chelford Road and Black Firs Lane, the most notable being an over mature Oak (T1) north of Green Tree Farm, three Hybrid Black Poplar (T4-T6) on the northern section of Black Firs Lane.

These trees are indicated for retention however the indicative layout shows proposed domestic gardens facing these trees. Adequate separation distances to these trees (taking into account their future size and growth potential) will be required at detailed application stage to address issues of adequate provision for private amenity space, shading, daylight and sunlight to gardens and habitable rooms

Two (B) moderate category mature Oak (T10 and T12) located within the central southern section of the site located on the outer edges of a copse of declining low category Birch group (TG8) are likely to be required to be removed in order to accommodate the layout as illustrated. The two Oak are not protected by the Tree Preservation Order. The report identifies that one tree (T10) has a large open cavity at the base, but only localised decay, the second has asymmetric form due to the presence of the adjacent tree group (TG8). It is anticipated that there is probably sufficient scope within the illustrated layout for both trees to be adequately mitigated by replacement planting within open space provision.

A protected Birch woodland (Black Firs Plantation) stands offsite adjacent to the central eastern boundary section of the site. It should be noted that the submitted Tree Survey does not make any particular reference to this woodland. Notwithstanding that the woodland lies outside the development site boundary, the British Standard (BS5837) states that any tree survey should include all trees, including those offsite which may have an impact upon the development (para 4.4.2). The survey does make reference to offsite trees within the rear gardens of Nos 15-21 Black Firs Lane and therefore I would also expect that all offsite edge trees along the western boundary of the woodland be surveyed as a minimum requirement.

Two mature (A) category mature Oak (T6 and T7), one standing on the verge to the back of the highway on Black Firs Lane; the second standing on the edge of the protected woodland (W1 of the Black Firs Lane TPO) are located close to the proposed access into the site. It is unclear from the submissions as to the extent of the impact of the proposed access on the root protection area (RPA) of two Oak trees and the impact of proposed visibility splays on woodland edge trees fronting Black Firs Lane. Trees adjacent to the Chelford Road may similarly be affected. Further detail is therefore requested in respect of these matters.

The illustrative layout shows a number of properties and their rear gardens facing east towards Black Firs plantation. Adequate distances to the offsite woodland will be required at detailed application stage to address issues of adequate provision for private amenity space, shading, daylight and sunlight to gardens and habitable rooms to ensure viability of the woodland.

Similar layout design issues are also apparent along the southern boundaries of the site in respect of offsite trees (Groups TG7 and TG12) located within adjacent properties. The layout as indicated on the submitted masterplan indicates 155 units – based on 10% affordable housing provision as originally submitted. A proposal for 180 units, the maximum applied for, with 30% affordable housing, will have potentially greater impact upon the trees. As the layout is a reserved matter, it is important to emphasise that there are potential overdevelopment issues associated with these impacts which would need to be carefully considered at reserved matters stage.

A copse of moderate Birch and Alder (TG10) located centrally within the site has been identified as a significant landscape feature and is shown to be retained within open space on the illustrative plan. The retention of this copse is to be welcomed.

Overall subject to conditions the Tree Officer considers that the Important trees both within the site and adjacent can be adequately safeguarded.

Education

The Council's Education Officer has examined the application and concluded that a development of 180 dwellings will generate 32 primary aged pupils and 23 secondary aged pupils.

The secondary schools have sufficient places to accommodate this development. However, there is a requirement for payments in lieu of primary provision.

A development of 180 dwellings will generate 32 primary & 23 secondary school places. There is sufficient capacity within the secondary sector however, when combined with other developments in the vicinity there will be a deficiency in the primary sector should this development proceed.

For all developments, either proposed or approved in the locality, this is calculated as being $61 \times 11919 \times 0.91 = \text{£}661,623$. This application comprises 25 % of the overall impact of all housing proposals in the vicinity, a contribution of $\text{£}165,405$ is required towards primary education. However, if some of these other applications do not proceed then there would be a pro rata reduction in the mitigation required in this case.

Open space

The Greenspace Manager advises that there would be a deficiency in the quantity of provision of Amenity Green Space as a result of 180 units

The amount of Public Open Space (POS) that would be expected in respect of the new population would equate to 4,320sqm, this is in accordance with Interim Policy Note on Public Open Space.

The indicative proposals within the supporting documentation, puts forward some 21,400sqm, a significant over provision, however this is made up of a variety of open space typologies such as meadowland, woodland, village green and pocket parks including water bodies.

It should be noted that the area of water would not be classed as useable open space and should therefore be deducted from the total area of Amenity Greenspace that is being offered up on site and the play facilities should be an additional calculation.

The existing landscape such as woodland, hedgerows, boundaries and wetland appear to have been taken into account and where possible enhancements are proposed. Areas of wetland, ponds and swales appear throughout the site. This is appreciated, increasing biodiversity and contributing to the ecology of the site plus due to regulatory requirements to comply with SUD's however it has never been the Council's policy to take transfer of areas of POS that have water bodies located in, around or running through them due to the additional liabilities and maintenance implications associated with such areas. Therefore these areas of POS would have to be transferred to a suitably competent residents management company along with any surrounding woodland areas.

A pocket park and surrounding amenity greenspace is proposed to the north of the site, the indicative planting shown in this area should be reduced to allow informal kick about areas for small children to enjoy. The Council could maintain this area along with the equipped play facility and a commuted sum for maintenance for 25 years will be required. As this is an outline application, no details are available of size of area or landscaping therefore figures are not able to be calculated at this stage and will be offered at the full/reserved matters application.

A full landscaping plan should be submitted along with a proposed maintenance schedule at the full/reserved matters application. This could be controlled by condition.

Children and Young Persons Provision

Following an assessment of the existing provision of Children and Young Persons Provision accessible to the proposed development, if the development were to be granted planning permission there would be a deficiency in the quantity of provision having regard to the adopted local standards set out in the Council's Open Space Study for Children and Young Persons Provision.

Consequently there is a requirement for new Children and Young Persons provision to meet the future needs arising from the development

The plan indicates a pocket park to the north of the site. Although the location is not ideal as preference would be more centrally located, it is accepted that this is due to the constraints of the site.

The pocket park should be to a LEAP standard and contain at least 5 items of equipment, some of which should be DDA inclusive and targeted at 8 years and under age range. Three separate play companies should be approached for designs. The final layout and choice of play equipment would need to be agreed and the construction should be to BSEN standards.

Full plans must be submitted prior to the play area being installed and these must be approved, in writing prior to the commencement of any works. A buffer zone of a least 30m from residential properties facing the play area should be allowed for with low level planting to assist in the safety of the site.

It is the Applicant preference for the ongoing maintenance of the provision to be dealt with by a resident's management company.

Ecology

The EC Habitats Directive 1992 requires the UK to maintain a system of strict protection for protected species and their habitats. The Directive only allows disturbance, or deterioration or destruction of breeding sites or resting places

(a) in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment, and provided that there is

(b) no satisfactory alternative and

(c) no detriment to the maintenance of the species population at favourable conservation status in their natural range

The UK has implemented the Directive in the Conservation (Natural Habitats etc) Regulations 2010 (as amended) which contain two layers of protection (i) a requirement on Local Planning Authorities ("LPAs") to have regard to the Directive's requirements above, and (ii) a licensing system administered by Natural England and supported by criminal sanctions.

Local Plan Policy NE.9 states that development will not be permitted which would have an adverse impact upon species specially protected under Schedules 1, 5 or 8 of the Wildlife and Countryside Act 1981 (as amended), or their habitats. Where development is permitted that would affect these species, or their places of shelter or breeding, conditions and/or planning obligations will be used to:

- facilitate the survival of individual Members of the species
- Reduce disturbance to a minimum
- Provide adequate alternative habitats to sustain the current levels of population.

Circular 6/2005 advises LPAs to give due weight to the presence of protected species on a development site to reflect EC requirements. "This may potentially justify a refusal of planning permission."

The NPPF advises LPAs to conserve and enhance biodiversity: if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts) or adequately mitigated, or as a last resort, compensated for, planning permission should be refused.

Natural England's standing advice is that, if a (conditioned) development appears to fail the three tests in the Habitats Directive, then LPAs should consider whether Natural England is likely to grant a licence: if unlikely, then the LPA should refuse permission: if likely, then the LPA can conclude that no impediment to planning permission arises under the Directive and Regulations.

In this case specific advice has been sought from the Council's Ecologist has commented as follows:

Protected/Priority Species

Designated sites

The submitted ecological assessment has failed to identify Black Firs Wood located adjacent to the proposed development as being designated as a Site of Biological Importance, although it is acknowledged that the site is a Cheshire Wildlife trust reserve. The submitted indicative layout shows open space proposed around the northern half of the woodland and a 10m buffer is provided to the south. This approach is acceptable to mitigate any potential adverse impacts on the SBI

Grasslands

The submitted phase one survey states that the grassland on site is heavily improved and is classified as poor semi-improved grassland, however the submitted report recorded Knapweed as being present which is a species indicative of higher quality grassland habitats.

The grassland habitats on site do not pose a significant constraint on development their loss would still result some loss of biodiversity value. The ecologist considers that this loss of biodiversity be off-set by means of a commuted sum which could be utilised to fund off-site habitat creation/enhancement.

The following method of calculating an appropriate commuted sum is considered appropriate. This is based on the Defra report 'Costing potential actions to offset the impact of development on biodiversity – Final Report 3rd March 2011':

The loss of habitat (Semi improved grassland) amounting to roughly 5ha.

Cost of land purchase for habitat creation - including admin, management planning and transactional costs (5 x £17,298 cost per ha) = £86490.00 (Source RICS rural land market survey H1 2010)

Cost of creation of Lowland Grassland 5ha x £4,946 (cost per ha) = £24730.00 (Source UK BAP habitat creation/restoration costing + admin costs)

Cost of land acquisition and habitat creation would therefore be £111,220.00.

The above calculation would be for the creation of species rich UK BAP grassland, however the habitat lost is relatively species poor and so the impacts of this loss of obviously less, the ecologist considered half of this figure would be appropriate mitigation which would result in a commuted sum of £55,610.00.

There are a number of suitable sites within an appropriate distance in ecological terms that are either in the ownership of the Council or the Wildlife Trust that have areas that would be appropriate for such mitigation, either in whole or in part. These are;

- Black Firs Wood Local Wildlife Site – Cheshire Wildlife Trust reserve - adjacent the application site.

- Dane in Shaw Pasture SSSI – Cheshire East land – western edge of Congleton Town – 4.4km.
- Bagmere SSSI – Cheshire Wildlife Trust – 3.2km to the west of the application site.
- Swettenham Meadows Local Wildlife Site – Cheshire Wildlife Trust reserve – 4.5km away .
- Brereton Heath – Local Nature Reserve – Cheshire east ownership – 3.2km away.

The Applicant has confirmed that they are in agreement to this mitigation package.

Hedgerows

Hedgerows are a UK BAP priority habitat and hence a material consideration. In addition hedgerows on the eastern and western boundaries of the site have been identified as being Important under the Hedgerow Regulations. I recommend that the existing hedgerows be retained and enhanced as part of any detailed landscaping scheme produced for the site.

The submitted indicative layout for the site suggests that it should be feasible to retain the majority of hedgerows on site, however it likely that sections may require removal to facilitate the 3 site entrances as applied for.

Breeding Birds

The proposed development site is likely to support breeding birds including the more widespread Biodiversity Action Plan priority species which are a material consideration for planning. If planning consent is granted standard conditions will be required to safeguard breeding birds.

Woodlands

The submitted indicative layout shows a loss of woodland to the south of the site. Most semi-natural woodland habitats now qualify for selection as Local Wildlife Site.

I therefore advise that the submitted illustrative layout must be amended to show the retention of this area of woodland.

Badgers

Evidence of badger foraging activity has been recorded on site however the proposed development will not have an adverse impact upon any identified badger sett. The provision of open space within the development will at least partially mitigate for the loss of badger foraging habitat and the incorporation of fruit trees into any detailed landscaping scheme for the site would provide an alternative seasonal food source.

The submitted ecological mitigation strategy recommends the provision of a 10m wildlife corridor down the eastern boundary of the site to allow badgers to continue to access foraging habitat to the south. I advise that the submitted mitigation is acceptable however advise that any future reserved matters application should be supported by an updated badger survey and mitigation strategy.

Bats

A number of bat species have been recorded on site. The proposed development will lead to the localised loss of bat foraging habitat on site. This impact can be partially mitigated for

through the careful landscaping of the site and the development of a sensitive lighting scheme. A significant proportion of bat activity on site was associated with Black Firs Wood. The open space buffer zone around the wood described above would also assist greatly in mitigating the potential impacts of the development upon foraging bats.

Polecat

This UK BAP priority species has been recorded in Black Firs Wood. I advise that the proposed development is unlikely to have a significant adverse impact upon this species.

Ponds

The incorporation of a number of ponds into the site layout is supported as if designed carefully the proposed ponds could have significant nature conservation value.

In ecological terms the site has some broad nature conservation value in the very local context. The Council's Ecologist recommends that the potential residual adverse impacts associated with the scheme includes the loss of; hedgerows, semi-improved grassland can be off-set by means of a commuted sum secured by means of a section 106 agreement. The commuted sum could be used to deliver habitat creations within Black Firs Wood SBI which is located to the immediately adjacent to the of the proposed development 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 development would result in increased demand for primary school places in Congleton where there is very limited spare capacity. In order to increase capacity of the school(s) which would support the proposed development, a contribution towards primary school education is required. This is considered to be necessary and fair and reasonable in relation to the development.

It is considered that a strategic transport contribution of £900,000 would adequately mitigate the impact of the development on the Strategic Highways network is justified.

As explained within the main report, the amount of traffic added to the local network will add cumulatively to junctions and areas that are already congested and operating at capacity and the required mitigation is directly related to the development and is fair and reasonable. The contribution to quality bus service will be to cater for the additional residents in the area who will have an impact upon public transport

The ecological mitigation payment will compensate for the loss of habitat by enhancing off site ecological interest in the vicinity. The level is fairly and reasonably related to the development.

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

9. CONCLUSIONS

The site is within the Open Countryside where, under Policy PS8, there is a presumption against new residential development.

It is acknowledged that the Council does not currently have a five-year housing land supply and that, accordingly, housing supply policies are not considered up to date. In the light of the advice contained in the newly adopted National Planning Policy Framework, where the development plan is

“absent, silent or relevant policies are out of date” planning permission should be granted unless

“any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole”

Or

“specific policies in this Framework indicate development should be restricted.”

Following conclusion of the on-going negotiation of a suitable Section 106 package, the proposed development would provide adequate public open space and enhanced contributions towards highway improvements linked to the northern relief road and additional bus provision to serve the site. The proposal will also mitigation for the impact upon future provision of primary school education and to compensate for the loss of grassland habitat via the off site enhancement.

It would also provide the policy compliant level of affordable housing provision (30%), although this has to be tempered against the fact that the tenure mix is not as indicated as being appropriate within the Affordable Housing SPD with a total of 75% intermediate provision as opposed to 35%, this differing tenure will ensure a enhanced payment for highways, specifically for the northern relief road.

The proposal is considered to be acceptable, subject to appropriate conditions, in terms of its impact upon residential amenity, contaminated land, air quality, noise impact, layout and design, built heritage, ecology, adjoining areas of nature conservation interest, forestry, drainage/flooding and it therefore complies with the relevant local plan policy requirements for residential environments

Whilst the site does not meet all the minimum distances to local amenities and facilities advised in the North West Sustainability toolkit, there is not a significant failure to meet these, and these are distances already in existence for the existing residential community adjoining the site. The development will contribute to the economy and social strands of sustainability and the proposal overall is deemed to be sustainable.

Whilst the proposal will result in the loss of some of the best and most versatile agricultural land, in accordance with recent Appeal decisions on the matter, it is considered that the benefits of the delivering the site for much needed housing would outweigh this loss.

On the negative side, the housing will be built on open countryside and result in the loss of best and most versatile agricultural land contrary to the provisions of Policy PS8 of the Local Plan and the NPPF, and whilst the proposal will have an impact upon on the landscape character of the area, this character is already significantly affected by the existing houses/urban back drop on Black Firs Lane, Chelford Road and Holmes Chapel Road

With regard to ecology, including the impact on Black Firs Wood SBI adjacent, protected species and other habitats, the Councils Ecologist and Natural England are satisfied that any effects can be adequately mitigated.

Overall, it is considered that the adverse impacts of the development – in terms of conflict with the development plan on Countryside and affordable housing issues are outweighed by the benefits of the proposal in terms of the residential provision and the enhanced highways contributions.

Given the scale and location of the development, its relationship to the urban area and its proximity to other services, it is not considered that these adverse impacts significantly and demonstrably outweigh the benefits – and so accordingly the application is recommended for approval, subject to a Section 106 Agreement and appropriate conditions.

10. RECOMMENDATION

APPROVE subject to a Section 106 Legal Agreement to Secure:

- 30% of the dwellings to be affordable.
- The tenure split of the affordable housing required is 25% social or affordable rent, 75% intermediate tenure.
- Affordable Homes should be pepper-potted (in clusters is acceptable)
25% of the affordable dwellings to be built to meet Lifetime Homes standards, and these properties should be bungalows, maisonettes or adaptable houses. The affordable dwellings should be built to meet Code for Sustainable Homes Level 3.
- The affordable homes to be provided no later than occupation of 50% of the market dwellings unless the development is phased, in which case 80% of the market dwellings can be occupied.
- Provision of a LEAP with 5 pieces of equipment specification to be submitted and agreed and in accordance with that set out in the Greenspaces Officer consultation response.
Management plan for all open space in perpetuity (including, inter alia, the LEAP, allotments if provided, woodland, general amenity openspace, village green, nature conservation area, drainage areas, ponds and any other areas of incidental open space not within private gardens or the adopted highway).
- Commuted sum of £55, 610 to be used to deliver off-site habitat creation/enhancement as per the report
Committed sum of £165,405 in lieu of primary education
Committed Sum of £145,000 towards Quality Bus Stop Infrastructure and improvements to service frequency and the provision of additional bus service and frequency to serve this development and the local area.

Committed Sum of £755,000 -

- for the widening of the West Road/A34 roundabout western arm
 - for design fees associated with the widening of the West Rd roundabout western arm.
 - for the upgrade and necessary alterations to the existing signalised pedestrian crossing on the western arm approach to the West Rd roundabout.
- Contribution to the provision of a MOVA system upgrade at the signalised junction at Rood Hill/A34.
- Or other measures that will provide similar congestion relief benefits to the A34 corridor through Congleton

And the following conditions

1. Standard Outline
2. Submission of reserved matters – all except access
3. Plans
4. Development to be in accordance with Parameters Plan (p49 Design and Access Statement)
5. Submission of design and construction plans for the internal road infrastructure of the development. The plans will inform the Section 38 agreement for formal adoption
6. Submission of design and construction plans for all off site highways works.
7. The hours of construction of the development (and associated deliveries to the site) shall be restricted to: Monday – Friday 08:00 to 18:00 hrs Saturday 09:00 to 14:00 hrs Sundays and Public Holidays Nil
8. Reserved matters to include retention of area of woodland to south of site
9. Submission of construction details for access / roads
10. All Piling operations shall be undertaken using best practicable means to reduce the impact of noise and vibration on neighbouring sensitive properties. All piling operations shall be restricted to: Monday – Friday 09:00 – 17:30 hrs; Saturday 09:00 – 13:00 hrs; Sunday and Public Holidays Nil
11. Submission of a Contaminated Land Phase II investigation.
12. Submission of Construction and Environmental Management Plan
13. Reserved Matters to include details of bin storage.
14. Reserved matters to include 10% renewable provision
15. Updated badger survey and revised ecological mitigation strategy to be submitted with reserved matters application.
16. Detailed design of ponds to be submitted with reserved matter application
17. Archaeological programme of works
18. Details of all street lighting
19. Car charging point for each residential unit
20. Each Phase of development to include travel plan
21. Reserved Matters to include Arboricultural Implication Study (AIS) in accordance with para 5.4 of BS5837:2012 Trees in Relation to Design, Demolition and Construction - Recommendations , Constraints and Tree Protection Plan and Arboricultural Method Statement
22. Submission / approval and implementation of boundary treatment
23. Submission / approval of landscaping

24. Implementation of landscaping
25. Important hedgerows and trees to be retained and to be incorporated within reserved matters layout
26. Submission of tree and hedgerow protection measures
27. Implementation of tree and hedgerow protection measure
28. Reserved Matters to include details of bin storage.
29. Breeding Bird Survey for works in nesting season
30. Provision of 40 bird/bat boxes throughout site
31. Submission / approval and implementation of Construction management plan
32. Scheme to limit surface water runoff and overland flow
33. Provision and implementation of Travel Plan
34. Sewer easement as detailed in United Utilities response
35. Buffer zone of 20m between houses and play space
36. All the affordable dwellings should be provided no later than occupation of 80% of the open market dwellings
37. Development to be in accordance with principles set out in Design and Access Statement
38. Submission of Statement Design principles to take into account, the Master Plan and the Parameters Plan and to include the principles for:
 - determining the design, form, heights and general arrangement of external architectural features of buildings including the roofs, chimneys, porches and fenestration;
 - determining the hierarchy for roads and public spaces;
 - determining the colour, texture and quality of external materials and facings for the walls and roofing of buildings and structures;
 - the design of the public realm to include the colour, texture and quality of surfacing of footpaths, cycleways, streets, parking areas, courtyards and other shared surfaces;
 - the design and layout of street furniture and level of external illumination;
 - the laying out of the green infrastructure including the access, location and general arrangements of the children's play areas, open space within the site
 - sustainable design including the incorporation of decentralised and renewable or low carbon energy resources as an integral part of the development
 - ensuring that there is appropriate access to buildings and public spaces for the disabled and physically impaired.
 - scale parameters for 2.5 storey buildings on key parts of the site
 - SUDS details to be submitted
 - provision of locally relevant boundaries in hedging and stone
39. Maximum no of units to be 170

In the event of any changes being needed to the wording of the committee's decision (such as to delete, vary or addition conditions / informatives / planning obligations or reasons for approval / refusal) prior to the decision being issued, the Planning and Place Shaping

Manager , in consultation with the Chair of the Strategic Planning Board is delegated the authority to do so, provided that he does not exceed the substantive nature of the Committee's decision.



NOTES:
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AREAS SHOWN ON THE DRAWING ARE INDICATIVE. GLENN HOWELLS ARCHITECTS ADVISE A MEASURED SURVEY BE CARRIED OUT BY A SPECIALIST SURVEYOR IN ORDER TO ESTABLISH EXACT AREAS.

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- Key
- Line of site boundary
 - Approximate area of public open space to be retained within this location.
 - Approximate area of open space adjacent to site boundary along Black Firs Lane and Chelford Road. Development to be offset by approx. 15m. Buildings fronting this area to be limited in height to 2.5 storeys.

Date	Rev	By	Details
20.06.13	-	DH	Issued for Planning

LOCATION KEY



PLANNING

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Project
 Black Firs Park
 Somerford, Congleton

Client
 Richborough Estates

Drawing Title
 Proposed Parameters Plan

Date	Scale	Checked
20.06.13	1:1250@A1 1:2500@A3	UL
Project Ref.	Drawing No.	Revision
1945	A-01-L-110	-

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Application No: 13/4218M

Location: STYAL GOLF CLUB, STATION ROAD, HANDFORTH, CHESHIRE, SK9 4JN

Proposal: Remodelling of Styal Golf Course incorporating the reconfiguration of six existing holes into five, the development of three new holes on land immediately adjacent to the eastern boundary of the existing golf course, the development of two new ponds and the extension of two existing ponds.

Applicant: Stockport MBC, Cheshire East C, Manchester

Expiry Date: 06-Feb-2013

Date Report Prepared: 24 January 2014

SUMMARY RECOMMENDATION

Approve subject to conditions

MAIN ISSUES

- Whether the proposal is acceptable in the Green Belt
- The impact on the character of the area
- The impact the amenity of adjoining residents
- Whether access and parking arrangements are suitable
- The impact of the proposal on existing trees and landscaping
- Ecological impact

REASON FOR REPORT

The application is accompanied by an Environmental Statement and under the Council's Constitution is required to be determined by the Strategic Planning Board.

DESCRIPTION OF SITE AND CONTEXT

The site comprises part of the existing golf course and an area of open agricultural land to the south / east of the existing course. The site is located within the Green Belt as identified in the Macclesfield Borough Local Plan.

DETAILS OF PROPOSAL

This application seeks full planning permission to reconfigure six existing holes into five, develop three new holes on land immediately adjacent to the south eastern boundary of the existing golf course, create two new ponds and extend two existing ponds.

It is proposed that the development is carried out in three phases between February 2014 and May 2015:

Phase 1 comprises the construction of the three holes in the new land and a new back tee for hole 8.

Phase 2 comprises the alteration of the existing holes.

Phase 3 entails the construction of a realigned 1st tee, extension of an existing lake, and bunding / tree planting on the southern boundary of the planned new road.

The need to remodel the existing Golf Course has arisen as a result of the proposals that are currently being developed for the A6 to Manchester Airport Relief Road (A6MARR). The proposed route passes through the northern part of the existing Styal Golf Course.

RELEVANT HISTORY

There is a wide range of planning history across the site relating to alterations to the club house, course and driving range, but none is specifically relevant to the current proposal.

POLICIES

Local Plan Policy

NE11 Nature Conservation
BE1 Design Guidance
H13 Protecting Residential Areas
DC1 New Build
DC3 Amenity
DC6 Circulation and Access
DC8 Landscaping
DC9 Tree Protection
DC33 Outdoor Commercial Recreation
DC63 Contaminated land

Other Material Considerations

National Planning Policy Framework (The Framework)

CONSULTATIONS (External to Planning)

Manchester Airport – No objections subject to conditions relating to measures to minimise birdstrike hazard

Stockport MBC – No objections

Environment Agency – No objections subject to condition

Environmental Health – No objections subject to advice note

Public Rights of Way – No objections subject to advice note

Archaeology - No objections subject to condition

Sport England – No objection

Strategic Highways Manager – Comments not received at time of report preparation

VIEWS OF THE PARISH COUNCIL

Styal Parish Council – Styal Parish Council have made a site visit submit the following observations and recommendations regarding the contractors compound:

Option 1

Entry via Sagars Road at the junction with Station Road and Stanneylands Road, to the junction of Sagars Road and Clay Lane, into the compound:

- a. From Station Road/Stanneylands Road junction, Sagars Road is very narrow and not capable of sustaining heavy plant, therefore would require significant improvements/upgrading.
- b. This section of Sagars Road is used daily by numerous horse riders from Dean Dale Manor Farm Stables, normally aware of very small volumes of residential traffic this access use would create unnecessary danger to these riders.
- c. At the junction of Sagars Road/Clay Lane is a large tree which will require protection against possible damage by contractors vehicles, this would reduce the width of the entrance at Clay Lane either side of the dividing hedgerow. The Council will vigorously object to any suggestion that this tree in a quiet rural setting is felled just to create this temporary entrance.
- d. To access the compound easterly up Clay Lane will have to be along the northerly side of the hedgerow (left side entering) as the opposite side would be to close to residence boundary and house, an unacceptable inconvenience and risk.
- e. As the Northerly side of the hedge is in the privately owned field, used for horses, negotiations will be necessary with the land owner.
- f. Horse owners stabling the animals at Dean Farm Stables park their cars at the junction of Sagars Road and Clay Lane which currently cause access and egress problems for Spur Lodge at busy times, this situation would create an impossible scenario for contractors' use.

Option 2.

To access the compound in a westerly direction from Manchester Road Handforth on Sagars Road:

- a. Access via Sagars Road in a westerly direction gives a clear wide and fully visible progress which needs little improvement for contractors activities.
- b. At the junction of Sagars Road and Clay Lane, the road direction changes to northerly (still Sagars Road). The construction of an entrance gate, in the hedgerow at this point, will give clear access to the Contractors Compound or alternatively, to carry on along Sagars Road in

a north- easterly direction for some 100m, so that access would be directly available through existing new double 5 bar locking gates, very recently installed, into the Compound.

c. As in a & b above, Sagars Road and the double gated entrance into the fields has been the means of entry for the farmers farming the fields, and also access to Dean Farm Stables rear access following the change of use from the MoD many years ago.

Styal Parish Council, considering all practicalities and costs, recommend their option 2 as the means of Contractors accessing the temporary compound during modification of the Golf Club site, holes 5, 6 & 7.

Handforth Parish Council – No comments received

REPRESENTATIONS

4 letters of representation have been received objecting to the proposal on the following grounds:

- Further incursion into Green Belt on phase 1.
- Temporary access from Wilmslow Road or Station Road?
- Loss of public right of way.
- Inconvenience to residents during construction.
- Unnecessary new access at western end of Clay Lane.
- Land should be used for housing.
- Proposal will be prejudicial to local plan review.
- Contrary to the duty of the Council to obtain the best value for its land.
- No duty on the Council to provide land to mitigate any loss of land as a result of the MARR scheme.
- No replacement land or compensation for loss is being provided or paid at golf course in Styal.
- If the Council were to proceed to dispose of its land for less than best value, then it would inevitably open itself (and its Councillors on a personal basis) to liability for any loss.

One letter has also been received raising no objection, noting that it will enhance the area.

APPLICANT'S SUPPORTING INFORMATION

The information that has been submitted alongside the plans, drawings and Environmental Statement include:

- i) Planning Statement
- ii) Environmental Site Assessment
- iii) Contamination Risk Assessment
- iv) Geophysical Report
- v) Supplementary Environmental Monitoring Report
- vi) Tree Survey

vii) Flood Risk Assessment

The planning statement concludes:

- The need to remodel the existing Golf Course has arisen as the proposed route for the A6 MARR passes through the northern part of the existing Styal Golf Course;
- The proposed development is required within the timescales identified to ensure that the Golf Course would not be significantly disrupted by the new road;
- In general, the proposed development complies with planning policies;
- Feedback received during the consultation has been considered and where appropriate incorporated within the design of the Golf Course.
- The ES highlights that overall, there are no substantial or sustained adverse impacts that would be generated by the proposed development that would indicate that permission should not be granted.
- The FRA highlights that the proposed development is classified as “Water-compatible development” land use classification under the NPPF and is within Flood Zone 1.
- Full ground investigation surveys have been undertaken in agreement with CEC contaminated land officer.

OFFICER APPRAISAL

Sustainable development

At the heart of the Framework is a presumption in favour of sustainable development. Whilst there are public transport options in the vicinity of the site, it is unlikely that these would be widely used by users of the golf course given the need to transport equipment. However, there is no doubt that as a form of outdoor sport and recreation it will serve to support the community’s health and social well-being. Given that the proposal does not increase the level of activity on the site as it is a reconfiguration of the existing course, it is considered to be broadly neutral in terms of its sustainability credentials, when compared to the existing situation on site.

Sport England has confirmed that the proposal is consistent with both Sport England policy objectives to protect and enhance existing sports facilities, and paragraph 74 of Framework, which seeks to restrict buildings on existing open space, sports and recreational buildings and land.

Therefore, the key question is whether there are any significant adverse impacts arising from the proposals that would weigh against the presumption in favour of sustainable development.

Green Belt

Paragraph 89 and 90 of the Framework identify the exceptions to inappropriate development in the Green Belt. Included within the paragraph 90 exceptions are engineering operations provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. The proposed development site comprises engineering operations to reconfigure 9 of the existing 18 holes at the course. The incursion into the Green Belt referred to in one of the letters of representation identifies the location of some of the drainage works for the new holes.

Whilst there would be some works to alter the contours of the land, the change in levels is considered to be relatively limited in its extent. No new buildings or structures are proposed

and as such the proposal is considered to preserve the openness of the Green Belt. Similarly, there is not considered to be any conflict with the five purposes of including land in the Green Belt. It is therefore considered that the proposal is not inappropriate development in the Green Belt.

Amenity

Local Plan policies H13, DC3 and DC38 seek to protect the amenity of residential occupiers. Policy DC3 states that development should not significantly injure the amenities of adjoining or nearby residential property due to matters such as loss of privacy, overbearing effect, loss of sunlight and daylight and traffic generation and car parking.

There are a number of private residential dwellings scattered around the vicinity of the proposed works. The reconfigured course comes within particularly close proximity of the properties on Clay Lane. However, golf is not a particularly noisy activity, and a landscape buffer zone of approximately 20 metres has been retained to the edge of Clay Lane. No significant amenity issues are raised.

Highways

Formal comments from the Strategic Highways Manager are awaited. Given that the proposal is to reconfigure the existing course as opposed to creating additional facilities, it is not anticipated that the proposal would significantly affect the number of staff or visitors to the site or the parking requirements. Access and parking is proposed to remain as existing.

The management of construction traffic will be the main highways impact arising from the proposal. The comments from the Parish Council are noted in this regard. The views of the Strategic Highways Manager will be reported in an update.

Trees / Landscape

Trees within the application site are currently not statutorily protected by a Tree Preservation Order, or lie within a Conservation Area. A Tree Preservation Order affords protection to trees to the north within 'The Grange', Clay Lane, which lies outside of the application site.

A restricted byway RB87 (Clay Lane) runs to the south of the site and there are a number of public rights of way (PROW) which cross the site including FP119 adjacent to 'The Grange' and FP10 to the north where trees are visible as public amenity features.

This application is supported by a Tree Survey, which assesses 33 individual trees, 23 groups of trees and one Hawthorn hedge located within the site and provides a tree quality assessment based upon the arboricultural, landscape and cultural categories defined in Table 1 of BS5837:2012.

The report concludes that there are two High Quality (A category) trees; 27 Moderate Quality (B category) individual trees; 11 Moderate Quality (B category) trees; 3 Low Quality (C category) trees; 12 Low Quality (C Category) groups of trees and one (U category) tree that is unsuitable for retention. The one hedgerow identified within the application site has been assessed as Low category. Individual trees are predominately mature Oak and Ash with

occasional Silver Birch. Tree groups comprise of mixed species of Hawthorn, Holly, Ash, Alder, Cherry, Lime, Plane and Willow with two groups comprising of only Oak.

The report identifies eight individual trees and 13 groups for removal to accommodate the proposal. Of these five individual trees are B (Moderate category), two are C (low category) and one tree is deemed U category (unsuitable for retention). Of the 14 groups for removal, 4 are B (moderate category) and 10 groups are C (low category). The impact has been identified as minor negative at local level.

It is noted that a Hawthorne hedge (H1) is also shown for removal. The Arboricultural report identifies this as C (low) category hedgerow, and its removal is considered to be acceptable.

Changes in levels and other construction works including installation of field drains will impact upon the Root Protection Area (RPA) of 9 individual trees and 1 group. The impact of this has been identified as negative at site level only.

The report proposes mitigation to minimise the impact upon the rooting environment of trees and states field drains will not be installed within the RPA of certain trees, with restrictive working within the RPA of others. The Arboricultural Consultant will be notified if during the course of development works will be required within the RPA of trees.

Individual tree losses comprise of 25% of the total number of trees within the site. The loss of groups of trees is one third of the total number of groups within the site. Significant planting is proposed in mitigation for losses, which includes woodland planting, standard trees and hedgerow planting, totalling some 3,275 trees. Provided that management and maintenance is secured, it is agreed in the long term this would provide a net benefit in mitigation for the loss of trees.

The proposed golf course development would not have a significant impact on the character of the wider landscape or have any significant visual impacts. The impact upon the character of the area is therefore considered to be acceptable. The proposal complies with policies BE1, DC1 and DC8 of the Local Plan.

The landscape proposals include a high number of Ash trees which should not be planted due to Ash die back disease. If the application is approved, landscape conditions are recommended to allow the planting proposals to be amended to omit the Ash, add some additional hedgerow gapping on Clay Lane and to ensure that the species mixes comply with any recommendations from MAPLC. A ten year management plan would be advisable to ensure that the habitats establish successfully.

Ecology

The nature conservation officer has made the following comments on the application:

Protected Species

Badgers

Whilst badgers are active in this broad locality there is no evidence of badgers being active on site and therefore badgers are unlikely to be directly affected by the proposed development.

Great Crested Newts

The initial Great Crested Newt survey visits undertaken under poor weather conditions which may have constrained the survey and reduced confidence in the overall results. Despite the constraints of the survey Great Crested Newts have been recorded breeding at a number of ponds both within and adjacent to the boundary of the proposed development. In the absence of mitigation the proposed development would have a HIGH level adverse impact on this species through the loss of terrestrial habitat the loss/modification of breeding habitat and the risk of animals being killed or injured during the construction process.

To mitigate the adverse impacts of the proposed development the applicant is proposing to provide two additional replacement ponds and to trap and exclude amphibians from the development foot print. The proposed scheme will provide a net increase of approximately 1.5ha of semi natural broadleaved woodland and scrub, an increase in 0.3ha of standing water and a fall of 1.5ha of grasslands. This work would be undertaken under the terms of a Natural England licence.

Article 12 (1) of the EC Habitats Directive requires Member states to take requisite measures to establish a system of strict protection of certain animal species prohibiting the deterioration or destruction of breeding sites and resting places.

In the UK, the Habitats Directive is transposed as The Conservation of Habitats and Species Regulations 2010. This requires the local planning authority to have regard to the requirements of the Habitats Directive so far as they may be affected by the exercise of those functions.

It should be noted that since a European Protected Species has been recorded on site and is likely to be adversely affected by the proposed development, the planning authority must consider the tests in respect of the Habitats Directive, i.e. (i) that there is no satisfactory alternative, (ii) that the development is of overriding public interest, and (iii) that the favourable conservation status of the species will be maintained. Evidence of how the LPA has considered these issues will be required by Natural England prior to them issuing a protected species license.

Current case law instructs that if it is considered clear, or very likely, that the requirements of the Directive cannot be met because there is a satisfactory alternative or because there are no conceivable "other imperative reasons of overriding public interest" then planning permission should be refused. Conversely if it seems that the requirements are likely to be met, then there would be no impediment to planning permission in this regard. If it is unclear whether the requirements would be met or not, a balanced view taking into account the particular circumstances of the application should be taken.

Alternatives

As noted above, the need to remodel the existing Golf Course has arisen as a result of the proposals that are currently being developed for the A6 to Manchester Airport Relief Road (A6MARR). The works need to be carried out in advance of the road to allow the golf course to remain operational, to protect this important local business / leisure facility. Given that the proposed road crosses the northern section of the site, and having regard to the availability of land that could be used to accommodate the alterations to the course, the reconfigured areas

need to be located in the areas proposed. Taking these factors into account it would be reasonable to conclude that there are no satisfactory alternatives.

Overriding public Interest

The development is required to facilitate the route of the A6 to Manchester Airport Relief Road (A6MARR). This is a significant infrastructure project which is capable of being considered of overriding public interest.

Mitigation

The nature conservation officer advises that the proposed great crested newt mitigation/compensation is acceptable, and will maintain the favourable conservation status of the species.

On the basis of the above it is considered reasonably likely that the requirements of the Habitats Directive would be met.

Bats

A number of trees have been identified as having potential to support roosting bats however it appears that these will be retained as part of the development. The proposed development is unlikely to have a significant adverse impact upon bats.

Breeding birds

Due to the removal of vegetation, if planning consent is granted a condition requiring a detailed survey to check for nesting birds is recommended.

Hedgerows

Hedgerows are a Biodiversity Action Plan priority habitat and hence a material consideration. The north eastern boundary hedge has been identified as being species rich. The submitted Environmental Statement (ES) states that this hedgerow will be retained as part of the development.

Other than the north eastern boundary hedge, the ES states that species rich hedgerows are not present within the scheme boundary and those hedgerows that are present within the site are species-poor examples and therefore not of intrinsic biodiversity value.

It is also important to emphasise the total increase in woodland planting that is proposed within the scheme. An increase of 1.1ha of semi-natural broadleaved woodland is proposed, which will provide the same ecological function as a hedgerow, but will provide a larger habitat of greater benefit. Species poor hedgerows that are proposed for removal, such as that within the footprint of the proposed fairway on hole 2 are not connected to habitats at both ends and hence serve a reduced purpose. Furthermore, in addition to that shown on the landscaping layout scrub planting will be provided in linear features between the fairways. There are clear biodiversity benefits that offered as part of the proposal and any loss is adequately mitigated for.

Aquatic Invertebrates and water voles

The nature conservation officer initially raised concern that aquatic invertebrate and water vole surveys had not been undertaken of any pond affected by the proposed development. The applicants have responded to confirm that the suitability of the site was assessed for

water vole habitat and it was found to be of very poor water vole potential and therefore surveys were not considered to be necessary. Similarly, whilst the Mud Snail has been identified at Manchester Airport, the ponds within the application site are not suited to them; as is the case with the Lesser Silver Diving Beetle. The nature conservation officer confirms that these species are unlikely to be present or affected by the development

Overall, the proposal is considered to provide an enhancement of nature conservation interests generally by providing increased areas of habitat, as well as acceptable mitigation for protected species. The proposal therefore complies with policy NE11 of the Local Plan and the Framework.

Air Safety

Comments have been received from Manchester Airport who advise that the site is located within a critical area for aircraft operations, therefore careful consideration needs to be given to any birdstrike hazard that may be created as a result of the development. The Airport raises no objections subject to a number of conditions aimed at minimising this risk.

Contaminated land

The contaminated land officer raises no objections to the proposal. The Environment Agency has also reviewed the submitted Contamination Risk Assessment Report that was submitted as part of this application, and is satisfied that the risks to controlled waters are low. They raise no objections subject to the applicant informing the local authority in the event that any unforeseen contamination is found. As this issue is dealt with by Part IIA of the Environmental Protection Act 1990, it is considered that an advice note on the decision notice is an appropriate way to deal with this.

Public Rights of Way

Public Footpath No. 10 Wilmslow, as recorded on the Definitive Map of Public Rights of Way runs through the application site. Public Footpath No's 11 and 119 and Restricted Byway No. 87 Wilmslow are also adjacent to the site. The works are not expected to affect the public right of way, which will remain as existing, although a temporary diversion may be necessary. If the development will temporarily affect the right of way then the developer must apply for a temporary closure of the route (preferably providing a suitable alternative route). The PROW Unit will take such action as may be necessary, including direct enforcement action and prosecution, to ensure that members of the public are not inconvenienced in their use of the way both during and after development work has taken place.

The rights of way officer has noted that the development may offer the opportunity to upgrade of this footpath to the legal status of public bridleway, in order to permit cyclists and horse riders to use the route. However, given that the proposal will not result in any greater impact upon this footpath, any upgrade is not considered to be necessary to make the development acceptable in planning terms.

Archaeology

The Environmental Statement includes an archaeological desk-based assessment. The Council's archaeologist has advised that the site is identified as having limited archaeological potential. It is, however, acknowledged that some of the field boundaries on the site pre-date the tithe map of 1841 and may be of some antiquity. It is suggested that where these are to be removed by development work, a section should be recorded across the field boundary in

order to make a record of its form and, perhaps, recover dating evidence. This modest programme of archaeological mitigation can be carried out as part of the development process and may be secured by condition.

Agricultural land

The land to the south into which the Golf Course would extend into is primarily used for grazing livestock and is classified as Grade 3, which is good to moderate quality agricultural land. This land parcel is owned by CEC and would be bought by agreement.

The Framework states that:

“Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of higher quality.”

The change of use of the land is required to facilitate the proposed A6-MARR road proposals, which will provide its own public benefits. In addition the proposal will ensure the continued operation of the golf club, an important local business and amenity facility, and an enhancement for nature conservation interests. The need and benefits of the development is considered to outweigh the loss of agricultural land in this case.

Other matters

The comments from the Parish Council regarding construction access are acknowledged. However, as noted above the views of the Strategic Highways Manager are awaited, therefore this matter will be addressed in an update. In the event of any outstanding issues a construction management plan could be conditioned.

A condition is required relating to the restoration of the golf course land (that would be lost to the road scheme) in the event that the A6-MARR does not go ahead. The proposal is for the reconfiguration of the course, not an extension to it. Extending the golf club would need to be assessed as a separate application on its merits.

With regard to the comments received in representation not addressed above, the site is identified in the SHLAA as being not currently developable. The site is located within the Green Belt, and therefore housing would be an inappropriate form of development, as opposed the current proposal which is not inappropriate.

The value of the land is not a material planning consideration, and issues relating to the sale of the land will need to be dealt with separately to the planning application.

The inconvenience to residents during construction will be a temporary manifestation of the development process. However, this can be minimised through the use of an hours of construction condition, and a construction method statement (subject to the comments from the Strategic Highways Manager).

CONCLUSIONS AND REASONS FOR THE DECISION

The proposal is considered to be an appropriate form of development in the Green Belt. The openness and visual amenity of the Green Belt will be adequately maintained. The proposal will not result in any significant injury to the amenity of nearby residential properties. The impacts on ecology have been satisfactorily addressed, and in some cases enhanced. The visual and landscape impacts of the development are acceptable. No significant environmental effects have been identified.

The proposal is considered to be a sustainable form of development under the definition of The Framework. The proposal is in accordance with the relevant policies of the Development Plan.

Subject to the comments of the Strategic Highways Manager, the proposal is not considered to generate any adverse traffic or highway safety issues.

Consequently, for the reasons outlined above, there are not considered to be any significant adverse impacts that would outweigh the presumption in favour of sustainable development in this case. The application is recommended for approval, subject to conditions.

1. A03FP - Commencement of development (3 years)
2. A01AP - Development in accord with approved plans
3. A01LS - Landscaping - submission of details
4. A04LS - Landscaping (implementation)
5. A16LS - Submission of landscape/habitat management plan
6. A22GR - Protection from noise during construction (hours of construction)
7. Breeding bird survey to be submitted
8. Development to be carried out in accordance with submitted GCN mitigation strategy
9. Written scheme of archaeological investigation to be submitted
10. Maintenance of grassed areas around ponds
11. Avoidance and removal of wildfowl nesting sites
12. Access for agents of Manchester Airport
13. Measures to prevent earth works becoming a bird attractant to be submitted
14. Scheme to be submitted for restoration of the site in the event the A6-MARR scheme does not go ahead

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LA100019571 2013

Styal Golf Course Redevelopment Planning Application Location Plan

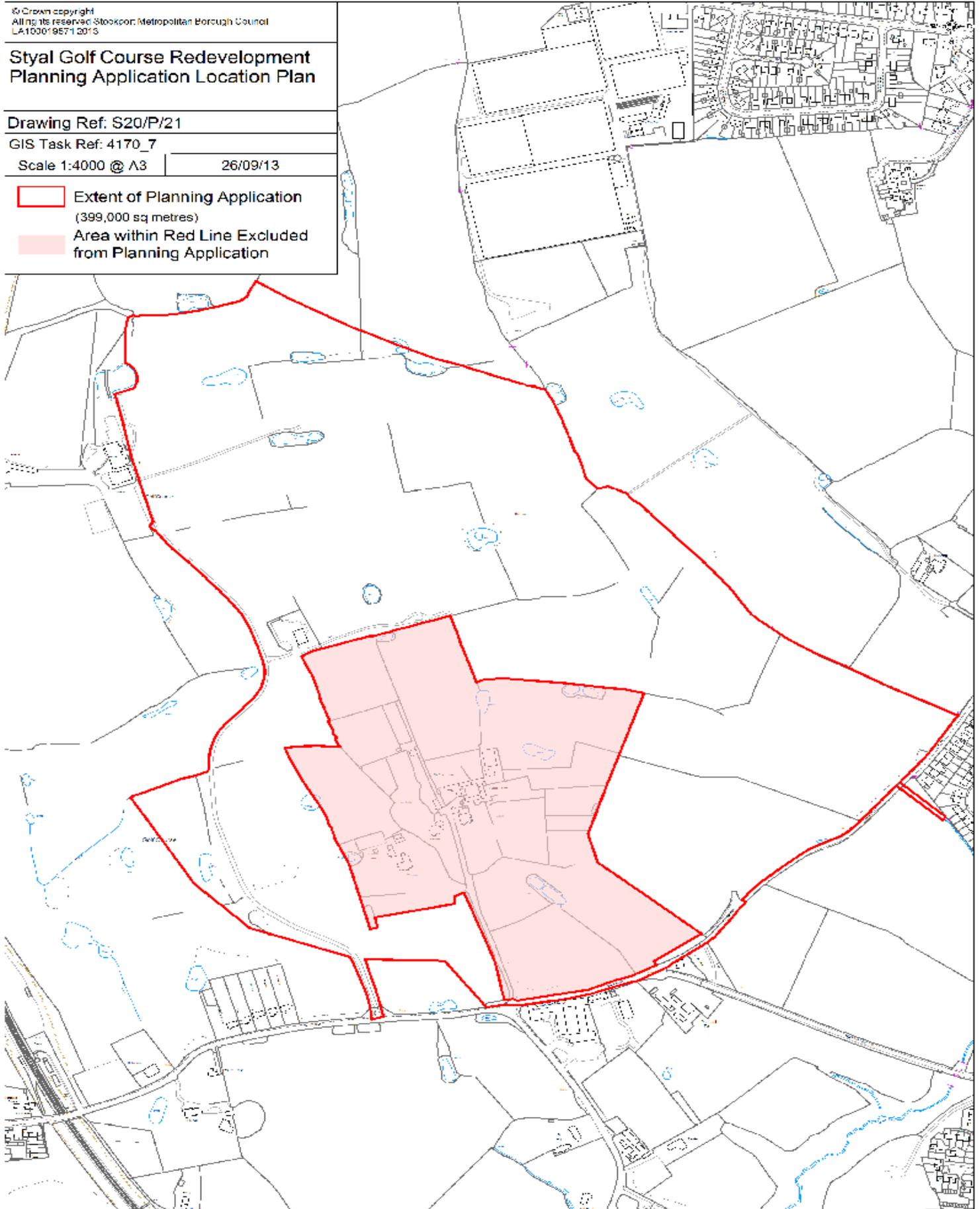
Drawing Ref: S20/P/21

GIS Task Ref: 4170_7

Scale 1:4000 @ A3

26/09/13

-  Extent of Planning Application
(399,000 sq metres)
-  Area within Red Line Excluded
from Planning Application



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Application No: 13/2744W

Location: MAW GREEN LANDFILL SITE, MAW GREEN ROAD, CREWE, CW1 5NG

Proposal: PROPOSED DEVELOPMENT AND OPERATION OF A TEMPORARY MATERIALS RECYCLING FACILITY (MRF) AND ASSOCIATED DEVELOPMENT FOR A PERIOD UP UNTIL DECEMBER 2027; FINAL SITE RESTORATION BY DECEMBER 2028; RETENTION OF SITE OFFICES, WEIGHBRIDGE, WEIGHBRIDGE OFFICE AND CONTINUED USE OF THE SITE ACCESS ROAD IN CONNECTION WITH THE OPERATION OF THE MRF AND FINAL SITE RESTORATION; AMENDMENTS TO THE APPROVED LANDFILL CONTOURS TO PROVIDE FOR A LOWER LEVEL RESTORATION AND EXTENSION TO EXISTING SURFACE WATER MANAGEMENT LAGOON

Applicant: Matthew Hayes, FCC Environment

Expiry Date: 27-Sep-2013

SUMMARY RECOMMENDATION

Approve

MAIN ISSUES

- **Principle of development**
- **Development on unallocated site and assessment of alternative sites**
- **Sustainable waste management principles**
- **Need for facility**
- **Loss of void space**
- **Compliance with policies of local plan**
- **Highway impacts**
- **Landscape and Visual Impacts**
- **Noise and air quality**
- **Ground contamination**
- **Nature Conservation**
- **Water Resources**

REASON FOR REPORT

The application has been referred to Strategic Planning Board as the proposal involves a major waste application.

DESCRIPTION OF SITE AND CONTEXT

The application site is a parcel of land situated within the boundary of Maw Green Landfill. The 60ha landfill site is located approximately 1.5km to the north east of Crewe town centre, accessed off Maw Green Road.

The application site is a parcel of hardstanding which was previously used for green waste composting located on the south eastern boundary of the landfill adjacent to the Crewe to Sandbach railway line, beyond which are agricultural fields. Existing site offices, gas utilisation compound and the weighbridge lie to the south, beyond which is Maw Green Road. To the west are areas of the old historic landfill now restored to fields, beyond which are properties fronting onto Groby Road. Land to the north west and north comprise of the main landfilling operations beyond which is agricultural land and Elton Flashes Nature Reserve.

RELEVANT HISTORY

Maw Green Landfill site has a long history of waste disposal operations dating back to 1984 when planning permission was first granted for raising of land levels by controlled landfilling of waste (Ref 7/10731) with landfill operations ceasing in 1999. Further permissions were subsequently granted which include:

- Permission for a waste to energy compound was granted in **1994** and again in 1999 (Ref: 7/P94/0740 and 7/P99/1015);
- Permission Ref: 7/P92/0450 granted in **1995** for an extension to the landfill site until 2011 with restoration to agriculture and woodland;
- An application to vary permission 7/P05/1326 to extend the operational life of the landfill until 2017, with restoration of the site by 2018 was approved at Strategic Planning Board in June **2010**. The planning permission has not yet been granted pending progress on the associated s106 legal agreement.

Specifically in relation to the application site planning permission was granted in 2009 Ref: 7/2008/CCC/20 for development of a compost facility until 2011. Composting has since ceased on the site.

DETAILS OF PROPOSAL

This is an application on behalf of FCC Environmental to develop and operate a Material Recycling Facility (MRF) until December 2027, after which the site would be restored by December 2028. In addition to the MRF, the application also proposes the following elements:

- An enlarged surface water management lagoon;
- Retention and use of existing weighbridge and weighbridge cabin, site office and car park, and internal haul road until 2028;
- Revisions to the consented landfill contours.

The MRF would be housed within a 87m by 45m steel portal frame building with profile metal cladding which has a height of 12.9m (to roof pitch). Three roller shutter doors are proposed

on the north western elevation, one on the north eastern elevation and one on the south western elevation. Limited external lighting is proposed. The site would be bounded by a 2.6m high palisade fence.

In addition to the MRF building, additional ancillary built development proposed includes:

- Welfare cabin (17m by 8m with a height of 3.34m);
- External sprinkler tank (10.9 diameter by 6.4m height);
- Sprinkler pump house (5m by 6m with a height of 3.34m);
- Electricity transformer (5m by 5m with a height of 2.5m);
- Electricity substation (4m by 4m with a height of 2.5m)
- External hard surface area and provision for eleven car parking spaces (including one designated disabled parking space).

Operation of the MRF

Waste would be delivered to the site by a mixture of refuse collection vehicles (RCVs) and bulk Heavy Goods Vehicles (HGVs) using the existing access to the landfill of Maw Green Road via the weighbridge. On entering the building through the roller shutter doors, it would be initially deposited on the floor to allow large unsuitable items to be removed. Waste is then fed through a shredder hopper and trommel screen to separate out different sized particles and metals which are stored separately in dedicated loose storage bays. The remaining material which cannot be recycled would then be conveyed to a separate storage bay where it would be baled and (where required) wrapped. This material would be transported off-site to a suitable facility to be used as a solid recovered fuel (SRF) for the creation of energy.

The proposed MRF would accept 75,000 tonnes of waste per annum (tpa), comprising approximately 60,000 tpa of Municipal Solid Waste (MSW) with the remaining 15,000 tonnes made up of Commercial & Industrial waste (C&I). It is anticipated that 85% of the waste received in the MRF (63,750tpa) would be waste diverted from Maw Green landfill by either being recycled or used as SRF; whilst the remaining 15% of non recoverable waste (11,250tpa) going into the landfill, or another facility where this is not possible.

Following closure of the Danes Moss Landfill in 2014, the MRF would receive waste bulked up at Danes Moss Waste Transfer Station, whilst also accepting waste delivered directly from the south Cheshire East area. The applicant has indicated their intention to submit an application for a time extension to Maw Green Landfill which would seek to continue landfilling until 2027 (an additional 10 years over its current permitted lifetime) and thus enable both facilities to co-locate on the site. As this would be the subject of a separate planning application, it is not under consideration in this application.

On cessation of the MRF in 2027, the building would be removed and the land restored to woodland and grassland within one year (i.e. by 2028) which would complement the wider landfill restoration scheme. Following removal of the MRF the area would be restored with a low level of inert material.

The siting of the MRF on land proposed to form part of a landfill cell would result in the loss of approximately 250,000 m³ of consented landfill void space. As such, the application includes for minor amendments to the approved landfill contours to the area to the west of the MRF to

tie the proposed lower landform with the adjacent landfilled areas. As a result the landform in this area would rise more steeply to the north and west to tie.

POLICIES

The Development Plan comprises the Cheshire Replacement Waste Local Plan 2007 (CRWLP) and The Borough of Crewe and Nantwich Adopted Local Plan (CNBLP).

The relevant development policies are;

Cheshire Replacement Waste Local Plan (CRWLP)

- Policy 1: Sustainable Waste Management
- Policy 2: The Need for Waste Management Facilities
- Policy 5: Other Sites for Waste Management Facilities
- Policy 12: Impact of Development Proposals
- Policy 14: Landscape
- Policy 15: Green Belt
- Policy 17: Natural Environment
- Policy 18: Water Resource Protection and Flood Risk
- Policy 22: Aircraft Safety
- Policy 23: Noise
- Policy 24: Air Pollution; Air Emissions Including Dust
- Policy 25: Litter
- Policy 26: Odour
- Policy 27: Sustainable Transportation of waste
- Policy 28: Highways
- Policy 29: Hours of Operation
- Policy 32: Reclamation
- Policy 36: Design

Crewe and Nantwich Borough Council Local Plan (2005)

- Policy NE.2: Open Countryside
- Policy NE.7: Sites of National Importance for Nature Conservation
- Policy NE.9: Protected Species
- Policy NE.17: Pollution Control
- Policy NE.20: Flood Prevention
- Policy NE.21: New Development and Landfill Sites
- Policy BE.1: Amenity
- Policy BE.2: Design Standards
- Policy BE.3: Access and Parking
- Policy BE.4: Drainage, Utilities and Resources
- Policy BE.6: Development on Potentially Contaminated Land

National Planning Policy and Guidance

PPS 10: Planning for Sustainable Waste Management
National Planning Policy Framework

Other Material Considerations

The revised EU Waste Framework Directive 2008 (rWFD)
Government Review of Waste Policy in England 2011 (WPR)

Waste Management Plan for England 2013
Cheshire Consolidated Joint Waste Management Strategy 2007 to 2020
Cheshire East and Cheshire West and Chester Councils Waste Needs Assessment Report
(‘Needs Assessment’)
Consultation on updated Planning Policy Statement 10
Cheshire East Local Plan Pre-Submission Core Strategy

CONSULTATIONS (External to Planning)

The Strategic Highways and Transport Manager

Access to the MRF would be via the existing landfill access road and there is a small increase in the number of parking spaces on site, 11 car parking spaces are provided for the MRF.

It is proposed that the facility would accept a maximum capacity of 75,000 tonnes/annum of waste material and there are 49 one-way HGV traffic movements associated with the MRF. Some of the waste cannot be processed and this material would be going to landfill and this generates a further 20 one-way HGV movements. Should the extension in time for the landfill use not be permitted then the trips associated with the MRF is 61 trips as this would be operating on its own.

The operational times of the MRF is 0700-2100hrs Mon-Fri and 0800–1800 hrs on Saturday, although HGV Movements are indicated as 0800-1800 Mon-Fri and 0800-1700 on Saturday.

In regard to the traffic impact of the site, it is important to note that the existing landfill operation has a cap on lorry movements up to 400 trips per day and this could in theory carry on until 2017 when permission for landfill expires. In reality, the HGV movement’s to the site per day is nowhere near the cap and it is likely that an application is made to extend the landfill until 2027, with the landfill operation running alongside the MRF. In this scenario, the combined HGV movement’s is 69 one-way trips (138 two way) and this number includes the movements associated with landfill at 20 one way trips.

In summary, previously it has been agreed that 400 movements to the site was an acceptable limit, with both the MRF and landfill operating together this produces some 140 trips, some way below the cap that was set previously. Although there is existing congestion on the Sydney Road corridor it would be difficult to argue that this application is not acceptable given the limits set on the landfill operation.

Even if the extension application for landfill is not accepted, the 122 two-way trips that occurs over the course of a day associated with the MRF does not represent a severe impact in relation to the background traffic flows on Sydney Road.

Therefore, no highway objections to the application subject to a condition requiring the submission of a Construction Management Plan.

The Council’s Environmental Protection Officer:

Public protection and health comments

There are potential impacts from noise, odour, dust, air quality, lighting and litter.

Noise

A noise assessment accompanies the planning application. It considers the impacts of operations in the reception and processing building, movements outside of the building and HGV movements on the local road network. It considers the cumulative impact of other live developments and considers the proposed adjacent residential development as a sensitive receptor.

It is proposed that the facility would operate from 0700-2100 hours from Monday to Friday and 0800 to 1800 on Saturday. HGV movements would be in line with current landfill operational hours (0800 to 1800 hours Monday to Friday, 0800 to 1700 Saturday and 0800 to 1700 Sundays and Public Holidays to accept waste from HWRCs).

The noise assessment indicates that with the specified design and expected vehicle movements the cumulative sound levels during the daytime period would be within the acceptable limits for the current landfill operations. The assessment also considers the cumulative impact of onsite activities and vehicle movements associated with the site.

Ambient and background noise levels in the evening are lower and therefore noise disturbance is more likely at these times. The proposed evening operation hours are outside the normal permitted hours for waste facilities and where operation is necessary then I would expect that significant mitigation proposals are conditioned to make this proposal acceptable.

The noise calculations have assumed that various mitigation measures are in place including that the waste building doors, louvers and windows have stated acoustic attenuation properties. Therefore this is considered as a minimum requirement for this proposed operation to be acceptable from a noise perspective. It is also considered necessary that there are planning conditions to specify further mitigation measures such as broadband noise alarms on all site based vehicles and the closing of doors before 0800 and after 1800 hours. The impact of reverse alarms has not been included in the noise calculations. To ensure that the resulting noise levels are acceptable I would recommend that noise limits and a noise monitoring programme are conditioned as part of any planning approval.

No specific assessment of the potential impacts on Sundays and Public Holidays from the deliveries from HWRCs has been made. However the applicant has stated that these HGV movements are currently made to the existing landfill and therefore there is not expected to be any additional impacts due to this operation proposal. No processing of the waste has been proposed during these times although there is the potential of noise impacts from the unloading of waste which has not been specifically assessed at these times. Conditions covering the maximum permitted noise levels and a restriction on the number of deliveries on Sunday mornings would control these impacts.

Odour

The handling of waste has the potential to cause odour issues. The enclosed design of the proposal and the distances to the residential receptors should ensure that odour can be

controlled. We would expect that the Environmental Permit would require detailed assessment of these issues and controls to ensure that there are no odour issues.

Lighting

Details of proposed lighting have been included in the proposal. These should be installed as to eliminate any glare or light spillage impacts on any sensitive receptors.

Dust and litter

The depositing and moving of waste has the potential to generate dust emissions and litter. These can be significantly controlled by the use of good practices. As such we would recommend that suitable controls will be a condition of any planning permission to ensure that residential amenity is protected.

Noise and dust construction impacts shall be controlled by best practice measures.

Air Quality

No air quality assessment has been submitted with this application. However, this section has examined the transport assessment and is satisfied that the impacts would not affect any AQMAs nor would the affected routes be subject to any significant impacts. The transport assessment considers the cumulative impacts of other current residential developments.

It is therefore recommended that planning permission is granted for this proposal subject to the following conditions being applied.

PILE FOUNDATIONS

All Piling operations shall be undertaken using best practicable means to reduce the impact of noise and vibration on neighbouring sensitive properties. All piling operations shall be restricted to:

Monday – Friday	09:00 – 17:30 hrs
Saturday	09:00 – 13:00 hrs
Sunday and Public Holidays	Nil

In addition to the above, prior to the commencement of development the applicant shall submit a method statement, to be approved by the Local Planning Authority. The piling work shall be undertaken in accordance with the approved method statement:

The method statement shall include the following details:

1. Details of the method of piling
2. Days / hours of work
3. Duration of the pile driving operations (expected starting date and completion date)
4. Prior notification to the occupiers of potentially affected properties
5. Details of the responsible person (e.g. site manager / office) who could be contacted in the event of complaint

Reason: In the interests of residential amenity

FLOOR FLOATING (POLISHING LARGE SURFACE WET CONCRETE FLOORS)

All floor floating operations shall be undertaken using best practicable means to reduce the impact of noise and vibration on neighbouring sensitive properties. In addition, prior to the commencement of development the applicant shall submit a method statement, to be approved by the Local Planning Authority. The floor floating work shall be undertaken in accordance with the approved method statement:

The method statement shall include the following details:

1. Details of the method of floor floating
2. Days / hours of work
3. Duration of the floor floating operations (expected starting date and completion date)
4. Prior notification to the occupiers of potentially affected properties
5. Details of the responsible person (e.g. site manager / office) who could be contacted in the event of complaint

Reason: In the interests of residential amenity

HOURS OF CONSTRUCTION

It is recommended that the hours of noise generative* demolition / construction works taking place during the development (and associated deliveries to the site) are restricted to:

Monday – Friday	08:00 to 18:00 hrs
Saturday	09:00 to 14:00 hrs
Sundays and Public Holidays	Nil

**For information "Noise Generative" is defined as any works of a construction / demolition nature (including ancillary works such as deliveries) which are likely to generate noise beyond the boundary of the site.*

LIGHTING

The details of the lighting have been submitted with the planning application. The lighting shall thereafter be installed and operated in accordance with the approved details. The details shall ensure the lighting is designed to minimise the potential loss of amenity caused by light spillage onto adjoining properties.

Reason: To minimise the nuisance and disturbances to neighbours (and the surrounding area)

HOURS OF OPERATION

Due to the potential for noise disturbance to local residents, the development should be subject to the following hours of operation restrictions;

Operations authorised by this permission including Heavy Good Vehicles entering and leaving the site shall be restricted to the following time periods:-

- a. Operation of the MRF;
 - 0700 – 2100 hours Monday – Friday
 - 0800 – 1800 hours Saturday
 - No operation on Sunday or Bank / Public Holidays
- b. HGV movements associated with operation of the MRF;
 - 0800 – 1800 hours Monday – Friday
 - 0800 – 1700 hours Saturday
 - No operation on Sunday or Bank / Public Holidays
- c. Operations necessary to permit the receipt of waste arising directly from Cheshire Household Waste Recycling Centres;
 - 0800 – 1800 hours Monday – Friday
 - 0800 – 1700 hours Saturday, Sunday and Bank / Public Holidays

There shall be no operations on Christmas Day and New Years Day

Reason: to prevent noise disturbance to local residents

NOISE

Noise mitigation scheme

Prior to any development taking place a noise mitigation scheme shall be submitted to and approved by the Local Planning Authority. These shall include for the provision of details in respect of:

- i) Acoustic design for the reception building, louvers and windows;
 - ii) properties of roller shutters including speed and acoustic attenuation;
 - iii) the maintenance of all on-site mobile plant and fitting of silencers and white-noise reverse alarms;
 - iv) use of mobile plant to avoid unnecessary banging and scraping of loading buckets;
 - v) no mobile plant to operate externally to the MRF building after 1900 hours
 - vi) restriction on the number of HGV movements on Sunday between 0800 and 1000 hours
- The scheme shall then be implemented in full during the lifetime of the development.

Reason: to prevent noise disturbance to local residents

Except in the case of emergency or to allow vehicles access all doors to the MRF building shall remain closed at all times.

Reason: to prevent noise disturbance to local residents

Except in the case of emergency or with the written prior consent of the Waste Planning Authority, the operational free field noise level, from all plant associated with the operations from the waste transfer station shall not exceed the following LAeq levels:

Location	Time	LAeq 1 hour
Any property	0700 to 0800 and 1800 to 2100 Monday to Friday and 1700 to 1800 Saturday	40 dB LAeq 1 hour 70dB LAmax
Brookhouse Farm Meadowcroft Cottage Windy Nook Residential development to north of Maw Green Road	0800 to 1800 Monday to Friday and 0800 to 1700 Saturday	50 dB LAeq 1 hour 70dB LAmax
Brookhouse Farm Meadowcroft Cottage Windy Nook Residential development to north of Maw Green Road	08 00 to 1700 Sundays and Bank / Public Holidays	45 dB LAeq 1 hour 70dB LAmax

No noise nuisance shall arise at the nearest noise sensitive dwelling due to tonal noise arising from the development.

Reason: to prevent noise disturbance to local residents

No development shall take place until a scheme for monitoring noise levels arising from the site, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for:

- i) Predicted noise levels at sensitive receptors and comparison with proposed noise limits;
- ii) Frequency and location of monitoring
- iii) Details of equipment proposed to be used for monitoring.
- iv) Monitoring during typical working hours with the main items of plant and machinery in operation;
- v) Monitoring results to be forwarded to the Local Planning Authority within 14 days of measurement

The scheme shall be implemented in full for the lifetime of the development. It is recommended that this be achieved by calculation, taking into account the combination of the developments individual noise sources and any attenuation afforded by ground, distance and / or barriers. This will enable the applicant to assess in isolation the developments noise impact.

Reason: to prevent noise disturbance to local residents

DUST AND LITTER

Prior to commencement of waste operations hereby approved, a scheme shall be submitted for the written approval of the waste planning authority detailing the best practicable

measures to be employed for the control and suppression of dust and litter during the period of operation of the development. The measures approved in the scheme shall be implemented for the duration of the development.

Reason: To minimise dust and litter nuisance

CONTAMINATED LAND COMMENTS

The Contaminated Land team has no objection to the above application subject to the following comments with regard to contaminated land:

- This site is currently a landfill therefore there is the potential for contamination of the site and the wider environment to have occurred.
- This site is within 250m of a known landfill site or area of ground that has the potential to create gas.

As such, and in accordance with the NPPF, this section recommends that the following conditions, reasons and notes be attached should planning permission be granted:

CONDITION

- Prior to the development commencing:
 - (a) A contaminated land Phase I report to assess the actual/potential contamination risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority (LPA).
 - (b) Should the Phase 1 report recommend that a Phase II investigation is required, a Phase II investigation shall be carried out and the results submitted to, and approved in writing by, the LPA.
 - (c) Should the Phase II investigations indicate that remediation is necessary, a Remediation Statement shall be submitted to, and approved in writing, by the LPA. The remedial scheme in the approved Remediation Statement shall then be carried out.
 - (d) Should remediation be required, a Site Completion Report detailing the conclusions and actions taken at each stage of the works, including validation works, shall be submitted to, and approved in writing by, the LPA prior to the first use or occupation of any part of the development hereby approved.

REASON

- To ensure the development is suitable for its end use and the wider environment and does not create undue risks to site users or neighbours during the course of the development and having regard to policy BE.6 of the Crewe & Nantwich Borough Council Local Plan.
- Actual and/or potential contamination has been identified as the proposed development is located on land that may be contaminated.
- The proposed development is on or in close proximity to a landfill site where there is a possibility that landfill gas is being or may be produced by the deposited materials

REASON RCLC6

- The actions are considered necessary as currently there is insufficient information available for the site

NOTE NCLC1

- The applicant is advised that they have a duty to adhere to the regulations of Part IIA of the Environmental Protection Act 1990, the National Planning Policy Framework 2012 and the current Building Control Regulations with regards to contaminated land. If any unforeseen contamination is encountered during the development, the Local Planning Authority (LPA) should be informed immediately. Any investigation / remedial / protective works carried out in relation to this application shall be carried out to agreed timescales and approved by the LPA in writing. The responsibility to ensure the safe development of land affected by contamination rests primarily with the developer.

This section has used all reasonable endeavours to recommend the most appropriate measures regarding potential contamination risks. However, this recommendation should not be taken to imply that the land is safe or otherwise suitable for this or any other development.

Nature Conservation Officer:

Ecological walk over surveys and protected species assessments have been undertaken.

Reptiles

Grass snake is known to be present on the landfill and has been recorded at the application site. Outline mitigation proposals have been submitted with the application. These proposals are designed to reduce the risk of animals being killed or injured during the construction phase of the development.

I recommend that if planning consent is granted a condition be attached requiring the submission of a detailed reptile mitigation method statement prior to the commencement of development.

Great Crested Newts

Whilst great crested newts are known to occur on the landfill site the known breeding ponds are located a considerable distance from the proposed development. Recent surveys of the pond subject to this application have established that great crested newts are absent. I advise that great crested newts are unlikely to be present or affected by the proposed development. No further action in respect of this species is required.

Badgers

No evidence of badgers has been recorded on site. However, as a precautionary measure to ensure that any setts excavated after but prior to the commencement of development are identified I recommend that a condition be attached requiring a pre-commencement badger survey to be undertaken and a report submitted to the LPA prior to the commencement of development.

Breeding Birds

Opportunities for breeding birds on site appear to be limited. However, I recommend that the following condition be attached if consent is granted:

Prior to undertaking any works 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.

Reason: To safeguard protected species in accordance with the NPPF.

Landscaping and restoration

If planning consent is granted I recommend that conditions be attached requiring the submission of detailed restoration and landscaping proposals for agreement by the LPA. From an ecological perspective a reduction in the area of tree planting proposed as part of the restoration scheme and an increase in the area of species rich grassland would be preferable.

Conditions

If planning consent is granted the following conditions are required:

- Submission of reptile mitigation method statement.
- Submission of detailed landscaping scheme.
- Submission of detailed restoration proposals.
- Pre-commencement badger survey.
- Submission and agreement of lighting scheme
- Safeguarding of breeding birds
- Method statement for the eradication of Himalayan balsam
- Detailed design of enlarged surface water lagoon

The Council's Landscape Officer:

Does not feel that this development will lead to any significant landscape or visual impacts.

The Minerals and Waste Policy Unit:

Relevant Development Plan Policies (list not exhaustive):

- Cheshire Replacement Waste Local Plan 2007 (CRWLP) Policies: 1, 2, 5, 12, 14, 17, 18, 23, 24, 25, 26, 27, 28, 29, 32 and 36.
- Crewe and Nantwich Replacement Local Plan 2011 (C&NRLP) Policies: NE.2, NE.5, NE.17 and BE.1.

Material Considerations (list not exhaustive):

- National Planning Policy Framework (NPPF)
- Planning Policy Statement 10: Planning for Sustainable Waste Development (PPS10) (Updated March 2011)
- The Waste (England and Wales) Regulations 2011
- Waste Strategy for England 2007
- Cheshire East Local Plan Development Strategy and Policy Principles (Consulted on between 15th January and 26th February 2013)

Key Considerations

The NPPF

The NPPF does not contain specific waste policies as national waste planning policy is to be published as part of the National Waste Management Plan for England. Until then policies contained in PPS10 remain in place. However, local authorities should have regard to policies in this Framework so far as relevant.

Para 11 of the NPPF states that *'applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise'* and **Para 13** goes on to state that the NPPF *'constitutes guidance for local planning authorities and decision takers . . . as a material consideration in determining applications'*

Para 14 goes on to provide more detail in relation to the presumption in favour of sustainable development. It states that *'for decision taking this means (unless material considerations indicate otherwise) . . . where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:*

- *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
- *Specific policies in this Framework indicate development should be restricted.'*

The Waste Hierarchy

Driving the management of waste up the Waste Hierarchy away from landfill towards its recovery, recycling and reuse has become a regulatory and legislative requirement under the Waste Framework Directive (2008/98/EC) transposed in The Waste (England and Wales) Regulations 2011. It is also set out as a key planning objective in PPS10 (as revised).

Policy 1 of the CRWLP does not permit applications for waste management facilities *'unless it demonstrates that the proposal will maximise opportunities for waste to be managed in accordance with the waste hierarchy'*.

The proposal offers to manage waste that would otherwise be landfilled through recycling or production into a solid recovered fuel (SRF) for energy recovery purposes. Only wastes considered non-recoverable would be landfilled (approx. 15% of inputs). It is therefore considered that the proposal can show consistency with the imperative to move the management of waste higher up the Waste Hierarchy.

Self-sufficiency and proximity principles

The principles of self sufficiency and proximity in waste management are well established and outlined in legislation and national policy. Key objectives of PPS10 are the provision of *'...a framework in which communities take more responsibility for their own waste, and enable sufficient and timely provision of waste management facilities to meet the needs of their communities;'* and to *'...enable waste to be disposed of in one of the nearest appropriate installations.'*

Policy 1 of the CRWLP states that an application for waste management facilities must *'...demonstrate how the development would: a) contribute to an integrated network of waste management facilities; b) satisfy the objective of enabling waste to be disposed of in one of the nearest appropriate installations;'*

This proposed facility would receive and manage residual ('black bag') municipal waste collected from households in Cheshire East (some of which would be 'bulked up' first) with additional commercial and industrial waste sourced locally. The facility would be located in close proximity to Crewe, the largest centre of population in South Cheshire. As such, the proposal would contribute to Cheshire East's network of waste management facilities and enable quantities of waste to be managed and disposed of close to their source. Therefore consistency with the principles of self-sufficiency and proximity and the requirements of Policy 1 can be demonstrated

Site Location

Para 24 of PPS 10 states that *planning applications for sites that have not been identified, or are not located in an area identified, in a development plan document as suitable for new or enhanced waste management facilities should be considered favourably when consistent with: (i) the policies in this PPS, including the criteria set out in paragraph 21; (ii) the waste planning authority's core strategy.*

Policy 5 of the CRWLP concerns applications for built waste management facilities on sites not shown on proposals map. In such cases, applications '*...will not be permitted unless it can be demonstrated that:*

- i) the preferred sites are either no longer available or are less suitable for the proposed development; or*
- ii) the proposal would meet a requirement not provided for by the preferred sites; and*
- iii) the proposed sites are located according to the sequential approach to meeting development needs within the Regional Spatial Strategy.'*

The proposed facility is not located on a site allocated on the current Development Plan. The applicant has addressed this fact and has submitted the results of a Site Search that seeks to assess a range of possible alternative sites for an MRF in South Cheshire. It concludes that of a shortlist of potential sites, the Maw Green site is suitable, deliverable and would offer the benefit of co-location with the existing landfill.

The Case Officer should be satisfied that in submitting this information the applicant has sufficiently met the criteria of Policy 5 justifying the site's location and that it is consistent with criteria set out in national planning policy.

The proposal site is situated within 'Open Countryside outside Settlement Boundaries' as identified in the C&NRLP therefore **Policy NE.2** is of relevance. The policy states: '*Within 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.*'

Further justification adds that: '*Whilst development in the open countryside should be kept to a minimum in order to protect its character and amenity, there may be instances where development by a public authority or a statutory undertaker is essential to maintain or improve services to the general public. Such work will be expected to respect the character of the open countryside.*'

The location of the proposal does not directly fall into the categories listed within the policy although the site does lie on previously developed land (in the form of a concrete pad) within the existing and well established landfill operations and associated infrastructure at Maw Green. Appropriate judgement should therefore be given to the additional impacts the proposal would have with respect to the character and openness of the countryside.

Impacts

A key objective of PPS10 is securing '*...the recovery or disposal of waste without endangering human health and without harming the environment.*'

Policy 1 of the CRWLP states that an application must demonstrate how the development would '*protect environmental, economic, social and community assets.*'

Policy 12 requires an application for a waste management facility to be accompanied by an evaluation of the proposed development and its likely direct, indirect and cumulative impacts. It states: '*Where unacceptable impacts are identified the measures proposed to avoid, reduce or remedy these should be provided at the application stage.*' If there are considered to be '*...unacceptable impacts, or the proposal is accompanied by insufficient information on potential impacts the application will not be permitted.*'

Further CRWLP policies of relevance concern specifically the impacts the development would have on: Landscape (Policy 14), Natural Environment (Policy 17), Water Resource and Protection (Policy 18), Noise (Policy 18), (Policy 24) Air pollution: Air Emissions Including Dust (Policy 24), Litter (Policy 25), Air Pollution: Odour (Policy 26), Highways (Policy 28) and Design (Policy 36).

Policies of relevance in the C&NRLP concern the impacts of development on: Nature Conservation and Habitats (NE.5), Pollution Control (NE.17) and Amenity (BE.1).

To address policy requirements the applicant has submitted relevant information including a Planning, Design and Access Statement, Ecology Survey Report, Noise Assessment, Transport Statement and Landscape and Visual Assessment. The Case Officer should be satisfied that this information has sufficiently addressed the relevant policy requirements and that any potential adverse impacts would be appropriately mitigated where possible.

When assessing the impacts of this proposal, consideration should also be given to other proposed development in proximity with planning consent, notably the proposal for outline planning permission for the erection of 165 dwellings on land to the north and south of Maw Green Road (ref. 12/0831N).

Conclusion

When weighing the decision the Case Officer should be satisfied that the proposal has met the relevant development plan policy requirements ensuring that the planning benefits of the scheme are appropriately weighed against its impacts. In summary, the key planning policy and material considerations are:

- Conformity with the Waste Hierarchy and the principles of proximity and self sufficiency with regard to waste management facilities
- Site suitability
- Acceptability of impacts and proposed mitigation.

Public Rights of Way Unit:

We have consulted the Definitive Map of Public Rights of Way and can confirm that the development does not appear to affect a public right of way.

Please note the Definitive Map is a minimum record of public rights of way and consequently does not preclude the possibility that public rights of way exist which have not been recorded, and of which we are not aware. There is also a possibility that higher rights than those recorded may exist over routes shown as public footpaths and bridleways.

The Environment Agency:

The Environment Agency has no objection in principle to the proposed development but we request that the following planning condition is attached to any approval as set out below.

Condition

The development hereby permitted shall not be commenced until such time as a scheme to dispose of foul and surface water has been submitted to, and approved in writing by, the local planning authority. The foul drainage from the development should be directed to the main sewer network. The scheme shall be implemented as approved.

Reason

To prevent pollution to the water environment.

Condition

No development until a detailed method statement for removing or the long-term management / control of Himalayan balsam on the site shall be submitted to and approved in writing by the local planning authority. The method statement shall include measures that will be used to prevent the spread of Himalayan balsam during any operations e.g. mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant listed under the Wildlife and Countryside Act 1981, as amended. Development shall proceed in accordance with the approved method statement.

Reason

To prevent the spread of Himalayan balsam which is an invasive species.

Advice to LPA/Applicant

From the Indicative Landscape Design drawing the application boundary appears to jut out and run along Fowl Brook but there is no description of what the applicant intends to do here. From our aerial photographs that location appears to currently be natural riparian corridor. We would like to make the applicant aware that there are records of water vole (*Arvicola amphibius*) in the area. The water vole is fully protected under Section 9 of the

Wildlife & Countryside Act, 1981 (Variation of Schedule 5, Order 2008). Under this legislation it is an offence to intentionally or recklessly damage, destroy or obstruct access to any structure or place used by a water vole for shelter or protection; to intentionally or recklessly disturb water voles whilst occupying a structure or place used for that purpose; and to intentionally kill, injure or take water voles.

The Environment Agency advise that the development will require an Environmental Permit under the Environmental Permitting (England and Wales) Regulations 2010.

Natural England:

No objection – no conditions requested

This application is in close proximity to Sandbach Flashes Site of Special Scientific Interest (SSSI). Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which the site has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application. Should the details of this application change, Natural England draws your attention to Section 28(1) of the *Wildlife and Countryside Act 1981* (as amended), requiring your authority to re-consult Natural England.

We note that surface water run-off is to be discharged into the existing balancing lagoon (to be enlarged as part of this application) and then discharged into Fowle Brook. Fowle Brook flows into Sandbach Flashes SSSI, any discharge, foul drainage and/or run-off from the site must not lead to deterioration in water quality entering the SSSI.

Other advice

We would expect the Local Planning Authority (LPA) to assess and consider the other possible impacts resulting from this proposal on the following when determining this application:

- local sites (biodiversity and geodiversity)
- local landscape character
- local or national biodiversity priority habitats and species.

Natural England does not hold locally specific information relating to the above. These remain material considerations in the determination of this planning application and we recommend that you seek further information from the appropriate bodies (which may include the local records centre, your local wildlife trust or other recording society and a local landscape characterisation document) in order to ensure the LPA has sufficient information to fully understand the impact of the proposal before it determines the application. A more comprehensive list of local groups can be found at [Wildlife and Countryside link](#).

If the LPA is aware of, or representations from other parties highlight the possible presence of a protected or priority species on the site, the authority should request survey information from the applicant before determining the application. The Government has provided advice¹ on priority and protected species and their consideration in the planning system.

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 NPPF. Additionally, we 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*'.

Response to updated ecological surveys

The Wildlife and Countryside Act 1981 (as amended) The Conservation of Habitats and Species Regulations 2010 (as amended)

The advice provided in our previous response applies equally to this additional information although we made no objection to the original proposal.

The additional information relates to species, and is unlikely to have significantly different impacts on the natural environment than the information previously provided. As previously advised you should refer to [Standing advice for protected species](#) which is available on our website.

Cheshire Wildlife Trust:

Having read through the accompanying Ecology report, which included an 8 point mitigation strategy (with which we concur) we have no further observations to make on this proposal but wish to be consulted on the final restoration scheme and details in due course.

Cheshire Fire and Rescue Service:

Access and facilities for the fire service should be in accordance with the guidance given in 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 following the applicants compliance with the national guidance for the provision of water for fire fighting.

Arson is an increasingly significant factor in fire losses and construction sites are major targets for arsonists. We would advise that at this stage serious consideration be given to the development of a fire risk assessment. Additionally we would advise that consideration be given to the design of the refuse storage areas to ensure it can be maintained as a safe and secure area. If it is not, or cannot be a secure compound we would strongly advise that means of securing wheelie bins are provided so that they cannot be moved against the building.

The Fire Authority recommends the fitting of domestic sprinklers which will reduce the impact of fire on people, property and the environment. Also business continuity will be considerably less affected. Fire and Rescue Services nationally work closely with sprinkler providers to ensure effective but cost efficient standards for either extensive refurbishments or new

buildings. If planning permission is granted the applicant should be advised that means of escape should be provided in accordance with Building Regulations.

Cheshire Brine Board:

The site is in an area which has previously been affected by brine subsidence, and the possibility of minor future movements cannot be completely discounted. However, we understand from the application documents that the proposed developments are considered “temporary” in nature and are all designed to be located on an already existing concrete pad area within the site and therefore the Board has no comments to make regarding foundation requirements at this time.

United Utilities:

No objections subject to the following conditions being met:-

We can readily supply water for domestic purposes, but for larger quantities we will need further information. The applicant should be instructed to contact our Water Fittings Section at Warrington North WwTW, Gatewarth Industrial Estate, off Liverpool Road, Sankey Bridges, Warrington, WA5 2DS.

The applicant has not stated whether provision of an extra water supply is required, therefore, use of the existing metered service must be considered as a means of supply. If not, a separate metered supply will be required at the applicant's expense.

A separate metered supply to each unit will be required at the applicant's expense and all internal pipework must comply with current water supply (water fittings) regulations 1999. Should this planning application be approved, the applicant should contact our Service Enquiries on 0845 7462200 regarding connection to the water mains/public sewers. It is the applicant's responsibility to demonstrate the exact relationship between any assets that may cross the site and any proposed development

VIEWS OF THE PARISH / TOWN COUNCIL

Crewe Town Council

Whilst the Crewe Town Council supports the Cheshire East Council's drive to decrease the use of landfill and to increase recycling in principle it objects to this proposal for the following reasons:-

1. The presumption that Crewe as the largest centre of population it should host the recycling centre for the whole of Cheshire East.
2. The environmental impact of the 106 HGV journeys on an already congested road junction between Maw Green Road and Sydney Road.
3. The environmental impact of the HGV journeys from Macclesfield in terms of fuel use and the impact on the communities through which the HGV's pass. Nor does the journey from Macclesfield meet the sustainable drive time suggested in the report.
4. The disruption to residents with HGV's arriving early morning and late in the evening.

5. The increase in pollution on the site in terms of odour, noise and dust.
6. The application is for a temporary facility, four years is temporary, 14 years is permanent. This permanent centre will discourage a search for a more suitable site.

Crewe Town Council would like to see a recycling plant more centrally situated in the Borough or another centre for recycling in the North of the Borough. This would lessen the environmental impact in terms of transport costs and pollution.

Haslington Parish Council

The Parish Council object to the development on the following grounds:

Haslington Parish Council submitted comments to the pre application exhibition relating to screening of the proposed MRF building from the railway line - seen as a gateway into Crewe from Manchester. It is disappointing that given so few comments were received that screening from the railway line was not possible as part of this proposal.

The MRF building is requested to stand until at least 2027. The report appears to see the railway embankment as a screen to the building, dismissing as minor the view from passing trains. All Change For Crewe envisages a major increase in population for Crewe which will require inward investment from national and international companies who will not be impressed by a messy view of the Maw Green waste site at the gateway to Crewe from Manchester by rail.

The methodology for site selection appears flawed. The short list of sites that made it through included sites such as the Bentley Factory, highly unlikely to be offered as a waste processing site given the several £100 millions invested there in the past few years, sites considered in Elworth/Ettiley Heath appear to take no account of residential planning permission having been granted and dozens of houses already built on the potential sites. The site considered next to Zan Drive in Sandbach has 40 new houses - completed more than 12 months ago. The methodology should have taken into account sites developed in recent years rather than take 10 year old local plan data as a starting point.

Given the uncertainty over when or if residential development granted in the locality of Maw Green will be implemented, development that was to support junction improvements, could a contribution from this development proposal not be requested towards improving the junction of Maw Lane / Sydney road / Groby Road given the impact of additional HGV movements onto to local road network.

Response of applicant to Haslington Parish Council representation

- 1) Screening of the proposed building from the railway line

The response from Haslington Parish Council states that prospective companies considering investing in Crewe *"will not be impressed with the messy view of the Maw Green waste site at the gateway to Crewe from Manchester by rail"*. There is also an assertion within the consultation response that the rail embankment would provide insufficient screening of views of the site by users of the railway line.

There is a belt of consented planting identified on drawing 1271-01-012 Indicative Landscape Design, located between the Material Recycling Facility (MRF) and the surface water lagoon to provide screening of the MRF building. It is not considered that there is a need to provide planting to screen views of the surface water lagoon as this will not be an intrusive presence. The MRF doors will be located on the opposite side of the building to the railway, therefore movements will take place in this area rather than at the railway boundary. Views of the development from the railway will be transient from moving trains, limited to the blank elevation of an industrial building and will be over in a matter of seconds. As such, it is not considered that any additional screening of such views is considered necessary or indeed feasible due to the future requirement to expand the surface water lagoon. The planning application is supported by an assessment of landscape and visual effects (Chapter 6 and Appendix 6-1) undertaken by a Chartered Member of the Landscape Institute and was prepared in accordance with recognised best practice as set out in *Guidelines for Landscape and Visual Impact Assessment* (Landscape Institute and Institute for Environmental Management and Assessment, second edition 2002) and found to be acceptable.

2) Site search methodology

The response from Haslington Parish Council claims that methodology of the submitted site search (Appendix 5-1 to the Planning and Design and Access Statement) is flawed as it *“should have taken into account sites developed in recent years rather than the 10 year old local plan data as a starting point”*. It is assumed that the 10 year old local plan data being referred to is the ‘Cheshire Replacement Waste Local Plan: Search for Potential Waste Management Sites Final Report (Entec, 2003)’.

Whilst the Entec report is now ten years old it still forms part of the evidence base for the saved policies of the adopted development plan against which planning decisions are made within Cheshire East. Saved Policy 5 of The Cheshire Replacement Waste Local Plan (CRWLP) (2007) requires that Applications for built waste management facilities on sites not shown on the proposals map will not be permitted unless it can be demonstrated that:

- (i) the preferred sites are either no longer available or less suitable for the proposed development; and
- (ii) development sites are located according to the sequential approach to meeting development needs within the Regional Spatial Strategy.

It would therefore seem sensible to use the evidence base which led to the selection of the preferred sites for waste management within the development plan as a starting point for assessing alternative sites. The site search undertaken in support of the planning application did not solely rely on the Entec report, as stated within paragraph 2.12 of Appendix 5-1 *“it was not appropriate to rely upon the original list in its entirety”* and additional industrial and employment sites allocated within the extant development plan were also included within the site search.

The Parish response criticises the fact that some of the site assessments within Appendix 5-1 do not mention if a site has recently been developed for housing. This is because some sites were ruled out for planning reasons at Stage 3, not due to their recent development / availability which (unless it was immediately apparent) formed a later stage of the site screening process (Stage 4 – site visits). An example of this, as put forward by the Parish Council is Site Ref 14 ‘Land to rear of Zan Drive, Sandbach’ which was excluded from the

process at Stage 3 due to being inappropriate to the character of the locality (failing Policy PS4), access constraints and proximity of residential properties. Clearly if the site had been assessed as appropriate at Stage 3, then it would have been later excluded at Stage 4 (site visit) due to being developed for residential purposes.

The site search followed the approach set out within Annex E of Planning Policy Statement 10 and, as such, accords with national planning policy requirements for identifying alternative sites for waste management to those allocated with the adopted development plan. Haslington Parish Council's comments confirm that the sites in question are wholly unsuitable for development as an MRF. I would note that the Parish Council have not presented any alternative sites which they consider more suitable than the proposed Maw Green site.

Congleton Town Council

Recommended that this should be approved subject to the following:-

1. There needs to be a highways assessment undertaken of the impact of the additional journeys of waste movement vehicles between Macclesfield and Crewe travelling via Congleton
1. A contribution ought to be provided from this project to the Congleton Link Road
2. Project reinforces the need for the link road
3. Consideration should be given to siting the Waste Plant at Lyme Green, Macclesfield

OTHER REPRESENTATIONS

At the time of writing 2 letters of objection have been received raising the following issues:

- Effect on capacity of local road network arising from Heavy Goods Vehicles, with particular concern regarding the road infrastructure around Sydney Road and North Street and the associated railway bridges;
- Affect of congestion on emergency services reaching Leighton Hospital;
- Cumulative effects on local highway network of this scheme and others recently permitted particularly the residential development at Maw Green;
- Effect of noise and dust on local amenity, particularly arising from HGVs;
- Potential problem of dust deposited on road;
- Narrow roads;
- Potential for contamination to roads and land from diesel from HGVs;
- Impact on the condition of the local highway network;
- Use of the site to accept waste from other areas;
- Requests alternative route for vehicles is sought.

OFFICER APPRAISAL

Principle of built waste management facility on the site

Historically the wider landfill site has been used for waste management since the establishment of the landfill in 1984; whilst the application site forms part of a consented landfill cell and has previously been used for green waste composting. The principle of waste management on this site has therefore been established. More specifically, the Inspectors Report into CRWLP considers that built waste management facilities could potentially be

developed on landfill sites, but specifies that one of the factors weighing heavily against this is that landfills are temporary uses of land whereas built waste management facilities are generally permanent and different considerations apply. In this case however, whilst the building would be retained for a sustained period, it is nonetheless a temporary form of development which would be removed from site after 2027.

Assessment of Alternative Sites

Policy 5 of CRWLP states that applications for built waste management facilities which are not on 'preferred sites' will not be permitted unless it can be demonstrated that:

1. the preferred sites are either no longer available or are less suitable than the site proposed; or
2. would meet a requirement not provided for by the preferred sites; and
3. the proposed site is located sequentially to meet the development needs within the Regional Spatial Strategy.

The applicant identified 49 potentially suitable sites within a 20 minute drive time of the proposed site using a range of sources including preferred sites of the CRWLP; B1/B2/B8 employment allocations in Congleton and Crewe Borough Local Plans; and sites previously identified as part of the preparation of the CRWLP (Entec 'Search for Potential Waste Management Sites' Report). A range of exclusionary criteria were then applied including those sites with conflicting neighbouring land uses, and those subject to alternative land use allocations or restrictive local policy constraints that would render the development unacceptable. The remaining 28 sites were subjected to further assessment against a range of locational criteria (based on PPS10 Annex E) including individual site/environmental characteristics, neighbouring land uses and access constraints and unsuitable sites.

13 sites were taken forward for further investigation and subsequently discounted on the basis of the following:

- **Moss Lane Industrial Estate, Elworth** – unavailable and unsuitable for waste management uses. New residential units lie in close proximity to the site.
- **Springvale Industrial Estate, Elworth** - no available plots of a suitable size, inadequate internal access and insufficient access road.
- **Royal Ordnance Factory, Radway Green** – site unavailable
- **East of Quakers Coppice, Crewe** – some availability but being targeted at higher end uses which would be inappropriate with a waste use.
- **Basford East – Basford Hall Sorting Sidings, Crewe** - site not likely to be deliverable in near future. The new access from off the A500 is yet to be constructed.
- **Basford West (South), Crewe** – site not likely to be deliverable in near future. The new access from off the A500 is yet to be constructed. Planning permission granted for employment uses and planning application submitted for mixed use residential, offices, retail and hotel.
- **Basford West (North), Crewe** – site fully developed and occupied, and tightly constrained with inappropriate access.
- **Air Products, Crewe** – fully developed and occupied
- **Land adjacent to railway, Willaston** – unsuitable access through residential properties. Some small scale waste uses on site but all plots/buildings are too small and fully occupied.

- **Leighton West, Crewe (partly CRWLP Preferred Site WM16B)** – site unavailable. Part of site is operational car factory, the other occupied by a vehicle depot, waste bulking-up facility, a manufacturing business and a car park serving the Bentley Motor Factory.
- **Crewe Gates Industrial Estate, Crewe** – large proportion of the units are fully occupied, with the remainder too small or unsuitable situated next to high end commercial users and food factories.
- **Oakleigh Farm, South of Pym's Lane, Leighton West, Crewe** – unavailable as recently purchased by Bentley Motors.

Whilst landfill sites do not constitute previously developed land (as per the NPPF definition) and thus other previous developed land in urban areas and allocated sites in the development plan would be sequentially preferable, the alternative site assessment has demonstrated that there are no other viable or alternative sites within the identified catchment.

Concerns have been raised by Haslington Parish Council regarding the scope of the alternative site assessment, particularly given the age of the documents relied upon. The response provided by the applicant is noted (and is detailed in full under the Parish Council representations section of this report) and it is considered that the scope of the assessment follows the approach set out in Annex E of PPS10. As such, the scheme has met the criteria of CRWLP Policy 5 and the approach of PPSS10.

Development on an unallocated site

PPS10 states that proposals for new facilities on unallocated sites should be considered favourable when consistent with the waste planning authority's core strategy and policies in the PPS, including the criteria of paragraph 21 which includes:

- Physical and environmental constraints, including existing and proposed neighbouring land uses;
- The cumulative effects of waste facilities on the amenity of the local community and on the environment; and
- The capacity of transport infrastructure to support the sustainable movement of waste, nature conservation and protection of water resource.

In this regard the applicant makes the case that the scheme offers a co-locational advantage by siting two complimentary waste management uses on one site, a principle which is supported in PPS10. It offers efficiencies in service provision and resource use as the landfill has existing infrastructure, access and environmental controls required by the scheme, thus preventing the need for additional new development elsewhere. They also note that the scheme allows for the 15% of waste which is not recycled or recovered at the MRF to go directly into the adjacent landfill, thus negating the need for further vehicle movements and reducing the carbon footprint of managing this waste. Whilst this point is accepted up until 2017, in the absence of any extension to the life of the landfill, it is noted that there would still remain a requirement to export this material to another facility beyond this time.

The applicant also highlights that the site has a degree of separation from sensitive receptors and is located proximate to the major source of waste arisings, greatly reducing the distance associated with the carriage of wastes and is also located close to Pym's Lane Council depot where refuse collection vehicles are parked overnight, thus ensuring the vehicles have a much

shorter turn around time. On the basis of these points, the scheme accords with the approach of PPS10.

Sustainable waste management principles

Compliance with waste hierarchy

One of the key planning objectives of PPS10 is to help deliver sustainable development through driving waste management up the waste hierarchy; addressing waste as a resource and looking to disposal as the last option. The development would intercept waste which would otherwise be disposed of at landfill and would instead maximise the amount being recycled or recovered, thus driving it up the waste hierarchy. In respect of the waste hierarchy, recycling is given a higher priority than recovery and the applicant has not indicated what proportion of waste is to be recycled compared to that being recovered; as they state that this is difficult to predict and would be determined through the composition of the waste stream received at the facility plus the requirements of the contracts secured.

Nonetheless the scheme would still intercept waste which is otherwise disposed of at landfill so represents a more sustainable option; and the design of the facility seeks to maximise the amount of waste being recycled; allowing for recovery where this is not possible. It is also noted that the revised Waste Framework Directive allows for deviation from the waste hierarchy where it can be clearly demonstrated there is a better environmental outcome from doing so as all parts of the waste hierarchy have a role to play in the management of wastes. Given the benefits arising from location of the MRF on this site, and the design of the facility which seeks to maximise the amount of waste being recycled as far as possible, it is considered that scheme accords with the approach of PPS10 and the revised Waste Framework Directive.

Proximity principle

Particular concern has been raised by local residents and Parish/Town Councils that the scheme is not strategically located in relation to the source of waste arisings and would result in waste being transported across the authority from Danes Moss landfill.

The recent consultation draft update to PPS10 reflects European legislation by requiring a framework to be provided in which communities take more responsibility for their own waste, enabling waste to be managed in one of the nearest appropriate installations whilst recognising that new facilities will need to serve catchment areas large enough to justify the investment. The Inspectors Report into CRWLP acknowledges that the legislation does not provide a definition of what constitutes a community, and that this could equally apply to a town or a region. It also notes the requirements of the Plan to provide sufficient facilities for the Cheshire sub-region; and considers that an approach which only provides for waste arising within a closely defined area is inflexible, unrealistic and would result in unnecessary movements of waste over long distances.

In respect of the proximity to waste arisings, the applicant makes the case that the north of the authority will continue to be served by Danes Moss Landfill up until 2014, and after that time by the waste transfer station (WTS) on the site. They estimate that a third of the waste processed through Danes Moss WTS (20,000tpa) would be transported to the MRF at Maw Green which equates to 26% of the overall waste throughput for the MRF. They also note that due to the location of Danes Moss WTS, a portion of Congleton's waste would be

managed through the Danes Moss WTS with the remainder being served by the MRF. The MRF is designed to primarily serve waste arisings from the south of the Borough. As such, the applicant states that it is located in close proximity to the largest centre of population in the south which is Crewe (with a population of 67,000 as opposed to Congleton with a population of 25,000). The MRF would accommodate circa 40,000tpa of direct delivered waste, most of which would originate from the southern parts of the Borough; and likewise Crewe and its surrounding area would be a major contributor of the C&I waste being processed by the facility.

Whilst there is an underlying principle of waste being managed close to its source, this proximity principle does not require using the absolute closest facility to the exclusion of all other considerations; and in many cases other facilities may represent the best economic and environmental solution. Given the benefits arising from the scheme; namely that it:

- contributes to Cheshire East's network of waste management facilities;
- provides a facility to sustainably drive waste up the hierarchy;
- offers an improvement over the current waste management option and allows the use of an existing waste management site; and
- is located in close proximity to the largest source of waste arisings in the south where the larger proportion of waste arisings would originate

it is considered that consistency with the principles of self-sufficiency and proximity principle have been demonstrated and the scheme accords with the approach of the revised Waste Framework Directive; PPS10 and Policy 1 of CRWLP.

Need for the facility

The recent consultation draft update to PPS10 stresses that waste planning authorities should only take into account the quantitative or market need for new or enhanced waste management facilities where proposals are not consistent with an up-to-date local plan. Equally Policy 2 of the CRWLP states that where material objections outweigh benefits, overriding need should be demonstrated. In this instance whilst the scheme is not on an allocated site; this matter has been adequately addressed by the applicant. In addition the benefits brought by this scheme outweigh this one policy conflict, in terms of provision of range of sustainable waste management benefits and the contribution to meeting national waste management targets. The assessments in support of this planning application demonstrate that having regard to the design and nature of the development satisfactory mitigation measures are provided to safeguard environmental resources. Accordingly a 'need' is not required to be demonstrated to outweigh harm caused by the development.

Despite this the applicant has identified a number of benefits arising from this scheme namely that it:

- minimises the quantity of waste sent to landfill, avoiding the resultant landfill tax implications and creates value from the waste stream in the form of recyclates and SRF;
- Maximises the recovery of recyclable material;
- Reduces the environmental harm caused by traditional waste management techniques by providing a modern facility;
- Produces a fuel which offers a renewable energy source; and
- Offers a reduction in consented landfill void

The legislative and policy targets are also a relevant consideration in this regard. In particular the Waste Management Plan for England 2013 which requires the re-use or recycling of 50% of household waste by 2020, and to reduce the amount of biodegradable municipal waste (BMW) landfilled to 35% of that landfilled in 1995 by 2020 (Landfill Directive). Equally in terms of capacity gaps, the Cheshire Joint Waste Needs Assessment 2011 identifies across both waste streams a capacity gap of 300,000 - 400,000 tonnes per annum; and an indicative requirement by 2030 for 10 facilities for MSW recycling and 8 facilities for C&I. Whilst these figures are based on a modelled future waste management scenario which is no longer being pursued, it nonetheless provides a broad picture of potential future demand.

As such the scheme accords with the approach of Policy 2 of CRWLP and PPS10.

Loss of void space

The scheme would result in a loss of consented landfill void space of 250,000m³ taken up by the MRF. This loss however is required to provide a facility which enable formerly landfilled waste to be handled more sustainable and higher up the waste hierarchy by being either recycled or where this is not possible, recovered; thus according with the approach of CRWLP, PPS10 and waste legislation.

Compliance with policies of CNBLP

With respect to the Crewe and Nantwich Borough Local Plan the site is located in the open countryside. Only certain types of development are permitted in the open countryside under policy NE.2 which includes (amongst others) development which is essential for the purposes of agriculture, forestry, and '*other uses appropriate to a rural area*'. The policy justification includes that development in the open countryside is kept to a minimum in order to protect its character and amenity. However the development is for a temporary period until 2028 and would be located on an existing concrete hardstanding on the landfill site, adjacent to the gas utilisation compound. Partial screening would be provided by the contours of the restored landfill and screened by the railway. Additionally it would have appropriate landscape planting which would further screen the building in this location. Given the presence of the existing infrastructure on the site and its temporary nature until 2028, it is not considered that the development would conflict with the overall approach of the policy.

Highways Impacts

Concern has been raised regarding the impacts of the scheme on the local highway network, particularly in respect of the cumulative impacts on congestion arising from other recently permitted development in the area. The Transport Statement (TS) submitted with the application considers the highway impacts based on two scenarios of both the MRF operating concurrently with the landfill; and (in the event of there being no landfill time extension) the MRF operating independently. In respect of the first scenario, the traffic movements associated with the operation of the MRF would total 98 daily vehicle movements (49 in, 49 out), comprising:

- 40,000tpa of MSW imported by 7t Refuse Collection Vehicles generating 42 daily movements (21 in, 21 out);
- 20,000tpa of MSW transferred from Danes Moss waste transfer station by 20t HGV generating 20 daily movements (10 in, 10 out);

- 15,000tpa of C&I waste imported by 10t HGV generating 12 daily movements (6 in, 6 out);
- Export of 63,750 tpa of recycled product by 20t HGV generating 24 daily movements (12 in, 12 out); with the remaining 11,250tpa transferred internally into Maw Green Landfill.

Alongside this, the operation of the landfill would generate the following:

- 8000tpa residual waste imported to the landfill by 10t HGVs generating 6 daily movements (3 in, 3 out);
- 7050tpa of landfill cover material imported by 10t HGVs generating 6 daily movements (3 in, 3 out);
- 16,000tpa of C&I waste imported by 10t HGV generating 12 daily movements (6 in, 6 out);
- 60,320tpa of leachate exported off site in 29t HGVs generating 16 daily movements (8 in, 8 out).

As such, the operation of the MRF alongside the landfill would give rise to 138 daily movements (69 in, 69 out).

The TS also considers the traffic generated by MRF in the event that the landfill closes. In addition to the 98 movements generated directly by the MRF, there would be a further 24 movements associated with the export of residual waste and leachate; generating a total of 122 daily movements (61 in, 61 out). Under both scenarios, the vehicle movements generated by the scheme remain well within the existing consented daily levels for the landfill (200 in and 200 out).

The cumulative impacts arising from the MRF in combination with other recently permitted residential schemes at Maw Green, Coppenhall East and Barrows Green have also been assessed in terms of impacts on capacity of the local road network. This takes into account both the impact on the existing Remer Street/Maw Green Road priority junction, and the highway improvements secured as part of the committed housing schemes. In terms of the impact of traffic flows on Maw Green Road link to Sydney Road/Remer Street, the TS identifies the flow impact would remain below 10%, and identifies that the traffic demand would be less than half of the recorded 2009 landfill traffic demand; and would be significantly below the currently consented level of 400 two-way movements.

The impact on the existing Maw Green Road junction arrangement is anticipated to operate close to capacity in 2014, and by 2018 the addition of the proposed Maw Green landfill development traffic is anticipated to result in a slight worsening of conditions on this junction. The TS does identify that the addition of MRF related traffic has only a limited proportional impact on the junction, as the junction appears to be most materially affected by the addition of committed local residential development traffic. With regard to the potential new junction arrangements secured by recent consented residential development, TS identifies that this would operate within capacity, and as such would have a negligible effect on the operation of the immediate local highway network. Equally the TS does not anticipate any material highway safety issues within the vicinity of the site. Overall therefore, the TS concludes that the scheme would not give rise to any operational impacts upon the future capacity of Maw Green Road or its junction with Sydney Road / Remer Street / Elm Drive.

The Highways Officer notes that the existing landfill operation has a cap on lorry movements up to 400 trips per day and this could in theory carry on until 2017 when permission for landfill expires. However it is noted that the actual HGV movements from this site is significantly lower than permitted levels; and the combined HGV movements for both the MRF and landfill is 69 one-way trips (138 two way). The Officer notes that it has been previously agreed that 400 movements to the site was an acceptable limit, and with both the MRF and landfill operating together this produces some 140 trips, some way below this cap. The Highways Officer acknowledges that there is existing congestion on the Sydney Road corridor, but considers that it would be difficult to argue that this application is not acceptable given the limits set on the landfill operation. Equally, the Officer considers that should the MRF operate in isolation without any landfill extension, the 122 two-way trips that occurs over the course of a day associated with the MRF does not represent a severe impact in relation to the background traffic flows on Sydney Road. On this basis, no highway objections are raised, subject to the submission of a Construction Management Plan which could be secured by planning condition.

It has been suggested by Haslington Parish Council that a contribution should be sought from the scheme towards junction improvements of Maw Lane/Sydney Road/Groby Road. On the basis of the conclusions of the Transport Statement, and given that the scheme would not exceed current permitted levels of vehicle movements on the landfill, it is not considered that such a requirement would meet the tests of the CIL Regulations and would not be justified in this instance. It is also noted that the Highways Officer has not sought any such requirement.

Given that any planning permission for the MRF would sit alongside the existing planning permission for the landfill, which already permits 400 movements (200 in, 200 out), it is considered that should planning permission be granted for this scheme, a planning condition should be imposed to ensure that cumulatively from the operation of the MRF alongside the landfill the total vehicle numbers arising from these activities do not exceed the 400 movements (200 in, 200 out) permitted under the landfill consent.

On the basis of the conclusions of the TS and the absence of any objections from the Highways Officer; and on the basis of the planning conditions as detailed being secured, it is considered that the scheme would accord with policies 12 and 28 of CRWLP, and policies BE.1 BE.3 of CNBLP as well as the provisions of PPS10 and the NPPF.

Landscape and Visual Impacts

The application site lies adjacent to open land which was formerly landfill and has since been restored; whilst land to the east beyond the railway line is largely open farmland. The scheme would introduce a large built facility onto the site, however its overall impact on the landscape is moderate in scale when compared to the geographical extent of the landfill. The building would be sited adjacent to the waste to energy compound and railway line. Furthermore the site lies close to the urban edge of Crewe and land in between has recently been granted outline permission for residential development. Therefore the overall character of this area has become more urbanised and whilst the introduction of the MRF would intensify this; the overall landscape impact of the proposal would not be considered unacceptable when placed in this context, and the cumulative effects on landscape character are not considered significant.

In respect of visual impacts, views of the building from residential properties and footpath users to the north, northwest and west would be largely screened by the restored landfill profile. From the east, the building would be screened to an extent by the adjacent railway embankment, with the roof of the building visible from some locations; however such views would be in the context of existing rail infrastructure and train movement. The most prominent views are likely to be from users of footpath 6 across the landfill, especially once the landfill is restored. Equally those properties on the eastern extent of the northern parcel of the proposed Maw Green residential scheme would have clear views of the building until such time as mitigation planting is established. The landscape and visual assessment identifies this impact as being of major significance which would reduce over time as planting develops.

As mitigation the applicant proposes a planting scheme comprising of new belts of woodland planting along sections of the eastern and northern boundary, and a belt of woodland to the west of the site to provide additional screening for residential properties proposed to the south west of the site and screening for views from the railway line. In addition the building would be clad in a sympathetic colour relative to its surroundings so as to reduce its prominence in this location. It is also noted that all activities aside from the vehicle movements would take place within the confines of the building. On cessation of the facility, the area taken up by the building would be broken up and restored to species rich grassland with the woodland planting being retained as part of the final restoration. The exact mix and specification of all landscape planting would be secured by planning condition.

In addition amendments are proposed to the approved landfill contours. This area of the landfill is permitted to be restored to a gentle sloping landform to the east and has largely been restored (aside from the hardstanding area taken up by the application site). Minor re-profiling is therefore proposed with inert material to tie with the final landform following the removal of the MRF. As such this would create a landform which rises more steeply in the north and west. The contours proposed are considered sympathetic to the wider landform and the landscape officer raises no objection to the scheme. It is not considered that the scheme would present an unacceptable impact on the landscape or any unacceptable visual intrusion. As such, the scheme accords with policy 14 of CRWLP, policy BE.2 of CNRLP along with the approach of PPS10 and NPPF.

Noise Impacts

Noise impacts

Concern has been raised regarding the potential for disruption during the early morning and late evening arising from the scheme. Policy 23 of CRWLP does not permit development for waste management facilities where it would give rise to unacceptable levels of noise pollution. Equally PPS10 requires the delivery of waste management facilities without endangering human health and without harming the environment.

The noise levels for construction activities are predicted as ranging from 36dB to 64dB depending on the activities being undertaken; with the highest predicted noise levels associated with soil movements and the construction of infrastructure, however this would be within the level of noise normally found to be acceptable for an activity of this type and duration. The application of best practical means is proposed to control construction noise

impacts and the Environmental Health Officer raises no objection to this, subject to planning conditions being secured to control the use of piling activities and hours of construction.

In terms of operational noise impacts, the noise levels arising from the operation of fixed plant are not predicted to give rise to complaints from sensitive receptors. Noise impacts arising from HGV movements on site are predicted to give rise to an increase of up to 0.3dB at sensitive receptors which is measured as a negligible impact. The cumulative effects of on site HGV movements and fixed plant noise 'breakout' from the facility building is predicted to result in an increase of up to 0.8db which is measured as a negligible impact.

In terms of cumulative effects of both the proposed MRF and landfill operating concurrently, the assessment predicts that the noise levels from the landfill site are not significantly affected by the additional MRF operations and the cumulative effect only increases the highest noise levels by around 1dB(A).; which would remain within the noise limits established in the draft planning conditions for the landfill time extension consent.

An assessment of noise impacts arising from the proposed HGV movements on the local road network predicts an increase of up to 0.9dB which is assessed as having a negligible impact (based on DMRB guidance). Equally the cumulative effects of noise from HGV movements on the local highway arising from both the proposed MRF and landfill are predicted to generate an increase in background noise levels of up to 1.3dB which represents a negligible to minor impact (DMRB guidance).

The Environmental Health Officer notes that the proposed hours of operation are outside of normally permitted hours for waste management facilities and it is during these times that the ambient and background noise levels are lower and thus noise disturbance is more likely. It is also noted that the impact of reverse alarms has not been included in the noise assessment. As such the Environmental Health Officer requires a range of mitigation to be secured by planning condition to ensure that the resulting noise levels from the scheme are acceptable:

- controls to ensure the MRF doors remain closed other than when in use;
- maximum permitted noise levels;
- noise monitoring programme;
- controls over hours of operation and hours of construction;
- controls over the construction methods.

A noise mitigation scheme is also required which would cover:

- Acoustic design for the reception building including the roller shutter doors;
- the maintenance of all on-site mobile plant and fitting of silencers and white-noise reverse alarms;
- use of mobile plant to avoid unnecessary banging and scraping of loading buckets;
- restriction on the operation of mobile plant operating externally to the MRF building after 1900 hours;
- restriction on the number of HGV movements on Sunday between 0800 and 1000 hours.

Whilst no specific assessment of the potential noise impacts arising from delivery of waste on Sundays and Public Holidays has been made, it is noted that the HGV movements are

already currently made to the existing landfill and no additional noise impacts are therefore anticipated given that the MRF would not be operational during this time. The Environmental Health Officer considers that any potential noise impacts arising from the unloading of waste during these times would be controlled by planning conditions restricting the maximum permitted noise levels and as additional mitigation a restriction on the number of HGV movements on Sunday mornings is recommended. Subject to mitigation measures being secured by planning condition, it is considered that the scheme would not give rise to unacceptable levels of noise pollution and would accord with policy 23 of CRWLP, and NE.17 of CNBLP, as well as the approach of PPS10 and the NPPF.

Air Quality

PPS10 makes it clear that the planning and pollution control regimes are separate but complimentary and it should be assumed that the relevant pollution control regime is properly applied enforced. The LPA should be satisfied that potential releases can be adequately regulated under the pollution control framework and that the effects of existing sources in pollution and around the site are not such that cumulative effects of pollution would make the proposed development unacceptable. Consequently, the determination of the planning application should focus on whether the development is an acceptable use of land and the impacts of those uses, rather than the control of processes or emissions. In this respect it is noted that the Environment Agency has raised no objection to the scheme and no specific comments are made with regards to air quality.

Furthermore in addition to any controls applied to the development as part of the planning consent, the proposed development would be the subject of an Environmental Permit under the Environmental Permitting Regulations (England and Wales) 2010 which are issued, monitored and enforced by the Environment Agency. The Environmental Permit would describe the processes that may take place at the site and justify the approaches to emissions abatement and control, addressing pollution prevention and control measures. Accordingly, statutory controls exist under the pollution control framework that would adequately regulate the operation of the proposed development

Notwithstanding this, the impact of air quality on amenity and the need to prevent nuisance remains a material planning consideration and consideration should be given to whether the effect of any change in air quality arising from the scheme would cause increased and unacceptable levels of detriment to sensitive receptors. Whilst no air quality assessment has been submitted with this application, the Environmental Health Officer is satisfied that the scheme would not affect any Air Quality Management Areas nor would the affected routes be subject to any significant impacts.

Odour

The applicant notes that the potential for odour will be mitigated in part by a combination of good site practice measures and careful building design. All operations would be undertaken within the confines of the building. The MRF building would operate under negative air pressure by drawing air through the building when the roller shutter doors are opened and out via fan extraction units installed on the roof. The building has also been designed to limit expose of waste to natural light to keep internal temperatures cool.

The SRF would be wrapped inside the building and only removed from site as wrapped bales or within fully sheeted or enclosed loads, thus preventing odour being released from the site.

Equally all vehicles transporting waste would be fully sheeted or enclosed. The applicant also notes that a large proportion of the waste material would form a contract of known quantities and as such the waste can be managed to minimise the amount retained within the building awaiting processing.

Dust

In respect of dust impacts, the applicant notes that the prevailing wind direction is south westerly and this is away from the closest residential properties towards the railway line and agricultural fields. They also note that dust particles are normally deposited within 100m of its source; whilst the nearest sensitive receptor is in excess of double this distance. The Environmental Health Officer considers that the depositing and moving of waste can be significantly controlled by the use of good site management practices. This could include:

- All vehicles being enclosed/sheeted;
- Appropriate paved, tarmac or concrete of areas trafficked by HGVs;
- Enforced speed limit on site;
- Manual sweeping of the site as necessary and use of wash down facilities; and
- Processing of waste materials and recyclables take place within the confine of a building.

As such, a scheme detailing best practice measures to be employed for the control and suppression of dust would be secured by planning condition. In view of the distance to receptors and subject to securing this mitigation, it is not considered that dust deposits would have any unacceptable impact on the amenity of nearby residents or on the local highway. Overall it is considered that the scheme would accord with Policy 24 of CRWLP and Policies BE.1 and NE.17 of CNBLP, as well as the provisions of PPS10 and NPPF.

Ground Contamination

The Environmental Health Officer notes that this site is on part of an active landfill therefore there is the potential for contamination of the site and the wider environment to have occurred. In addition due to the presence of the landfill the land has the potential to create gas. However the scheme is proposed on the footprint of an existing area of hardstanding, and the Environmental Health Officer raises no objection to the scheme subject to the site being subject to the risks of contamination being assessed prior to any development being undertaken on site, which can be secured by planning condition. This would accord with Policies 12 and 18 of CRWLP, and policy NE.17, NE.21 and BE.6 of CNBLP.

Nature Conservation

The site is approximately 700m south east of Sandbach Flashes which is a Site of Special Scientific Interest (SSSI). However Natural England is satisfied that the scheme will not damage or destroy the interest features for which the site has been notified and advise that the SSSI does not represent a constraint in determining this application. Given that the assessment would be restricted to the existing hardstanding, there would be no impacts on existing habitats or flora.

No evidence of badgers was recorded in the ecological walkover survey, although the land to the east is identified as providing suitable habitat for foraging and sett construction. Given this, a pre-construction survey is recommended prior to the start of any development works.

Likewise whilst no foraging or roosting opportunities for bats were identified on site, the survey identified that bats may use the immediately adjacent habitat for foraging and or commuting purposes. Some of these areas would be lost to accommodate the proposed extension of the lagoon, although this could in itself provide better quality foraging habitats than at present. The Nature Conservation Officer raises no concerns regarding bats. The survey identifies recommendations for controlling lighting on site to minimise impacts on bats and full lighting details can be controlled by planning condition.

The survey identifies features on the site which could provide small areas of potentially suitable habitat which would be impacted on by the development. Two waterbodies are located within 250m of the site; one of which has previously been surveyed with no Great Crested Newts recorded, and the other is considered to provide sub-optimal (at best) breeding habitat for Great Crested Newts. Records of Great Crested Newts exist within 1km of the site, and they are also known to be present in the north of the landfill although over 500m from the site. As such, the survey identifies the likelihood of Great Crested Newts being present as low and the risk of disturbance or killing of animals negligible. Equally the Nature Conservation Officer raises no objection and considers that Great Crested Newts are unlikely to be present or affected by the proposed development and no further action is required in respect of the species. Due to the presence of the species in the north of the landfill and suitable connecting terrestrial habitat, the survey advises that a precautionary approach is adopted and recommends the implementation of a scheme of non-licensed Reasonable Avoidance Measures (RAMs) during both the preparatory and construction periods, and further presence/absence surveys should the development not be commenced prior to spring 2014.

In terms of reptiles, the survey identifies features on site which could provide small areas of potentially suitable habitat and which may be impacted by the proposal. A Grass Snake was recorded on the survey and are known to utilise the site. As such, the survey a scheme of RAMs are recommended during both the preparatory and construction periods for the removal and relocation of temporary site features such as the disused composting pile (under supervision by an ecologist and as guided by a RAMs method statement). These are designed to reduce the risk of animals being killed or injured during the development. The Nature Conservation Officer raises no objection to the proposal and recommends a reptile mitigation method statement be secured by planning condition.

Opportunities for nesting birds within the site are limited however the Nature Conservation Officer recommends that a detailed survey for nesting birds is undertaken prior to any work during bird breeding season; a matter which can be secured by planning condition. Following negotiation with the applicant, it has been agreed that the final restoration scheme will incorporate a larger area of species rich grassland to provide additional nature conservation benefits and this will be secured by planning condition.

On the basis of securing the mitigation and ecological enhancement measures proposed, it is considered that the scheme accords with Policy 17 of the CRWLP, Policies NE.5 and NE.9 of CNBLP and the approach of NPPF and PPS10.

Water Resources

The site is partially located within Flood Zone 2, however the Environment Agency has confirmed that this relates to the previous route of Fowle Brook, which was subsequently diverted alongside the railway line to accommodate the landfill. As such the Environment Agency raise no concerns over the potential of flooding from Fowle Brook.

The existing surface water attenuation lagoon used for the landfill would be enlarged to accommodate surface water runoff from the proposed development which then discharges into Fowle Brook. Foul water would be discharged via public sewer. The Environment Agency considers the surface water drainage strategy to be acceptable and raise no objection subject to securing a scheme for the disposal of foul and surface water. Leachate generation from the development is expected to be minimal and would likely be absorbed by the waste. Any surplus leachate would be collected and treated in the existing landfill leachate treatment facilities.

PPS10 makes clear that it should be assumed the relevant pollution control regime is properly applied and enforced. The scheme will require an Environmental Permit which will be regulated by the Environment Agency (EA). This will consider any potential pollution to water resources. Given that no objections are raised by the EA and the scheme proposes to utilise existing landfill drainage arrangements, it is considered that there would be no adverse impact on ground/surface water quality or resources. As such, the scheme accords with policy 18 of CRWLP and policies NE.17 and NE.20 of CNBLP, along with the approach of PPS10 and NPPF.

Conclusions

Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise. This decision has also had regard to the National Planning Policy Framework and Planning Policy Statement 10: Planning for Sustainable Waste Management.

The application and supporting documentation considers the potential constructional /operational; long and short term; temporary and permanent impacts of the development and where appropriate identifies mitigation sufficient to minimise the impacts. The documentation concludes that the development does not give rise to any unacceptable significant impacts. Equally the cumulative impacts arising from both the operation of the MRF and the landfill have been assessed; as well as those arising from other developments in the area.

The proposed development, as set out within the committee report, has been carefully considered against adopted planning policy and national guidance, taking into account all other material considerations. It is considered that the proposed development would not have an unacceptable detrimental impact upon the wider environment and that any negative impacts identified could be overcome by suitably worded conditions. It is considered that the supporting information submitted with the application demonstrates that the proposed development would not cause unacceptable significant harm to the local environment in terms

of highways and traffic, landscape and visual impacts, noise and air quality, ground contamination, nature conservation and water resources. It is not considered that the proposed development would cause unacceptable harm to the amenities of local residents.

As such, the proposal accords with the provisions of the PPS10 and the NPPF; policies within the Cheshire Replacement Waste Local Plan, and the Crewe and Nantwich Borough Local Plan.

It is therefore recommended that the proposal be approved subject to conditions.

RECOMMENDATION

That the application be APPROVED subject to the following:

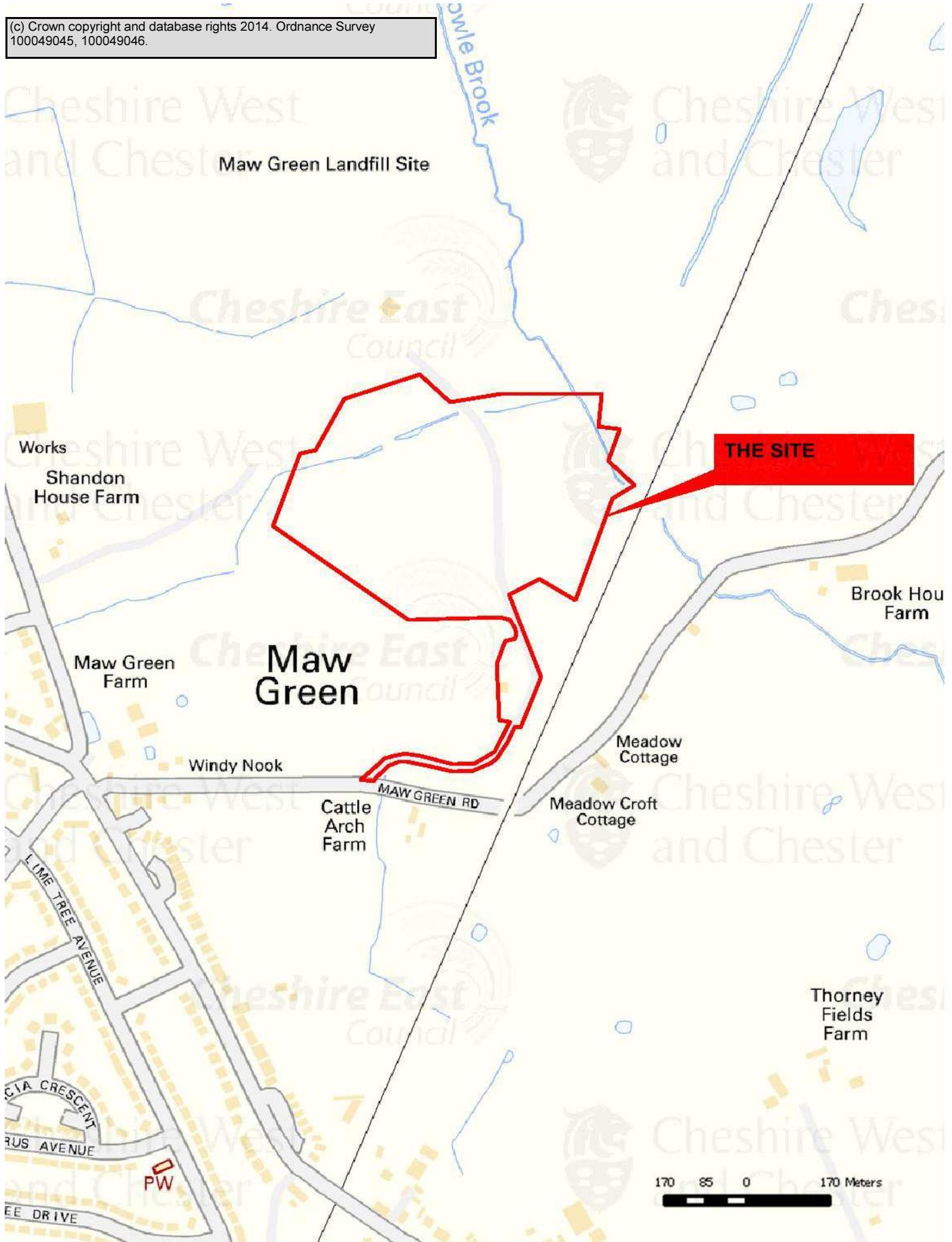
- 1. Standard conditions;**
- 2. Time limit until 2027 and restoration of site by 2028;**
- 3. Control of waste and overall throughput of 75,000tpa;**
- 4. All waste unloading/handling to take place within the building;**
- 5. Roller shutter doors to remain closed, aside from when in use by vehicles;**
- 6. Control over hours of working and receipt of waste;**
- 7. Construction management plan;**
- 8. Control of pile foundations and method statement;**
- 9. Control of floor floating operations and method statement;**
- 10. Hours of construction and operation;**
- 11. Details of lighting and restrictions on use;**
- 12. Noise mitigation scheme;**
- 13. Noise levels;**
- 14. Scheme of noise monitoring;**
- 15. Scheme for dust and litter control;**
- 16. Contaminated land investigation;**
- 17. Reptile mitigation method statement;**
- 18. Pre-commencement badger survey**
- 19. Safeguarding of breeding birds**
- 20. Method statement for invasive species;**
- 21. Detailed design of enlarged surface water lagoon;**
- 22. Scheme for foul and surface water;**
- 23. Control of vehicle movements and limit on total cumulative vehicle movements with landfill operational;**
- 24. Access arrangements**
- 25. Sheeting of vehicles**
- 26. Submission of details of building materials**
- 27. Control of water pollution**
- 28. Landscape scheme (whilst building in operation)**
- 29. Final restoration scheme (once building is removed)**

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 Interim 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 Interim 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.



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CHESHIRE EAST COUNCIL

STRATEGIC PLANNING BOARD

Date of meeting: 5th February 2013
Report of: David Malcolm – Interim Planning and Place Shaping Manager
Title: 12/3300N Weston Lane Shavington

1.0 Purpose of Report

- 1.1 To consider the withdrawal of a reason for refusal relating to planning application 12/3300N for the Erection of 57 dwellings at land at Weston Lane, Shavington.

2.0 Decision Required

- 2.1 To agree to withdraw the sixth reason for refusal in respect of impact on protected species and to instruct the Interim Planning and Place Shaping Manager not to contest the issue at the forthcoming public inquiry.

3.0 Background

- 3.1 Members may recall that on the 22nd May 2013, Strategic Planning Board considered an application for the erection of 57 dwellings at Weston Lane, Shavington (12/3300N refers)
- 3.2 The board resolved to refuse planning permission for the following reasons:
- *The proposal is located within the Open Countryside and Green Gap and would result in erosion of the physical gaps between built up areas. Given that there are other alternatives sites which could be used to meet the Council's housing land supply requirements, the proposal is considered to be contrary to Policies NE2 and NE.4 of the Borough of Crewe and Nantwich Replacement Local Plan, the National Planning Policy Framework and the emerging Development Strategy which seek to protect its intrinsic character and beauty.*
 - *The proposed development would result in the area becoming part of the urban part of Shavington, As such, it would no longer have an agricultural character and would no longer be able to maintain its designated function as a Green Gap. The proposed development will clearly erode the physical gaps between the built up areas and fundamentally change the existing agricultural landscape character into an urban character and so in*

landscape terms is contrary to policy NE.4 of the Borough of Crewe and Nantwich Replacement Local Plan which seeks to maintain the definition and separation of existing communities and prevent Crewe and Shavington merging into one another.

- *The proposed development by virtue of its size and siting would result in the direct loss of existing trees which are the subject of the Crewe and Nantwich Borough Council (Weston Lane, Shavington) TPO 1979. The loss of these trees is considered to be unacceptable because of the impact upon the general amenity and character of the area in which the application site is located contrary to Policy NE.5 (Nature Conservation and Habitats) of the Borough of Crewe and Nantwich Replacement Local Plan 2011 and the provisions of the National Planning Policy Framework.*
- *The proposed development by virtue of its size and siting would result in a threat to the continued well being of existing trees which are the subject of the Crewe and Nantwich Borough Council (Weston Lane, Shavington) TPO 1979. The loss of these trees is considered unacceptable because of the impact upon the general amenity and character of the area in which the application site is located contrary to Policy NE.5 (Nature Conservation and Habitats) of the Borough of Crewe and Nantwich Replacement Local Plan 2011 and the provisions of the National Planning Policy Framework which seeks to conserve and enhance biodiversity and the prevent loss or deterioration of irreplaceable habitats including trees.*
- *The alterations to the gateway and drive, including changing the dimensions and character of the entrance and driveway, loss of important trees, the nature and quality of the new housing and relationship of the proposed housing to the Grade II Listed Shavington Hall and its grounds, when taken cumulatively, will lead to substantial harm to the setting of the heritage asset, with no demonstrable public benefit. The quality of the proposal is not sufficiently high in design terms and detracts from the character or setting of the building concerned, especially with regard to its surrounding gardens, landscape, street scene or relationship with adjoining buildings and significant views and fails to take the opportunities available for improving the character and quality of the area and the way in which it functions contrary to Policy BE.9 of the Crewe and Nantwich Replacement Local Plan 2011 and the provisions within the NPPF, rendering the development unsustainable.*
- *The application fails to provide sufficient information to quantify and mitigate any impact on species protected under the Wildlife and Countryside Act 1981 and Habitat Regulations in accordance with Policies NE.5 (Nature Conservation and Habitats) and NE.9: Protected Species of the Crewe and*

Nantwich Replacement Local Plan 2011, Policy DP7 (Promote Environmental Quality) of the North West of England Plan Regional Spatial Strategy to 2021 and the provisions of the National Planning Policy Framework.

- 3.4 Since the application was refused an updated badger survey has been submitted, along with a report on the inspection of the trees at Shavington Hall that had previously been identified as having potential to support roosting bats.
- 3.5 The Council's Ecologist has examined the report and confirmed that he is now satisfied that roosting bats and badgers are not likely to be affected by the proposed development.
- 3.6 An acceptable great crested newt mitigation strategy was previously submitted and so he can confirm there are now no outstanding ecological surveys or assessments in respect of this proposed development.
- 3.7 However, during the intervening period, the applicant has also lodged an Appeal against the refusal and has opted to have the Appeal heard at a Public Inquiry. In the light of the recent additional information, it is considered that the ecology reason for refusal would no longer be sustainable at the Appeal.
- 3.8 In the event that the appeal was successful, and the Inspector was of the view that development in the Open Countryside was acceptable, conditions could be imposed to address the ecology issue.

4.0 Conclusion

- 4.1 On the basis of the above, it is considered that the Council should withdraw the ecological reason for refusal and agree with the Appellant not to contest the issue at Appeal.

5.0 Recommendation

- 5.1 That the Committee resolve to withdraw the sixth reason for refusal in respect of ecology and to instruct the Interim Planning and Place Shaping Manager not to contest the issue at the forthcoming public inquiry.

6.0 Risk Assessment and Financial Implications

- 6.1 There is a risk that if the Council continues to pursue the ecology reason for refusal at Appeal, when the outstanding information has now been received and the issue can be adequately dealt with via conditions, a successful claim for appeal costs could be made against the Council on the grounds of unreasonable behaviour.

6.2 There would also be an implication in terms of the Council's own costs in defending the reason for refusal.

6.3 There are no risks associated with not pursuing the reason for refusal at Appeal.

7.0 Consultations

Borough Solicitor

7.1 The Borough Solicitor has been consulted and recommends the withdrawal of the reason for refusal.

Ecologist

7.2 The Council's Ecologist has been consulted and recommends the withdrawal of the reason for refusal.

8.0 Reasons for Recommendation

8.1 To ensure that an approved scheme for essential affordable housing within the rural area is delivered.

For further information:

Portfolio Holder: Councillor Don Stockton
Officer: Ben Haywood – Principal Planning Officer
Tel No: 01270 686761
Email: ben.haywood@cheshireeast.gov.uk

Background Documents:

Applications 12/3300N

CHESHIRE EAST COUNCIL:

REPORT TO: STRATEGIC PLANNING BOARD

Date of Meeting: 05.02.2014
Report of: Strategic Planning & Housing Manager
Subject/Title: Newbold Astbury and Moreton Neighbourhood Area
Application
Portfolio Holder: Councillor David Brown

1. Report Summary

- 1.1 The Localism Act 2011 introduced new legal rights that enable communities to prepare local development plans (neighbourhood plans) with equal weight to the Local Plan for decision making purposes.
- 1.2 The right and responsibility to produce a neighbourhood plan rests with local councils (town/parish councils) or neighbourhood forums; a local authority is required to support and facilitate the process.
- 1.3 The first stage in establishing a neighbourhood plan is the designation of a neighbourhood area (the geographic extent within which policies and land designations established under a neighbourhood plan, will apply).
- 1.4 Astbury and Moreton Parish Councils have expressed intent to undertake the preparation of a neighbourhood plan and have submitted a valid application to formally designate the parishes of Astbury and Moreton as a neighbourhood area.
- 1.5 Within this neighbourhood area lies an extent of land of strategic importance to the delivery of a key piece of infrastructure (the Congleton Link Road) identified in the emerging Cheshire East Local Plan, which is now in its final stages of production.
- 1.6 The delivery of this road will address significant highways constraints within the Congleton local network and unlock key strategic sites identified to deliver both housing and employment sites throughout the Plan period.
- 1.7 The power awarded to Local Authorities in designating neighbourhood areas is a broad one with decision makers required to give consideration to the desirability of designating the whole or part of the neighbourhood area applied for.
- 1.8 In this case consideration should be given to the designation of part, but not the entirety of the land identified in the neighbourhood area application. It is recommended that the Local Authority exclude from designation that part of the land identified in appendixes 3 and 4, which is considered necessary to safeguard delivery of the Congleton Link Road and associated strategic employment and residential sites.
- 1.9 This application has been considered previously and withdrawn to give further consideration to the extent of the area proposed for exclusion from designation.

2.0 Decision Requested

- 2.1 That the Board recommend to the Portfolio Holder for Strategic Communities that:
- 2.2 Land identified in appendixes 3 and 4 is formally designated as the Astbury and Moreton Neighbourhood Area for the purposes of preparing a neighbourhood plan.

- 2.3 Land identified in appendixes 3 and 4 is excluded from designation within the Astbury and Moreton neighbourhood plan.

3.0 Background

- 3.1 This application has been considered previously and withdrawn to give further consideration to the extent of the area proposed to be excluded from designation with the Astbury and Moreton neighbourhood area.
- 3.2 Through consultation with highways colleagues, the land identified in appendixes 3 and 4 is considered appropriate to ensure sufficient room to work including the creation of future access, landscaping and buffering associated with the engineering works required to deliver the junction.
- 3.3 Previously, nine residences were proposed for exclusion from the neighbourhood area. Representatives from the Astbury and Moreton Neighbourhood Plan group expressed a desire to ensure all residences in the parish can meaningfully participate in the production of a neighbourhood plan. Amendments to the proposed neighbourhood area allow this.
- 3.4 Astbury and Moreton neighbourhood plan group have agreed to accept the changes proposed and accept the neighbourhood area as proposed in appendixes 3 and 4. Correspondence outlining this is attached in appendix 6.

4.0 Reasons for Recommendations

- 4.1 The emerging Cheshire East Local Plan establishes the delivery of the Congleton Link Road and associated employment and residential sites as a strategic priority within a supportive policy framework. The land required to deliver the Congleton Link Road is of such high strategic importance that exclusion of land identified in appendixes 3 and 4 is considered necessary. Exclusion will ensure this land remains subject to the emerging policy framework of the Cheshire East Local Plan and outside the potential influence of future policies established under a neighbourhood plan (which, once adopted, holds equal weight to the Local Plan for decision making purposes).
- 4.2 Delivery of the Congleton Link Road is a key aspiration identified by the Local Community through previous stages of the Local Plan process and in the Congleton Town Strategy.
- 4.3 The full benefits of delivering strategic employment and residential sites identified in the Local Plan are intimately linked to the delivery of a Link Road which opens access to these sites whilst addressing traffic generation arising from their development.
- 4.4 The proposed access/egress to the link road adjoins the A534. Establishing this junction is fundamental to delivering the greater extent of the link road and adjoining it to the wider highways network, delivering the full benefits of the scheme.
- 4.5 Existing legislation does not place a limit on the number of neighbourhood areas a relevant body can submit to the authority for consideration; the Authority can also reconsider the extent of existing designations. Therefore it should be noted that there are mechanisms through which the excluded land may be designated as part of the Astbury and Moreton Neighbourhood Area in the future.

5.0 Wards Affected

- 5.1 Odd Rode Ward

6.0 Local Ward Members

6.1 Cllrs Rhoda Bailey and Cllr Andrew Barratt

7.0 Policy Implications

7.1 The designation of Newbold Astbury and Moreton Parishes as a single neighbourhood area (as identified in appendixes 3 and 4) will enable Newbold Astbury Parish Council and Moreton cum Alcumlow Parish Council to prepare a joint neighbourhood plan for this area.

7.2 The exclusion of land considered to be strategically important to the Local Plan will ensure that no future policy or development conflict can arise between the aims of the Cheshire East Local Plan and any future neighbourhood plan for Astbury and Moreton, particularly in relation to the delivery of the proposed Congleton Link Road and associated

8.0 Financial Implications

8.1 The designation of a neighbourhood area for Newbold Astbury and Moreton will not incur direct costs to the Council in itself, however this application, and future applications, will require input and time from officers both in the Spatial Planning team and from other services.

8.2 At a later stage direct costs will be incurred as the Council is required to hold an independent examination of the proposed neighbourhood plan and a referendum on the plan. Under the Neighbourhood Planning (General) Regulations 2012, the costs of this examination and referendum are required to be met by the Council. The more applications the Council receives to undertake neighbourhood planning, the greater the implications of these costs to the Council.

8.3 The Community Infrastructure Levy (CIL) is a charge levied on new development. Where an adopted CIL is in place, 15% of all CIL payments must be allocated to the local council which hosts development. Where such a local council has an adopted neighbourhood plan, this figure rises to 25% of CIL charges.

9.0 Legal Implications

9.1 Chapter 3 of the Localism Act 2011 (sections 116 to 121), in force since 15 November 2011, introduced the concept of Neighbourhood Planning. It made substantial amendments to the Town and Country Planning Act 1990 and the Planning and Compulsory Purchase Act 2004 and provided that any qualifying body (including a Parish Council) is entitled to initiate a process for the purpose of requiring a Local Planning authority in England to make a Neighbourhood Development Order.

9.2 Such an order would grant planning permission in relation to a particular neighbourhood area as specified in the order, for development as specified in it, or for development of any class specified in the order.

9.3 A "neighbourhood area" can be an area within the Local Planning authority's area; power to designate as such is only exercisable where a relevant body (including a Parish Council) has applied to the Local Planning authority, and the LPA is determining the application; the legislation includes some restriction on this power in Section 61G (5). Schedule 4B of the Town and Country Planning Act 1990 (as inserted by the Localism Act) sets out a detailed process for the making of neighbourhood development orders,

including a process for submitting any draft for independent examination, and, on the making of an order, a referendum.

- 9.4 The Secretary of State has made the Neighbourhood Planning (General) Regulations 2012 under powers conferred by the 1990 and 2004 Acts, and these Regulations, which came into force on 6 April 2012, make further detailed provision on this subject.

10.0 Risk Management

- 10.1 The Council has a statutory duty to consider neighbourhood area applications and decide whether to designate neighbourhood areas. Failure to discharge this duty will put the Council at risk of failing to meet its statutory requirements.
- 10.2 Increased applications to designate neighbourhood areas and prepare neighbourhood plans will divert resources from the Spatial Planning Team.
- 10.3 There are also time and cost implications for other services required to support the process, particularly for the Electoral Team in supporting any referendum.
- 10.4 Whilst the power to exclude part of a proposed neighbourhood area from designation is supported by existing legislation and case law (see Daws Hill Neighbourhood Forum vs Wycombe District Council 13.03.2013) this option does invite the possibility that Astbury and Moreton Parish Councils may decide to legally challenge this position.

11.0 Access to Information

The background papers relating to this report can be inspected by contacting the report writer:

Name: Tom Evans
Designation: Planning Officer
Tel No: 01625 383709
Email: Tom.Evans@cheshireeast.gov.uk

Appendices:

- Appendix 1: Statements submitted by the parish councils in support of Newbold Astbury and Moreton Parish Neighbourhood Area application
- Appendix 2: Results of Consultation
- Appendix 3: Proposed Astbury and Moreton Neighbourhood Area, Area proposed for exclusion and Congleton Link Road Area of Search
- Appendix 4: Proposed Astbury and Moreton Neighbourhood Area, Area proposed for exclusion and Congleton Link Road Area of Search (detailed)
- Appendix 5: Area previously proposed for exclusion 05.11.13
- Appendix 6: Correspondence from Astrbuy and Moreton Neighbourhood Plan Group

Appendix 1: Statements submitted by the parish councils in support of Newbold Astbury and Moreton Parish Neighbourhood Area application

'Newbold Astbury Moreton is a wholly rural Parish, a substantial proportion of which is part of the South East Cheshire Green Belt and includes a Conservation Area and designated large areas of ASCV, HLV and an SSSI.

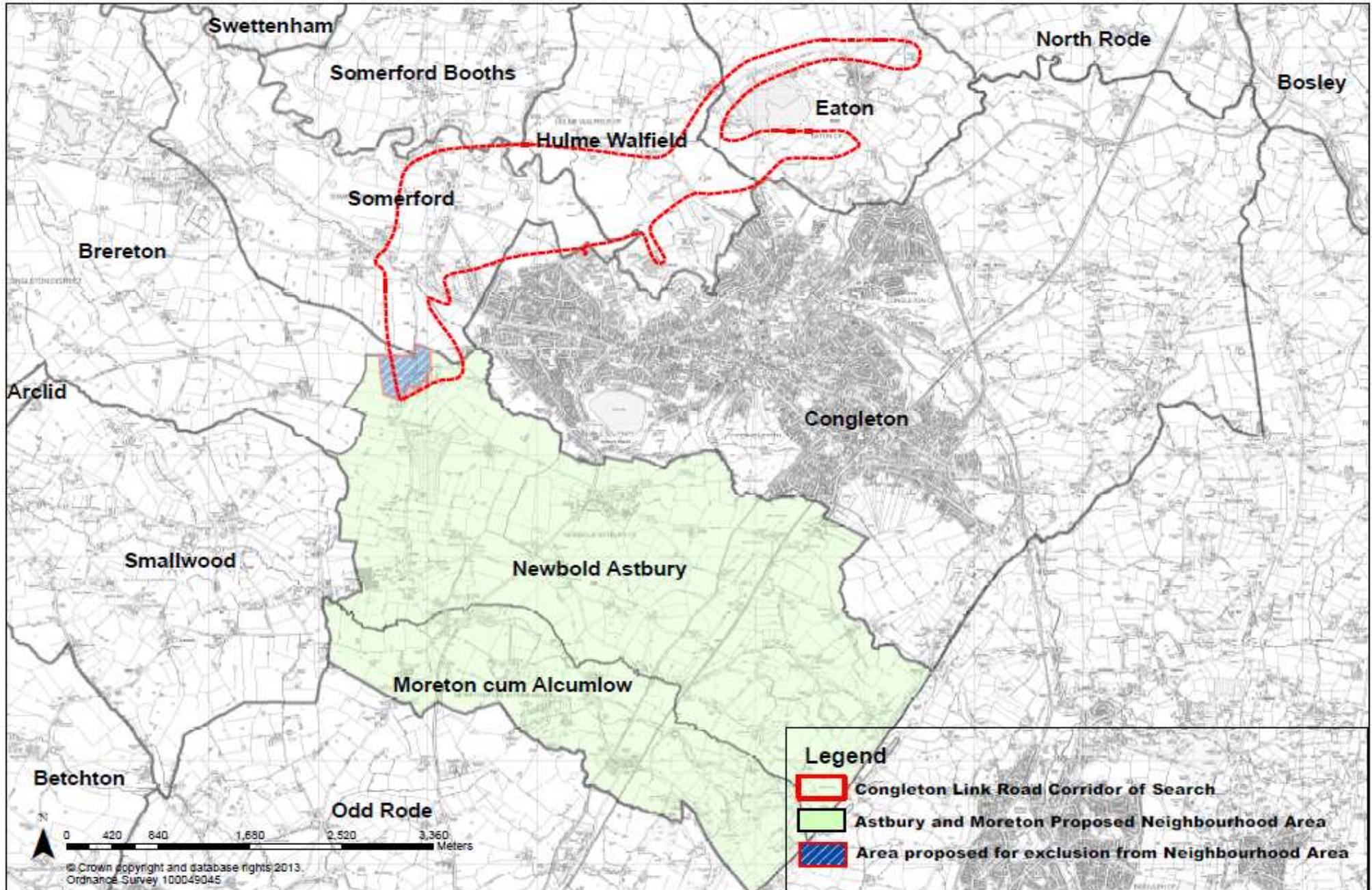
Lying immediately south of the urban settlement of Congleton and under pressure from urban expansion, a Neighbourhood Plan is considered essential to ensure the needs of the Parish population and communities and the largely agriculturally based economic activity are properly met by analyzing and coordinating future land use and development in the most appropriate and sustainable way.

Postal canvas and a public meeting have confirmed that the Parish Community strongly supports the concept of a Neighbourhood Plan which is appropriate for the whole Parish as a unifying Objective.'

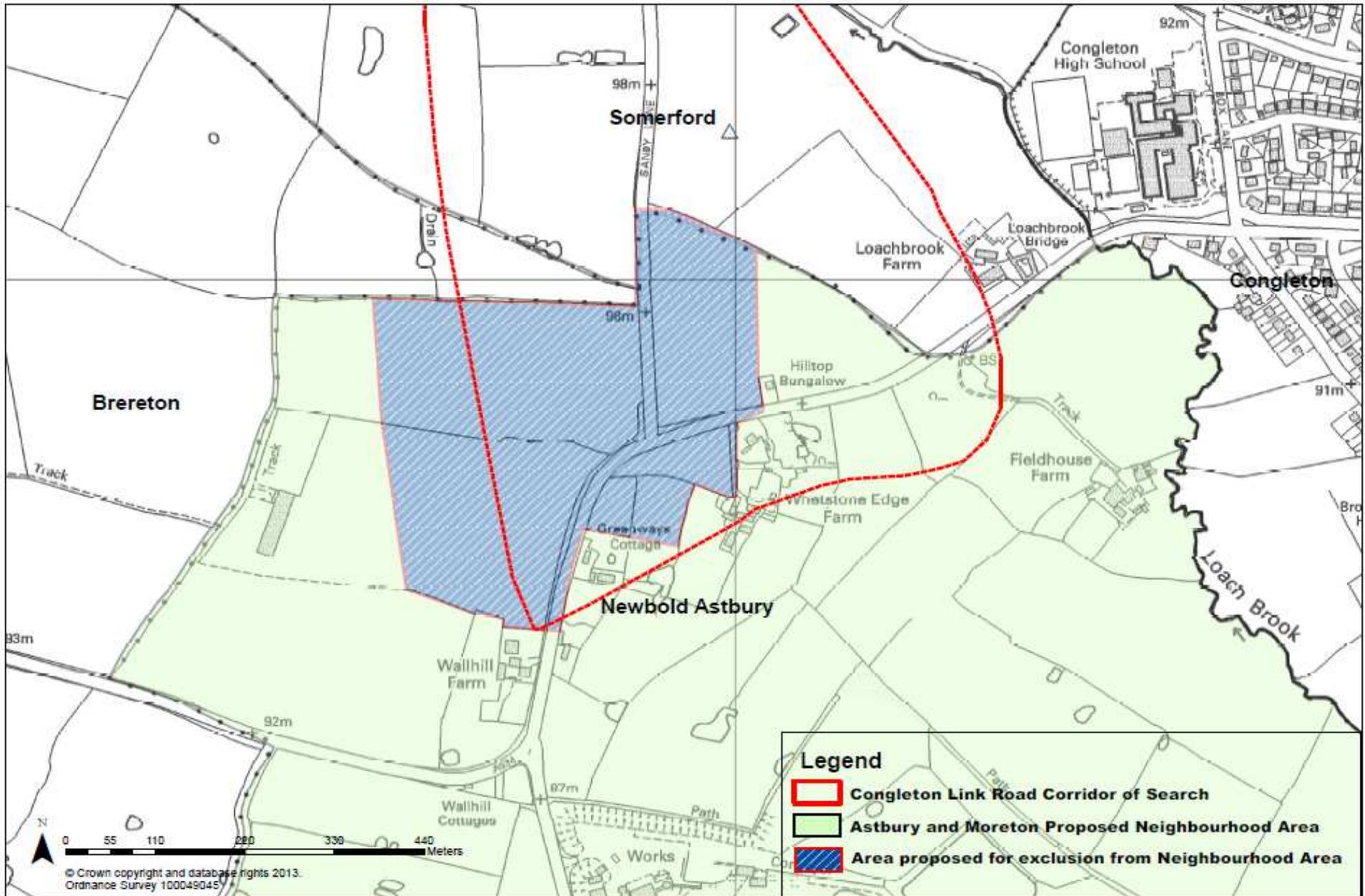
Appendix 2: Results of Consultation

Type - Please indicate whether you support, object or wish to make a comment.	Comment - Please provide details:
Support	The collective community of Alcumlow, Astbury, Moreton & Newbold can only benefit from a stronger local voice such as that proposed by the Neighbourhood Plan / Forum. It is simply a win / win situation for Alcumlow, Astbury, Moreton & Newbold, who for the very first time will be able to directly influence what happens in their parish. Local decisions by local people who have the community at heart, not remote mandarins who have their career and back yards at heart.
Support	<p>I strongly support this application by Astbury-cum-Moreton PC to designate a Neighbourhood Area as the first step in creating a Neighbourhood Plan. This action will enable Astbury-cum-Moreton to create a plan that is sensitive to the aspirations and needs of the local community, whilst still being in general conformance with strategic requirements of Cheshire East's emerging Local Plan.</p> <p>In doing so, Astbury-cum-Moreton will relieve Cheshire East of some of the burden of preparing detailed plans for the designated area, which would inevitably miss many of the residents' preferences.</p> <p>Cheshire East's legal obligation to support Astbury-cum-Moreton, imposed by the Localism Act, will be offset by government grants.</p> <p>I call on Cheshire East not only to approve the Neighbourhood Area Designation, but to be generous rather than parsimonious in their support for Astbury-cum-Moreton PC.</p>
Support	I support Astbury and Moreton Neighbourhood Area Application. Neighbourhood Planning is a key part of Localism and it is great to see parishes in Cheshire East setting out to produce Neighbourhood Plans for their area.
Comment	<p>United Utilities: We support growth and sustainable development within the North West and would like to build a strong partnership with you and neighbourhood groups to aid sustainable development and growth. Our aim is to proactively share our information; assist in the development of sound planning strategies, to identify future development needs and to secure the necessary long-term infrastructure investment.</p> <p>At this stage we have no specific comments to make on the Neighbourhood Area Application submitted by the Newbold Astbury Parish Council, but wish to be included in further consultations and where necessary, the development of the Newbold Astbury and Moreton cum Alcumlow Parish Neighbourhood Plan and any Neighbourhood Development Orders or Community Right to Build Orders</p>

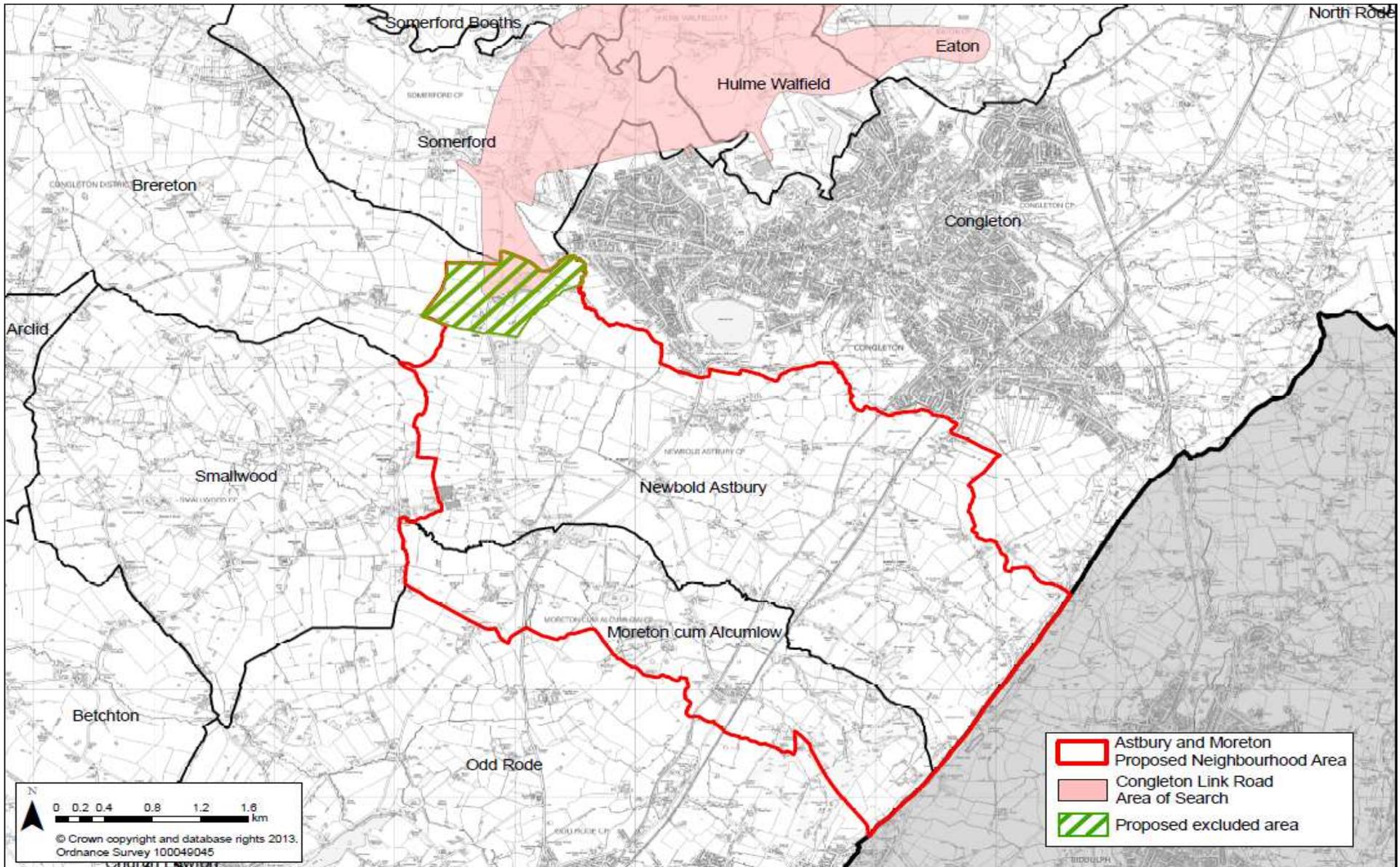
Appendix 3: Proposed Astbury and Moreton Neighbourhood Area, Area proposed for exclusion and Congleton Link Road Area of Search



Appendix 4: Proposed Astbury and Moreton Neighbourhood Area, Area proposed for exclusion and Congleton Link Road Area of Search (detailed)



Appendix 5: Area previously proposed for exclusion 05.11.13



Appendix 6: Correspondence from Astbury and Moreton Neighbourhood Plan Group (dated 27/09/2013)

Dear Tom

I refer to your e-mail of the 17th September which was discussed at last week's NP Group meeting. Comments as follows:-

- 1. Whilst appreciating CEC's wish to keep options open for a possible link road/A534 junction - the area proposed by CEC for deletion from the NP area requested is far in excess of the land area that would actually be required for a roundabout or similar highway junction.*
- 2. The AMNP group acknowledge that the link road is a strategic element of the developing Local Plan and see no reason why the junction cannot be worked into the emerging NP and Local LDF - indeed the link road junction when its geometry and position are known is likely to significantly influence NP proposals for land use in its immediate vicinity.*
- 3. Deletion of the section of N, as proposed by Cheshire East, would effectively abandon residents in the excluded area - all of whom have rightfully an expectation as Ratepayers and Electors to benefit from the Parish initiative.*
- 4. The NP Group would draw your attention to the NPPF section 184 which urges LPA's to "set out clearly" their strategic policies and co-operate with NP Groups in achieving co-ordination of Local and NP Policies. The simple removal of a significant area of the Parish from the NP as proposed by CEC would appear to be a defensive position to keep currently indeterminate options open rather than a positive approach to liaison and mutual benefit.*

For the above reasons the NP Group are reluctant to agree omission of part of the proposed designated area and feel that a more constructive approach should be forthcoming from CEC.

It would be appreciated if you could refer the content of this e-mail to the next Planning Meeting but in the meantime if you need to discuss in advance of the meeting please do not hesitate to contact me.

Thank you for your assistance.

Yours sincerely

Correspondence dated 28.01.2014

Good morning Tom

As confirmed by telephone this morning, we have agreed to accept your reduced exclusion zone so that we can get on with our Neighbourhood Plan without further delay.

However I should like to make two points:

- 1) the NPPF makes clear that no Neighbourhood Plan can interfere with strategic policies of the principal authority, including the proposed Link Road: it was never our intention to pursue such a futile endeavour in the NP, as we have made clear repeatedly both to you and to the Planning Board.*
- 2) our remaining concerns are principally landscaping and environment at the southern end of the proposed Link Road, where it crosses the Astbury & Moreton Parish boundary. In confirming the Area Designation, we therefore ask the Planning Board to make clear that this area should be designed in concert with Astbury & Moreton to ensure a harmonious blend with detailed provisions in its Neighbourhood Plan as it emerges. It should be noted that Cheshire East will have every opportunity to comment upon and influence the Neighbourhood Plan, following NPPF procedural requirements. This approach should provide suitable safeguards on both sides.*

Kind regards

*Donald Muir
A+M NP Team member*

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