

Application No: 11/0861C

Location: LAND OFF CANAL ROAD, CONGLETON

Proposal: Erection of 17 Dwellings, Associated Work and Vehicular Access and Single Garage for Canal Villa

Applicant: Wainhome Developments

Expiry Date: 14-Jun-2011

**SUMMARY RECOMMENDATION:**

APPROVE subject to conditions and completion of a S106 Legal Agreement

**MAIN ISSUES:**

- a) Principle of Development
- b) Housing Land Supply
- c) Highways
- d) Trees and Landscaping
- e) Ecology
- f) Affordable Housing
- g) Public Open Space Provision
- h) Residential Amenity
- i) Drainage and Flood Risk

***REASON FOR REFERRAL***

This application proposes the erection of more than 10 dwellings and is therefore a small-scale major development.

**DESCRIPTION AND SITE CONTEXT**

This application relates to a 0.64 ha parcel of land located on the western side of Canal Road directly to the east of Wolstanholme Close within the Congleton Settlement Zone Line. The site is bounded to the north by access to the Macclesfield Canal, to the east by Canal Road, and to the south and west by residential properties. The site is predominantly Greenfield in nature with the remainder comprising the residential property known as 'Canal Villa' and land to the north west of the site, which is currently used for the parking of plant hire equipment.

## **DETAILS OF PROPOSAL**

Full planning permission is sought for the erection of 17 dwellings with access provided off Wolstanholme Close. The proposal would also extend the curtilages of the properties known as 'Brackenwood' and 'The Sheiling' and would provide a single grahe for the property known as 'Canal Villa'.

## **RELEVANT HISTORY**

In 1982 a lawful development certificate was issued for use of part of the site for use as an agricultural haulage business operated from Canal Villa (ref; 14397/5). An application for the storage of plant hire and equipment shortly followed in the same year and this was permitted on a temporary basis (ref; 14398/3). In the subsequent 20 years, this temporary permission has been renewed on 10 separate occasions the most recent being in 2004 (ref; 36846/6).

In 2001, an application for the erection of 26 dwellings (ref; 36846/6) was refused as the former Congleton Borough was experiencing an oversupply in housing. Furthermore, at that time, the proposal was deemed to be contrary to the former PPG3 'Housing' due to the development of a Greenfield site.

An application to erect 21 dwellings with access off Canal Road was recently withdrawn (planning ref; 10/0167C).

The Southern Planning Committee resolved to approve an outline application for residential development subject to conditions and the signing of a legal agreement at the meeting of 13<sup>th</sup> October 2010. However, prior to the signing of the legal agreement, the applicant lodged an appeal against non-determination and the Planning Inspectorate recently allowed the appeal (planning ref: 10/2651C).

## **POLICIES**

### **National Policy**

PPS1	'Delivering Sustainable Development'
PPS3	'Housing'
PPS9	'Biodiversity and Geological Conservation'
PPG13	'Transport'
PPS23	'Land Contamination'
PPG25	'Development and Flood Risk'

### **Local Plan Policy**

PS4	Towns
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
H1 & H2	Provision of New Housing Development
H4	Residential Development in Towns
H13	H13 Affordable and Low Cost Housing
NR1	Trees & Woodland
NR2	Wildlife & Nature Conservation
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

### **Other Material Considerations**

Interim Policy on the Release of Housing Land  
 Interim Planning Statement on Affordable Housing  
 Planning for Growth' Ministerial Statement

Circulars of most relevance include: ODPM 06/2005 Biodiversity and Geological Conservation; ODPM 05/2005 Planning Obligations; and 11/95 'The use of Conditions in Planning Permissions'.

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

### **CONSIDERATIONS (External to Planning)**

#### **Environmental Health:**

The Environmental Health Division states that an assessment should be undertaken in order to identify and evaluate all potential sources and impacts of land and/or groundwater contamination. Conditions restricting the hours of construction, piling and associated deliveries to the site are recommended.

#### **Highways:**

This is a detailed application for residential development with access proposed from Wolstanholme Close. The application is supported by a Traffic Statement in accordance with DfT guidelines, which robustly demonstrates that the traffic impact from this scale of development would be negligible and that the junction of Astbury Lane Ends with Canal Road retains significant capacity when development traffic generation is considered. In Highway safety terms the option to serve this development from an existing infrastructure junction is preferred to the creation of a new access off Canal Road. As such, the Strategic Highways Manager has no objection to this outline proposal.

Regarding internal layout, the Strategic Highways Manager would still like to see a dedicated pedestrian access to Canal Road from this development which would fall within the public highway. The current application shows an access which seems to use private third party land and it is not clear how the rights of access to all, for such a link could be reasonably managed

given it will remain private. An amended plan showing the inclusion of a pedestrian link to Canal Road from the development should be required as it will provide good quality pedestrian accessibility within Authority control. This should be negotiated with the applicant.

The proposed layout follows the Cheshire CC Design Aid guidance and offers an acceptable adoptable infrastructure which is considered appropriate as it continues the design theme for Wolstanholme Close.

Parking ratios are acceptable when viewed against standards.

### **British Waterways (BW):**

Following a site visit we note that due to extensive existing vegetation including large trees between the site and the canal which are to be retained the visual impact of the proposal from the canal would be minimal. Nevertheless paragraph 7.7 of the Design and Access Statement, points out that the character of the canal corridor is generally typified by development either fronting the waterway or having a close relationship to it. The side elevation presented to the canal in the proposed development would therefore be atypical.

It is considered that the development will place an additional burden on the adjacent Macclesfield Canal as a result of increased activity on the towpath. Policy GR16 (Footpath, Bridleway and Cycleway Networks) of the Congleton Local Plan states that where a requirement can be demonstrated, a financial contribution may be sought from developers towards the improvement and extension of the network. Policy GR22 'Open Space Provision' states that in lieu of on-site provision, the Borough Council may accept a commuted payment to provide or improve facilities elsewhere in the locality, providing the alternative is near to and easily accessible from the housing site.

Having regard to these policies, and the 5 tests in Circular 05/05 'Planning Obligations' as well as the subsequent CIL regulations, BW considers that it would be reasonable to request financial contributions towards the costs of improving and maintaining the towpath between the bridges to the north east and south west of the site. Such contributions should consist of a payment to cover the necessary clean-up and upgrading works initially required, followed by annual contributions to cover maintenance costs for an appropriate time period. Payments should be secured through a Section 106 agreement and I would be glad to provide costings at the appropriate time.

If the council is minded to grant planning permission, due to the proximity of the canal it is requested that the following informative is attached to the decision notice: *"The developer is advised to contact our Third Party Works Engineer Team at Wigan to ensure that any necessary consents are obtained and that the works comply with their current Code of Practice"*. In addition, in order for British Waterways to effectively monitor our role as a statutory consultee, please send me a copy of the decision notice in due course. Should you have any queries please contact me at this office.

### **Green Spaces:**

An assessment of the existing Amenity Greenspace accessible to the site has revealed that there would be a surplus in the quantity of provision. Whilst there is no need for the creation of new open space; a qualitative deficiency has been identified in local open spaces. As such, an

opportunity has been identified for enhancing the quality of the Amenity Greenspace at Townsend Road. This would require a financial contribution towards the cost of improving drainage at the bottom of the site and for footpath improvements. The required sums of money would be £2,958 for the enhancements and £6,622 for the maintenance.

With regard to Children and Young Persons provision (CYPP), an assessment has identified that there would be a local deficiency in the quantity of the provision arising from the development. To meet the needs of the development, an opportunity has been identified for the upgrading of the existing facilities at Townsend Road in order to increase its capacity. Improvements would consist of relocation of items of play equipment on the same site and provision of additional equipment to bring the facility up to a Local Equipped Area for Play (LEAP). This would improve the quality and accessibility of the facility to the development. The financial contributions for such would be £5,128 for the enhancements and £16,716 for the maintenance.

#### **United Utilities (UU):**

United Utilities offer no objection to the proposal provided that the site is drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to the surface water sewer at manhole 6001 restricted to a discharge of 8l/s.

#### **VIEWS OF CONGLETON TOWN COUNCIL**

Object on highways grounds – the junction at Astbury Lane Ends and Canal Road is very busy and also contains a bus stop in both directions picking up school children in the mornings and afternoons. Thus the impact of traffic emanating from the new development will exacerbate an already busy junction and increase the probability of accidents occurring and would be contrary to highway safety because of the unacceptable increase in traffic.

Additional concerns:-

1. Proposed development would result in more road parking.
2. No notices have been put up in Wolstanholme Close publicising the planning application.
3. Not aware of any community involvement relating to this application.
4. Builder plans to use soak away drains for storm water, as all the existing homes have a similar system, there is concern that the issues under the aqueduct of Canal Road will be intensified.
5. Strongly suggest that the pond is surveyed on the site for evidence of Great Crested Newts in the pond, which are believed to exist in the area.

#### **OTHER REPRESENTATIONS**

126 letters of representation have been received, 125 objecting to this application and 1 in support. The responses are summarised below:

- The junction at Canal Road/Astbury Lane Ends/Lamberts Lane is well known as a very busy and dangerous junction already. The development would give rise to an unacceptable increase in traffic using this junction and would harm highway safety.
- A recent appeal decision for Lamberts Lane Farm highlighted issues with traffic using Lamberts Lane.

- The traffic survey was carried out by the applicant and has several omissions and errors and was carried out in July during exam period.
- A second traffic survey has been carried out which shows:
  - Traffic volume at all junctions was much higher than previously detailed
  - The 85 percentiles north and southbound on Canal Road were 30 and 31 mph. Visibility at the Canal Road/Astbury Lane Ends junction is insufficient for vehicles travelling at these speeds. [90metres visibility required for pulling onto a road with a speed limit of 30mph]
  - Traffic [including buses, school buses and delivery vehicles] stopping in the lay-by adjacent to the shops, affect the junction's sight lines for traffic using Astbury Lane Ends
  - The period of most concern is from 0800 – 0845hrs
  - Cars having to undertake a parked bus in the lay-by. On occasion, due to the lay-by being full, buses/delivery vehicles will stick out past the lay-by onto the general carriageway resulting in congestion
  - The problems school children encounter when crossing Canal Road
  - Lack of visibility when pulling onto Canal Road from Astbury Lane Ends
  - Buses stop on both sides of the road in close vicinity of the junction. When children are also crossing the road they are vulnerable from vehicles overtaking/negotiating the stationary vehicles
- Lamberts Lane is a particular congestion hotspot due to the condition of the road and the numbers of parked cars on the roadside, which reduces visibility.
- The actual egress from the Close on to Lamberts Lane has a blind spot to the right due to the presence of a protected oak tree on the corner which obscures oncoming traffic.
- Making this road a through road will seriously compromise the safety of all children by putting their lives at risk when playing out.
- The traffic impact on the entrance to the Lamberts Lane bridleway, used as an amenity by locals and other visitors from Congleton for both walking with and without dogs and also horse riders and fishermen
- With no access off Canal Road, residents are more likely to use the car to travel to the town centre.
- Only the proposed access road has pavement provision. The proposal does not give provision for pedestrians or direct access to Canal Road.
- Children and young people from at least two high schools and two colleges are picked up and dropped off each day by buses from directly outside this junction.
- Erosion of quality of amenities - as will be remembered from all the arguments put forward in connection with the proposed planning for the chicken farm, this area is used by walkers, joggers, horse riders, children cyclists and fishermen accessing the canal. It is an area of some beauty with mature trees both on and close to the site. I feel this ought to be preserved at all cost an any substantial increase in road traffic must be deemed unacceptable
- Proposed Plan will destroy the Wolstanholme Close community.
- The adjacent trees may affect adjacent foundations.
- Proposal will result in the loss of a Greenfield site
- The development of the site will offer improvement by removing the previous contracting business from the site.

## **APPLICANT'S SUPPORTING INFORMATION**

Planning Design & Access Statement  
Climate Change Statement  
Transport Statement  
Phase 1 Habitat Survey  
Bat Survey  
Tree Survey  
Tree Protection Measures

## **OFFICER APPRAISAL**

Full planning permission is sought for the construction of 17 dwellings on land off Canal Road, Congleton with access proposed off Wolstanholme Close. This application follows the refusal of an earlier application (ref; 10/2651C), which was refused due to concerns about the design and layout. This detailed application seeks to address those issues. The principle of the development has already been established by outline application 10/2653C which was recently determined by the Planning Inspectorate (ref; APP/R0660/A/11/2149930/NWF).

### **Design & Layout**

The proposed layout would be served by a single access point by continuing the existing turning head off Wolstanholme Close into the site. The road would turn 90 degrees which would allow a block of 4 mews properties to front the access and to provide a focal point when entering the site. The dwellings would be arranged around an L shape with 4 further units situated behind the mews properties on plots 10-13 to provide an enclosed courtyard. This courtyard would be served by an underpass located within these front units. When travelling into the site, views would terminate on the front of properties and then the road would turn a further 90 degrees running parallel with the south-eastern boundary down towards Canal Road. In general terms, this proposed layout would encourage views to terminate on active frontages and would reduce the need for long stretches of blank boundary walls. This would overcome previous concerns about creating an unattractive public realm.

Notwithstanding the mews properties, the other houses types would vary in terms of their architectural detail but would all be of a similar character and style. The units positioned towards the south-eastern boundary would be larger detached units to help assist with the transition with those dwellings to the south which are larger in size and set within spacious plots. Overall, the proposed development would complete the development of this part of Congleton, and as the surrounding development is mixed in terms of its design and style. The proposal would not materially harm the character or appearance of the area and would be acceptable as viewed from the adjacent Macclesfield canal. Towards the north-western corner of the site, a footpath would travel along the boundary with no.17 Wolstanholme Close and would provide a link with the Canal tow path. This would improve pedestrian linkages with the canal side for the both the proposed development and existing residents to the west.

With respect to Canal Road, plot 7 would front out over Canal Road with the adjacent unit (plot 6 being double fronted to address both Canal Road and the street itself. In visual terms, the development would be set back from Canal Road so as to not appear too dominant and those properties nearest would respond accordingly by fronting out in this direction. Subject to the use

of good quality materials, which could be secured by condition, the proposed development would materially harm the character or appearance of the area and would be acceptable in design terms. The scheme is therefore deemed to comply with local plan policy GR2.

## **Highways**

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 the adequate and safe provision for access and egress by vehicles, pedestrians and other road users to a public highway. The site would be accessed via Wolstanholme Close, a cul-de-sac comprising of modern detached dwellings that is accessed via Lamberts Lane to the south. The head of the cul-de-sac would be extended directly into the site and has been constructed with a view to serving the future development of the site. A Transport Statement has been submitted with the application and the Strategic Highways Manager has assessed this and verified its findings. The Assessment concludes that the site is considered to be accessible by a range of non-car modes of travel, is in close proximity to the existing public transport infrastructure and that the scale of development would not have a detrimental impact on the local highway network, including the nearby junction of Lamberts Lane, Astbury Lane Ends and Canal Road. This view was shared by the planning Inspectorate also and therefore the views expressed by neighbouring residents would not sustain a refusal. The requirements of policies GR1, GR9 and GR18 of the adopted local plan are therefore deemed to have been satisfied.

## **Trees and Landscaping**

There are a number of mature trees located on or towards the perimeter of the site and along the boundaries. Of particular note is a mature protected oak tree situated close to the proposed access off Wolstanholme Close. The proposed layout would allow for the retention of the protected Oak tree and many of the other prominent trees. Although a number of early mature Sycamore and Willow trees would have to be removed to create the access from Wolstanholme Close, the trees that would be removed have no individual amenity value. They do have some amenity value as a group where they are visible from Wolstanholme Close, however, there would be scope to secure replacement planting within the proposed layout. Subject to tree protection conditions, boundary treatment and landscaping conditions, the scheme is found to be in compliance with local plan policy GR4.

## **Ecology**

In view of the fact that the development would involve the removal of some tree specimens, scrubland, and outbuildings, the existence of protected species needs consideration. 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,

- 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

- no satisfactory alternative and
- no detriment to the maintenance of the species population at favourable conservation status in their natural range

The UK implemented the Directive by introducing The Conservation (Natural Habitats etc) Regulations 1994 which contain two layers of protection

- a requirement on Local Planning Authorities (“LPAs”) to have regard to the Directive’s requirements above, and
- a licensing system administered by Natural England.

Local Plan Policy NR2 states that proposals for development that would result in the loss or damage of any site or habitat supporting species that are protected by law will not be permitted.

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.”

PPS9 (2005) advises LPAs to ensure that appropriate weight is attached to protected species “Where granting planning permission would result in significant harm LPAs will need to be satisfied that the development cannot reasonably be located on any alternative site that would result in less or no harm. In the absence of such alternatives LPAs should ensure that, before planning permission is granted, adequate mitigation measures are put in place. Where significant harm cannot be prevented or adequately mitigated against, appropriate compensation measures should be sought. If that significant harm cannot be prevented, adequately mitigated against, or compensated for, then planning permission should be refused.”

PPS9 encourages the use of planning conditions or obligations where appropriate and again advises LPAs to “refuse permission where harm to the species or their habitats would result unless the need for, and benefits of, the development clearly outweigh that harm.”

The converse of this advice is that if issues of detriment to the species, satisfactory alternatives and public interest seem likely to be satisfied, no impediment to planning permission arises under the Directive and Regulations.

In line with guidance in PPS9, appropriate mitigation and enhancement should be secured if planning permission is granted. The ecologist has identified few habitats of priority interest on site and suggested that the loss of habitats such as scrub and hedges could be mitigated through enhanced landscaping. Some of the features of the site exhibit ideal habitat for breeding birds and as such precautionary recommendations are made. The Ecologist has confirmed that the existing pond on the site does not lend itself well to supporting great crested newts but does offer potential wildlife habitat. As such, it is recommended that a replacement pond be secured as part of the landscape proposals to mitigate its loss. Subject to these recommendations being implemented, the requirements of local plan policy NR2, PPS9 and the EC Habitats Directive are satisfied.

## **Affordable Housing**

The application includes an undertaking for the provision of 17 homes within the site of which only 24% would be affordable. These would consist of 4 two-bedroom homes for social rent and 4 homes as low cost market (24%). Supplementary Planning Document 6: Affordable Housing and Mixed Communities, requires 30% of the development to be classed as affordable housing in line with the definition in Planning PPS 3.

When the previous application was considered, the Housing Manager stated that the proposal did not provide the level of affordable housing required by Supplementary Planning Document 6, (Affordable Housing and Mixed Communities). The level to be provided would be 1 unit short of the 5 required, however as the Housing Manager was satisfied with this level of provision given that all of the units would be social rented. The Housing Manager recommended acceptance because of the high demand for these types of units in Congleton and because social rent needs much more subsidy than intermediate tenure and therefore this reduced number is deemed to be acceptable. Provided that the developers and the Registered Social Landlord chosen to manage the social rented properties enter into a Section 106 Agreement securing the provision and retention of the affordable housing, it is considered that this renders the proposal acceptable in terms of the provision of affordable housing.

### **Public Open Space Provision**

Under Supplementary Planning Guidance Note 1 'Provision of Public Open Space in New Residential Developments', there is a requirement for the provision of public open space on the site. However, the Local Planning Authority (LPA) recognises that in smaller developments such as this one it will not always be practical to provide public open space within the development site. The layout shows that there would be no onsite public open space or children's informal play space. In these circumstances the LPA will normally expect a financial contribution in lieu of the actual provision of Public Open Space on site where the proposed development would give rise to a quantitative and / or qualitative deficit in the area.

The Greenspaces Officer has assessed the proposal and states that due to the size of the development, it would be inappropriate to provide a large enough area of public open space within the development to offset the deficiency of provision set out by the adopted local standards in the Council's Open Space Study for both Amenity Green Space and Children and Young Persons provision. As such commuted sums would need to be secured by Section 106 Agreement. In summary they would comprise a sum of £2,958 for enhanced provision of Amenity Greenspace, with £6,622 for maintenance and £5,128 for improvements and £16,716 maintenance of a small Local Equipped Area for Play at Townsend Road. The applicant has already accepted these terms and therefore the scheme is deemed to comply with the Council's requirements for POS.

### **Residential Amenity**

In respect of the residential amenities afforded to neighbouring properties, the proposals would achieve the minimum interface distances advised within SPG2. The scheme would not give rise to any direct overlooking or significant loss of sunlight or daylight to the properties situated to the east, south or west. With regard to the amenities afforded to the nearest neighbour to the east referred to as 'Mosslands', it is recommended that pd rights be removed from plot 1 to prevent the insertion of openings within the first floor east facing side elevation which could overlook this

neighbour's rear garden. This would also apply to the north facing side elevation of plot 14 in relation to the rear garden of the existing property known as 'Canal Villa'

With regard to the amenities of the occupiers of the proposed units, the dwellings have been configured and arranged so as to ensure that there is no direct overlooking of principal windows. There are ground floor windows proposed within the south-eastern side elevations facing the opposite dwellings which would be only 15 metres away and as such it is recommended that these be obscured. Elsewhere, there would be no significant overshadowing, direct overlooking or visual intrusion. Each dwelling unit would benefit from its own rear garden and it is considered that the amenity space provided as part of the development would be acceptable for the size of units proposed. Subject to the removal of permitted development rights, the proposal is found to be acceptable in terms of residential amenity.

### **Drainage and Flood Risk**

PPS25 'Development and Flood Risk' states that LPAs should in determining planning applications give priority to the use of sustainable draining systems for the management of runoff. Building design should ideally use softer engineering structures such as swales, detention ponds, infiltration basins and porous surfaces as alternatives to conventional drainage systems to minimise flooding and environmental damage as a result of uncontrolled surface water runoff. Some objector's have expressed concern about the existing ground conditions and have pointed out that the development of the site would lead to the increased risk of flooding particularly on Canal Road. The site is not within an area at risk from flooding and as such, in the event of such development being approved, sustainable drainage systems can be secured through condition or agreement. United Utilities have not objected to the application provided that the site is drained on separate system.

### **Other Considerations**

British Waterways is seeking a financial contribution towards the costs of improving and maintaining the towpath. However, it is not considered that the proposed development of 17 units would place undue burden on the existing towpath and the consequently it would not be reasonable or necessary to provide a financial contribution and therefore would not meet the 56 tests of Circular 06/2005 and subsequent CIL regulations.

### **CONCLUSIONS AND REASONS FOR THE DECISION**

The principle of the development has already been accepted. In highways terms, the capacity of the local highway network is deemed sufficient to accommodate the vehicle movements associated with the scale of the proposed development. The proposal would address previous design concerns and as such the scheme would not harm the character or visual amenity of the area. Whilst there is a shortfall of 1 affordable unit, all of the affordable units would be 2 bedrooms and social rented of which there is a large demand in Congleton. There would be no adverse impact on trees or wildlife habitats subject to enhanced wildlife and habitat creation as part of the scheme. The applicant has offered acceptance of the financial contributions towards public open space and the risk posed to drainage is not deemed to be high and could be controlled through the use of SUDS and the use of a separate sewerage system. Subject to conditions the proposal would not materially harm neighbouring residential amenity and would provide sufficient amenity for the new occupants. The applicants have demonstrated general

compliance with national and local guidance in a range of areas including ecology and highway safety and the application is therefore recommended for approval.

## **RECOMMENDATION:**

Grant approval subject to the completion of a S106 agreement in respect of the Heads of Terms as set out below and subject to the imposition of the following conditions:

### **Heads of Terms for Legal Agreement**

1. Contribution of £31,424 towards public open space and CYPP and ongoing maintenance of the facilities.

1. Delivery of 4 No. 2 bed dwellings for social rent

### **Conditions**

1. 3 year time limit

2. Development in accordance with submitted plans inc. access

3. Hours restriction – construction including delivery vehicles.

4. Hours restriction - piling activity.

5. Contaminated land Phase 1 to be submitted

6. Drainage - surface water and sewerage to include SUDS.

7. Landscape scheme and Management Plan to be submitted

8. Landscaping to include native species for ecological value

9. Implementation of landscaping

10. Survey for breeding birds and protection during breeding season

11. Incorporation of features into the scheme suitable for use by breeding birds.

12. Submission of landscape management plan to include details of planting, habitat creation, maintenance, boundary treatments and replacement pond.

13. Tree protection with adherence to Arboricultural Method Statement

14. Submission/approval and implementation of a programme of remedial works to retained trees.

15. Site specific details of no dig construction for footpath

16. Submission/approval of levels

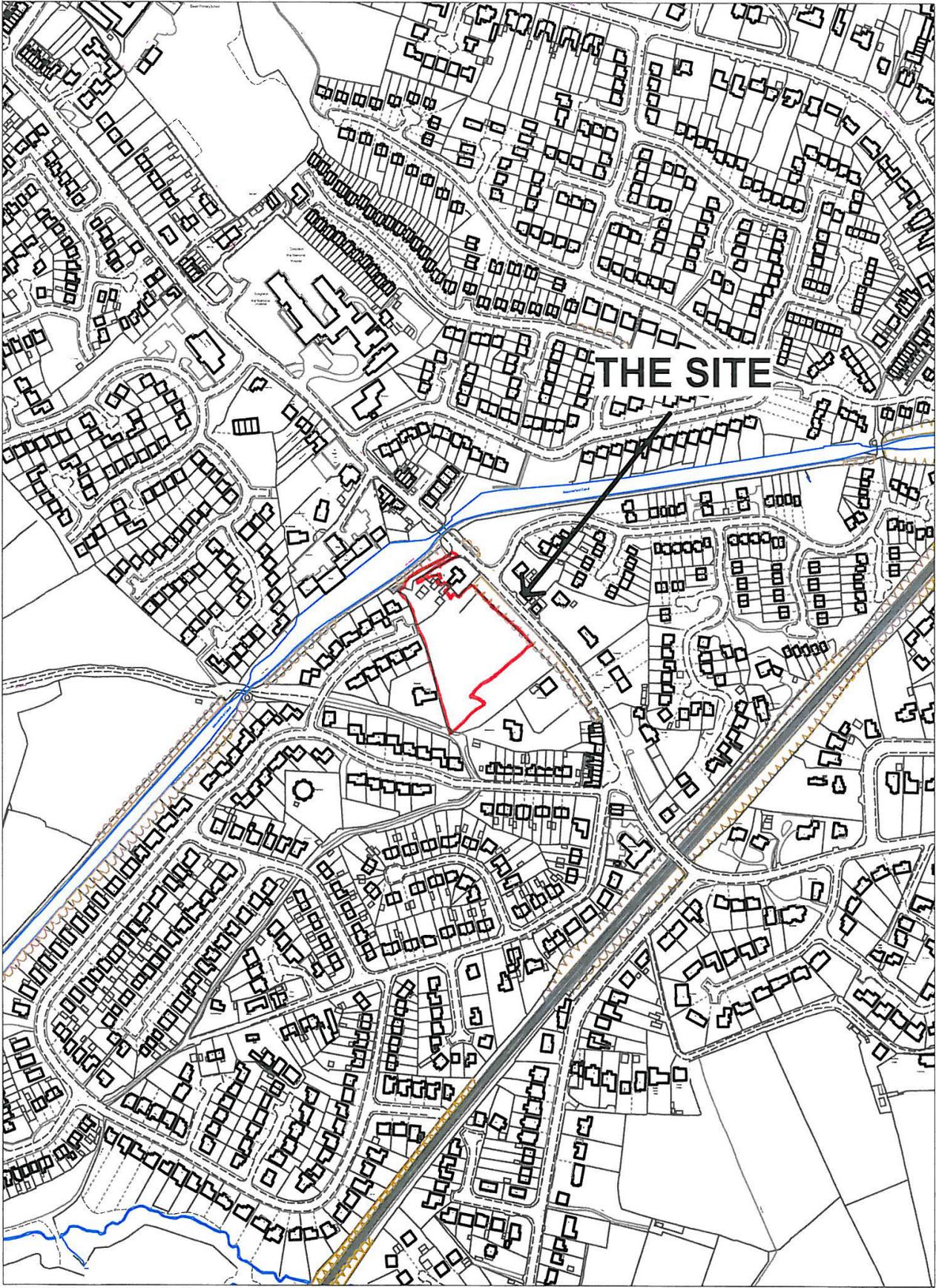
17. Materials to be submitted to and approved

18. Provision of a pedestrian and cycle link from the development onto Canal Road in accordance with details to be submitted to and approved in writing by the Local Planning Authority

19. Removal of permitted development rights classes A-E for plots 10-17 inclusive

20. Removal of permitted development rights for openings for plots 1, 2, 4, 5, 7, 8, 9, 10, 14 and 17

21. Obscured glazing within southeast facing side elevation of plots 7 and 8.



11/0861C LAND OFF CANAL ROAD, CONGLETON

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