

## **STRATEGIC PLANNING BOARD – 24th April 2013**

### **UPDATE REPORT**

**Application No.** 12/4390M

**Location:** LAND OFF, MANCHESTER ROAD, TYTHERINGTON,  
MACCLESFIELD

**Proposal:** OUTLINE PLANNING APPLICATION FOR THE  
ERECTION OF UP TO 162 DWELLINGS/FLATS WITH  
ALL MATTERS RESERVED

**Prepared:** 22nd April 2013

### **REVISED PLANS**

This Outline application originally proposed 166 units. During negotiations with Officers, the number of units reduced to 160 to incorporate the provision of a “wildlife corridor”. The applicant has since made minor amendments to the layout to incorporate 162 units. The change in the number of units is considered acceptable. The density will remain under 30 dwellings per hectare, which is considered commensurate with the surrounding area.

For clarity, the revised illustrative masterplan is revision H.

### **ADDITIONAL CONSUTATION RESPONSES**

#### **Environment Agency**

The Environment Agency has no objection in principle to the revised proposal (160 units), but make the following comments:

The submitted Flood Risk Assessment (Addendum Report) dated 4<sup>th</sup> March 2013 is acceptable in principle. However, they would request that the following planning conditions are attached to any planning approval as set out below.

1. The development hereby permitted shall not be commenced until such time as; a scheme to provide fluvial flood storage for up to the 1 in 100 years event within the realigned watercourse, has been submitted to and approved in writing by the local planning authority.

Reason: To prevent the increased risk of flooding.

2. The development hereby permitted shall not be commenced until such time as; a scheme to show finished floor levels of proposed buildings are set

at a minimum level of 144.4 mAOD, has been submitted to and approved in writing by the local planning authority.

Reason: To prevent the increased risk of flooding.

3. The development hereby permitted shall not be commenced until such time as; a scheme to show road, parking and pedestrian areas are set at a minimum level of 144.0 mAOD, has been submitted to and approved in writing by the local planning authority.

Reason: To provide access/egress during a severe fluvial flood event.

4. The development hereby permitted shall not be commenced until such time as; a scheme to limit the surface water run-off generated by the proposed development, has been submitted to and approved in writing by the local planning authority.

Reason: To reduce the risk of flooding to the proposed development and future occupants.

5. The development hereby permitted 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

Reason: To reduce the risk of flooding to the proposed development and future occupants.

6. No development shall take place until a scheme for the provision and management of an 5 metre wide buffer zone alongside the deculverted watercourse shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The de-culverted section of watercourse must be as natural as possible and not heavily engineered (guidance available on the River Restoration Centre website ([www.therrc.co.uk](http://www.therrc.co.uk))). The buffer zone shall be free from built development including lighting, domestic gardens and formal landscaping; and could form a vital part of green infrastructure provision. The schemes shall include:

- *plans showing the extent and layout of the buffer zone*
- *details of any proposed planting scheme (for example, native species)*
- *details demonstrating how the buffer zone will be managed/maintained over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan*
- *details of any proposed footpaths, fencing, lighting etc.*
- *plans showing the alignment of the de-culverted watercourse, including cross sections*

Reason: Development that encroaches on watercourses has a potentially severe impact on their ecological value. Watercourses and land alongside watercourse are particularly valuable for wildlife and it is essential this is protected and enhanced.

These conditions are considered to be reasonable & necessary and should be added to those summarised in the original committee report.

## **NUMBER OF REPRESENTATIONS**

For clarity, 29 representations have been received in support of the application (subject to the provision of the link road to Springwood Way), 10 representations objecting to the proposals.

## **FURTHER REPRESENTATIONS**

The Dumbah Association have submitted further representations, whilst they are fully supportive of the proposal; they question the reasoning for the pedestrian access onto Tytherington Lane.

The applicant and case officer have replied in respect to this, and advised that the pedestrian access was incorporated to improve pedestrian permeability through the site, and re-iterated that “access” and “layout” are reserved matters; however, the illustrative masterplan has been provided to assist in the determination of the application.

## **CONDITIONS**

### **Provision of link road and green link**

Given the costs involved to provide the link road and green link, Officers are agreeable to the southern part of the site (to the south of the link road) being developed, prior to the completion of the link road and green link (up to 65 units), however, it is recommended that no development take place to the north of the road, until the link road & green link are completed to our satisfaction.

The applicant has requested that these issues be resolved through the submission of method statements at the Reserved Matters stage. Officers are concerned about this approach.

### **Renewable energy**

The applicant has requested a “fabric first” approach to reduce emissions, which is considered acceptable.

## **HEADS OF TERMS**

The applicant has requested staggered payments, which is considered acceptable.

### **LINK ROAD**

The issue of the link road joining up with Springwood Way is being discussed with our legal officers at present. A verbal update will be provided in respect of this.

### **CONCLUSIONS**

Members are requested to duly consider the additional information.

There is no change to the recommendation of approval, subject to the additional/amended conditions and the completion of a legal agreement.