

Application No: 23/0657M

Location: Wilmslow Police Station, HAWTHORN STREET, WILMSLOW, SK9 5HQ

Proposal: Erection of Retirement Living housing (Category II type accommodation), communal facilities, landscaping and car parking following the demolition of the existing building

Applicant: Chris McCarthy & Stone Retirement Lifestyles Ltd

Expiry Date: 04-Oct-2024

### **Summary**

The development of a 52no. C3 units retirement apartment complex for the over 55's on a previously developed site on a key site identified for re-development in the Wilmslow Neighbourhood Plan, within the Wilmslow Key Service Centre settlement boundary and adjacent to the town centre boundary is considered to be acceptable in principle. The loss of the existing Police Station building and offices is considered to be acceptable noting the approved new Police Station within the wider site is currently under construction.

The proposed mix of units is considered to meet local demands for downsizing for older residents in a sustainable settlement location. No issue is raised subject to the use of appropriate planning conditions as to the design, character, layout, parking, access, trees, nature conservation, biodiversity, trees, flood risk and water management and pollution control considerations concerning this development.

The application was subject of a Viability Assessment which was independently evaluated and concluded that a sum of £1,115,000 is available for NHS, Outdoor Sport and recreation, Green Infrastructure, Allotments and Play space completely and off-site affordable housing. This is lower than the overall total financial contributions for these infrastructure, requirements, off-site affordable housing and services of £2,950,509.42. A provision of 16no. on-site affordable housing was not considered viable.

On balance, the lack of policy compliant financial contributions and on-site affordable housing provision, is considered to be outweighed by the high-quality design of the scheme, redevelopment of a prominent and key brownfield site at the entrance to the town centre identified in the Wilmslow Neighbourhood Plan and the need for dwellings providing opportunities for downsizing in settlement boundary and town centre locations considered to form material considerations. Therefore, a recommendation of approval subject to conditions and securing an s106 is therefore made.

### **Summary recommendation**

Approve subject to conditions and S106 agreement.

## REASON FOR REFERRAL

This application is referred to the Northern Planning Committee as it is a small scale Major Development for residential developments of 20-199 dwellings or between 1 and 4ha. and therefore requires a committee decision under the terms of the Constitution.

## DESCRIPTION OF SITE AND CONTEXT

The site is located within the settlement boundary of Wilmslow, a Key Service Centre. The boundary of Wilmslow Town Centre is to the eastern side of Hawthorn Street, with the site lying just opposite. The site is also located within the Wilmslow Neighbourhood Plan area. Immediately to the north of the site is Little Lindow a Local Green Space with recently enhanced public realm and children's timber play area.

The application site comprises the existing police station and hardstanding for vehicular parking. The existing building is split between single and double storey in height, constructed from red brick, slate with stone cills and upvc fenestration. Immediately surrounding the site are the Wilmslow Fire Station to the north-west, Wilmslow ambulance station to the west, residential dwellings to the east, south and west, a Shell petrol station and a variety of retail/cafes/take aways and restaurants to the north and east and Little Lindow green space with play area to the north. The vehicular access to the wider site is from Beech Lane via Hawthorn Street to the east with the A538 junction to the north-west of the site. Beech Lane and large portions of Hawthorn Street have controlled street parking via use of double yellow lines. Around the site edged red are hedgerows and trees. Hawthorn Street has a pedestrian pavement to the eastern side and Beech Lane has pedestrian pavements to the western side. The retail/town centre area for Wilmslow lies to the north-east of the site served by Altrincham Road/A538. The site appears largely flat in topography though there are some small levels differences between the site and the surrounding trees to the north forming part of the Lindow Green. The site is easily seen from the public realm though the views of it differ seasonally due to the deciduous tree screening from the north.

## DESCRIPTION OF PROPOSAL

Full planning permission is sought for the *'Erection of Retirement Living housing (Category II type accommodation), communal facilities, landscaping and car parking following the demolition of the existing building'*.

During the course of the application the proposals were amended, and the following appraisal is based on the plans as received on 8<sup>th</sup> July 2024 and the updated documents thereafter.

The proposals are for market housing in the form of retirement apartments created following the demolition of the existing police station former headquarters (1506sqm floorspace loss). It is said that 1no. full time employee will be created as a result of the development, a house manager. It is proposed there will be 52no. apartments created as 27no. one-bedroom apartments and 25no. two-bedroom apartments, a total of 77no. bedrooms are created.

It is proposed that all apartments will be sold at market level subject of a 999-year lease and that they are to be occupied by persons over 60 years of age and that in the case of a couple 1no. occupant must be over 60 years old and the other over 55 years old. The Planning Statement also makes reference that in the case a couple has a much younger partner but they require need of special accommodation that they are flexible to some regard taking '*a reasonable and caring approach to the limitation on the occupancy of retirement living housing*' (page 6). It is proposed that there will be a secure entrance lobby with CCTV link to individual apartments and an emergency help line available in each apartment with some in communal areas also.

At ground level communal facilities as follows are proposed: communal room; guest bedroom with 2no. beds and en-suite; scooter store; entrance; general store; lift; bin store and plant room. At first, second and third floors there are also general store rooms. The proposals are presented as a single detached block over four storeys, with a gable and valley style roof, with various recessed and projecting elements which create balconies and external terraces for some of the apartments. External facing materials are indicated on supporting Proposed Elevations as: facing brickwork in red and light red bricks; roof – slate; windows – black upvc; Juliette balconies in black metal; double soldier course brick detailing to roof rake; single soldier course brick detail to facing brick; 25mm projecting brick snap header detail; stone effect cill detail and black metal railings to projecting balconies.

Externally communal gardens/amenity space is proposed to the north and east with soft and hard landscaping with seating areas. There is also a smaller landscaped area to the south close to the main building entrance.

The proposals would use the existing highways access off Beech Lane, itself accessed via Hawthorn Street, both of which are adopted highways with pedestrian infrastructure. The access to the site will be shared with the new police station which is the subject of permission 23/0219M and requires 24-hour access. 36no. parking spaces are proposed which include 4no. disabled spaces to serve residents, visitors and the house manager. There are also 2no. delivery/drop off bays to the frontage. A new access to the existing sub-station is planned. 2no. pedestrian access to the site off existing pavements of Beech Lane is proposed.

The application form indicates that surface water will be disposed of via sustainable drainage system and fouls by mains sewer. Private arrangements are proposed for waste and recycling collection.

## **RELEVANT PLANNING HISTORY**

24/2661M - Variation of conditions 2,4,5,8,9,12,14,15,16,17,18,20 and 21 on 23/0219M - Erection of a two storey new build police station with parking and associated soft and hard landscaping. – awaiting case officer assignment – site immediately south.

24/1337M - Non-material amendment to application 23/0219M: Erection of a two storey new build police station with parking and associated soft and hard landscaping – refused – 13<sup>th</sup> May 2024

23/0219M - Erection of a two storey new build police station with parking and associated soft and hard landscaping – approved with conditions – 19<sup>th</sup> May 2023 – south of this proposal has commenced on site.

12/1502M - The Installation of Solar Panels to the South Facing Roof of the Police Station Building – approved with conditions – 3<sup>rd</sup> July 2012

96/1608P – office extension; conversion of dog kennels to toilet block and car parking modifications – approved with conditions – 16<sup>th</sup> October 1996

96/1231P – three temporary portacabins – approved with conditions – 21<sup>st</sup> August 1996

67585P – erection of notice board – approved – 12<sup>th</sup> July 1991

19970P – 2000 gal underground petrol storage tank – approved – 8<sup>th</sup> January 1990

53865P – sub divisional police station – approved – 31<sup>st</sup> July 1988

53297P – incorporate land into gardens – approved – 25<sup>th</sup> May 1988

44621P – sub divisional police headquarters – approved – 18<sup>th</sup> August 1986

## **POLICIES**

### **Cheshire East Local Plan Strategy (CELPS) 2017**

MP1 Presumption in Favour of Sustainable Development

PG1 Overall Development Strategy

PG2 Settlement Hierarchy

PG7 Spatial Distribution of Development

SD1 Sustainable Development in Cheshire East

SD2 Sustainable Development Principles

IN1 Infrastructure

IN2 Developer Contributions

SC1 Leisure and recreation

SC2 Indoor and Outdoor Sports Facilities

SC3 Health and Well-being

SC4 Residential Mix

SC5 Affordable Homes

SE1 Design

SE2 Efficient Use of Land

SE3 Biodiversity and Geodiversity

SE4 The Landscape

SE5 Trees, Hedgerows and Woodland

SE8 Renewable and Low Carbon Energy

SE9 Energy Efficient Development

SE12 Pollution, Land Contamination and Land Instability

SE13 Flood Risk and Water Management

CO1 Sustainable Travel and Transport

CO3 Digital Connections  
CO4 Travel Plans and Transport Assessments  
Appendix C Parking Standards

**Site Allocations and Development Policies Document (SADPD) 2022**

PG9 Settlement Boundaries  
GEN1 Design principles  
GEN5 Aerodrome safeguarding  
GEN7 Recovery of planning obligations reduced on viability grounds  
ENV1 Ecological network  
ENV2 Ecological implementation  
ENV5 Landscaping  
ENV6 Trees, hedgerows and woodland implementation  
ENV7 Climate Change  
ENV10 Solar energy  
ENV12 Air quality  
ENV14 Light pollution  
ENV15 New development and existing uses  
ENV16 Surface water management and flood risk  
ENV17 Protecting water resources  
HOU1 Housing Mix  
HOU2 Specialist Housing provision  
HOU8 Space, accessibility and wheelchair housing standards  
HOU10 Backland development  
HOU12 Amenity  
HOU13 Residential standards  
HOU14 Housing density  
HOU15 Housing delivery  
RET9 Environmental improvements, public realm and design in town centres  
INF3 Highways safety and access  
INF9 Utilities  
REC1 Open space protection  
REC2 Indoor sport and recreation implementation  
REC3 Open space implementation  
REC5 Community facilities

**Wilmslow Neighbourhood Plan (WNP):**

LSP1 Sustainable Construction  
LSP2 Sustainable Spaces  
LSP3 Sustainable Transport  
NE5 Biodiversity Conservation  
TH1 Gateways into Wilmslow  
TA1 Residential Parking Standards  
TA2 Congestion and Traffic Flow  
TA5 Cycling in Wilmslow  
CR1 Community Facilities  
CR2 Indoor Leisure Facilities  
CR3 Local Green Spaces  
CR4 Public Open Space

CR5 Health Centres  
H2 Residential Design  
H3 Housing Mix  
E1 Reuse of Existing Employment Land  
PR1 Public Realm  
PR3 Pedestrian Movement in the Town Centre  
KS1 Key Sites  
KS2 Police, Fire and Ambulance Stations

### **Other material planning policy considerations**

National Planning Policy Framework (NPPF)  
National Planning Practice Guidance (NPPG)  
SuDS SPD  
Housing SPD  
Environmental Protection SPD  
Developer Contributions SPD  
Cheshire East Design Guide SPD  
Ecology and Biodiversity Net Gain SPD  
Designing Out Crime SPD  
Nationally Described Space Standards (NDSS)

### **CONSULTEES (EXTERNAL TO PLANNING)**

#### Original Scheme

**United Utilities** – March 2023 - no objection - noted that submitted Drainage Drawing Ref: McC&S-HS-W-DEV-100-005, Rev B, Dated 28/07/2022 would not be acceptable regarding foul and surface water drainage however concluded this can be secured via use of prior to commencement style drainage strategy and management condition should approval be recommended.

**Lead Local Flood Authority** – March 2023 - object to the proposals - due to major scale of the development insufficient information has been provided in which to ascertain the drainage strategy would provide adequate water management and flood risk mitigation/avoidance as per paragraph 165 of the NPPF.

**Strategic Housing Officer** – March 2023 - no objections subject to independent review of the Viability Appraisal submitted which their comments are based on in which to secure funding for off-site affordable housing noting that no on-site affordable provision is planned – due to need for rented over 55 accommodation and Intermediate need for the over 55's. If Viability Review concludes otherwise then affordable housing would need to be provided on site at 30% of the total number proposed as per the requirements of SC5 of the CELPS.

**Environmental Protection** – April 2023 - no objections subject to the use of conditions and informatives to secure:

Conditions: external lighting scheme submission on prior to installation basis; prior to commencement pile foundations scheme (if applicable); prior to commencement construction site specific dust management plan; electric vehicle charging points; ultra low emission boilers; prior to first occupation travel plan strategy; prior to commencement Phase I and II ground

assessment submission; prior to commencement remediation strategy; prior to occupation verification report; testing of soils prior to importation; reporting of previously unidentified contaminated land.

**NHS Estates** – no objections subject to provision of financial contributions to off-set impacts of development on their infrastructure.

**Wilmslow Town Council** – object to the proposals for the following summarised reasons:

- The proposals does not meet WNP policy KS2 in that it calls for provision of high-density residential development comprising a mix of starter homes, affordable housing and homes appropriate for those wishing to downsize; and
- Overall masterplan to show how the appropriate mix of site uses responds to one another.
- Still concern regarding parking provision and Transport Statement does not highlight provision on adjacent streets is extremely restricted and the demand should be assessed on local standards.
- Concern over buildings siting, massing, elevational treatment and parking layout.

#### Revised Scheme

**Head of Strategic Transport** – no objection subject to conditions securing covered cycle parking and Travel Pack for sustainable transport options for each apartment on prior to occupation basis.

**Lead Local Flood Authority Officer** - holding objection seeking the submission of an FRA due to the major development size of the application, revised drainage strategy following SuDS considerations of biodiversity and amenity, attenuation tank maximum weight loading and depths and topographical map covering existing and proposed finished floor and ground levels for the development.

**Environmental Protection** – no objection subject to use of conditions to cover the following: prior to commencement submission of an updated conceptual model, phase II ground investigation and risk assessment; prior to commencement remediation strategy if Phase II investigations indicate necessary; prior to occupation submission of Verification Report, prior to importation testing of soils (if applicable) and reporting of previously undiscovered contaminated land.

**Cheshire Constabulary** – made an observation regarding use of 1.8m loop/bow top fence securing the site with regards to proximity to the public open space and that they encourage applicants to consider building the development to the Secured by Design standard.

**Manchester Airport** – no objections subject to informative covering tall equipment and cranes licence and notification separate to planning required from them.

**ANSA Greenspace** – object to the proposals summarised as follows:

- The four-storey building will have an overbearing impact on the immediate greenspace to the north Little Lindow, sitting larger and taller than that insitu.

- Concern the scale of the building will result in shade onto the greenspace and bring residential properties in close proximity to impact on future development plans for greenspace bringing conflict between residents and users. Some future development being that on south of the path through the greenspace.
- The existing trees do not significantly buffer or screen the building and there is concern that the northern elevation proximity to them may cause conflict and put pressure on the social interaction of residents and these trees. Not appropriate to allow for screening from off-site trees.
- There is limited private amenity space for residents to the north of the building which will be shaded by off-site trees, more of a landscape buffer than providing actual amenity or opportunity for residents. It is a linear strip with narrow patio areas for ground floor apartments making it an uncomfortable space to walk through. The proposals need to meet on-site amenity space in line with SE6 of the CELPS and REC3 of the SADPD and Developer Contributions SPD.
- Only way to address impact is through revised bulk and siting of the building.
- Mitigation would be required via prior to commencement style conditions.
- Lack of provision of Green Infrastructure on the site in a prominent location with a presumption for this to be on-site childrens play space, amenity green space though given nature of the development it would be acceptable for this to come forward as off-site provision via financial contributions.
- Off-site contributions would be secured via S106 agreement on a prior to commencement basis, used over a 20-year period to make additions, improvements and enhancements to existing open space as per the below and if possible for new facilities.
- Play and amenity com sums are calculated on the basis of £1173.41 per bed space. To be used at Little Lindow, Lindow Common, Carnival Field and The Carrs.
- Allotments are £293.35 per bed space to be used at allotments and community gardens within Wilmslow
- GI connectivity is £586.70 per apartment to be used at Carnival Field, Lindow Common and The Carrs.
- Recreation and outdoor sport is £782.25 per bed space to be used in line with the councils adopted Playing Fields and Outdoor Sports Strategy.

**Cllr Goldsmith** – The building is out of keeping for the immediate area due to its height and scale. It is in a prominent ‘gateway’ position to the town and is overbearing and not in keeping with its proximity to the Little Lindow Park. The access to the car park is shared with the new proposed Police Station considered to be a safety issue for the elderly.

**Wilmslow Town Council** – object to the proposals:

- The previous comments on the original and other revisions of the scheme remain unaddressed.
- The proposals are noted to have made efforts towards buildings siting, massing, elevational treatment and parking layout, however do not meet fundamental requirements within policy KS2 of the WNP to provide high-density residential development comprising a mix of starter homes, affordable housing and homes appropriate for those wishing to downsize.

## REPRESENTATIONS

## Original Scheme

MP Ester McVey – objects to the proposals for the following summarised reasons:

- The development is not in keeping with the character of the area and is much taller than the immediate buildings in the setting and does not follow characteristics on Water Lane, appearing more like industrial accommodation.
- The proposals due to their siting and additional height and scale compared with the existing building will be overbearing on adjacent properties.
- The development has insufficient on-site parking which will result in parking of vehicles on surrounding streets with the number of additional vehicle uplift considered to be under-represented in the Transport Plan/Statement taking into account local demands/usage. The applicants own Holly Road North where they have had to provide additional spaces on a subsequent application to meet demand where this is no possible here due to the road layout and clear access needed for the police station.
- Concerns over highways safety of proposed elderly residents vs. emergency service vehicles visiting the police station, with residents more vulnerable and less quick to react to changes in the highways environment.
- The development fails to provide a mixed tenure housing scheme as per KS2 of the WNP without an overall masterplan for the wider police, ambulance and fire station site.
- The development should provide on-site affordable housing and not allow a financial contribution in this instance due to the needs in the area.

11no. Letters of objection were received (including from Transition Wilmslow and Wilmslow Civic Trust) summarised as follows:

- The application is contrary to policy KS2 of the WNP overall.
- The proposals do not provide a mixture of residential accommodations covering starter homes, affordable housing or those wishing to downsize.
- The principal frontage does not face onto the adjacent streets and open space and are bland and non-active onto Hawthorn Street.
- The proposals result in the loss of mature trees to Hawthorn Street.
- The proposals result in main parking areas not being hidden from street view.
- The massing to Hawthorn Street is too much.
- The proposals do not provide an overall masterplan evidencing how the overall masterplan for the wider police, ambulance and fire station site will be developed into appropriate mixes of uses.
- How the site access will be shared with the proposed neighbouring Police Station is not noted.
- The character and scale of the proposals including landscaping does not mirror the established character of the immediate area.
- Consideration required as to joint landscaping and drainage proposals for this and adjacent new police station.
- The proposals are contrary to policies SE1 and SD2 of the CELPS, GEN1, HOU10, HOU11, HOU12 and HOU13 of the SADPD also.
- The development is not in keeping with the surrounding area character in size, scale, bulk, design and material palette which include neighbouring houses.
- The development will result in detrimental impacts to residential amenity including loss of daylight/sunlight, overbearing impacts, loss of privacy, disturbing artificial lights etc. to existing properties on Hawthorn Street.

- The development will create additional demand on struggling infrastructure such as more NHS patients at local doctors etc.
- The development has an insufficient provision of on-site parking not just for residents, but for delivery vehicles, visitors and staff.
- The development does not include drop-off or short stay bays for taxis or medical vehicles where other public transport is sparse and not very accessible.
- The development will result in the intensification on local road networks due to the amount of development and new residents with vehicle trip uplifts, where there is already parking contrary to directions such as double yellow lines causing traffic issues. The calculations for vehicle trips and parking are based on data that is at least 6 years old and should be compared to Lawton Grange which is 2017 development with 34 spaces for 30 residents.
- The development and wider area lacks a safe crossing point on Hawthorn Street adjacent to the proposed development to serve the proposed more senior residents with the closest crossing point on Water Lane a long walk from the site.
- The development results in the loss of or damage to mature trees and hedgerows without sufficient justification or meaningful replacement planting.
- The development does not provide a suitable mix of homes as per relevant neighbourhood policy.
- The development represents overdevelopment as a culmination of all the above aspects.
- The development is not clear on how biodiversity gains will be met and how nature is impacted.
- The application provides inaccurate plans and information comparing the artists impression with the scale plans/elevations with regards to lawn areas and distances from fences/neighbouring structures.

2no. letters of support was received summarised as follows:

- The proposals have access to shops and facilities such as doctors/dentists and opticians which are benefits of the position of this new residential development.
- Consider points made in the application are sincere and not overstated.

### **Revised Scheme**

Residents of Wilmslow – object to the proposals as follows:

- Insufficient provision of on-site parking.
- Design of the proposals appears monolithic and does not break up the massing by use of 2no. brick tones and adding brickwork to balconies only increases the massing. This is contrary to KS2 of the WNP.
- Lack of provision of on-site affordable housing.

4no. letters of objection have been received summarised as follows:

- The previous objections in terms of fundamental requirements for the site as set out in policy KS2 of the WNP have not been met for a mixed housing development.
- The Transport Statement does not highlight that parking provision on adjacent streets is extremely restricted and the parking demand should be assessed on local standards. The same points were cited for a similar type of development under application ref:23/0853M and appeal APP/R0660/W/23/3317173. Insufficient on-site parking provision that will lead to impacts on surrounding highway network.

- The scale and massing of the development is too much for this site at a key prominent location.
- The proposals would be overbearing due to their scale and cause loss of light to habitable rooms and cause a loss of privacy to rooms and gardens of immediate neighbouring development to Hawthorn Street and Beech Lane.
- Loss of trees adjacent to 27 Hawthorn Street is unacceptable due to loss of screening.
- The proposals would increase demand on existing infrastructure and services without due compensation.

1 no. letters of observation were received summarised as follows:

- Support the demolition of the police station and the erection of retirement living housing.
- Would not support the proposals if trees or the park were detrimentally impacted as a result of the proposals.

## **OFFICER APPRAISAL**

### **Principle of the development**

The site is located in Wilmslow, a Key Service Centre. Policy PG2 of the CELPS sets out that development of a scale, location and nature that recognises and reinforces the distinctiveness of each individual town will be supported to maintain their vitality and viability. Key Service Centres are where new development such as residential developments are directed towards due to the existence of existing infrastructure to support new uses. Policy KS2 of the WNP seeks the comprehensive redevelopment of these three neighbouring police, fire and ambulance stations including for residential development. The site lies just west of the Wilmslow Town Centre boundary immediately east across Hawthorn Street and as such is considered to be in a sustainable location suitable for residential development such as this, where multiple public transport facilities and services such as doctors, dentists and shopping exist in the immediate vicinity. It is considered that the principle of a new retirement/minimal support C3 residential use/development at this site is acceptable. The proposals would positively contribute to the demonstrable housing land supply as a site allocated in the neighbourhood plan as targeted for residential development. The loss of the existing building is considered acceptable noting the replacement Police Station within the wider site has been approved and is under construction.

### **Housing mix**

Between them the listed policies and guidance seek that new residential development provide a mixture of homes that reflects the needs of the immediate location and allow for an ageing population and to create mixed communities.

During the course of the application concern was raised at the lack of masterplan supporting the proposals showing the wider fire and ambulance sites and how this relates with this development and that recently approved for the neighbouring police station as per KS2 of the WNP. Concern was also raised that the proposals did not present a mixed housing scheme including starter and affordable homes as per KS2 of the WNP.

The development is of major scale and as such an appropriate house type, tenure and mix is normally expected. Policy SC4 of the CELPS sets out the housing mix must mirror local needs and reflect the need to provide a variety of accommodations for differing life stages in sustainable area. HOU1 of the SADPD provides the following types/sizes/tenures of housing in

Table 8.1 as a starting point for housing mix assessment. Other relevant matters in the policy include a consideration of the local housing market and characteristics, character and design of the site and local area reflecting on the scheme's ability to accommodate a mix and range of housing.

**Table 8.1 Indicative house type tenures and sizes**

	Market housing	Intermediate housing	Affordable housing for rent
1 bedroom	5%	14%	26%
2 bedroom	23%	53%	42%
3 bedroom	53%	28%	20%
4 bedroom	15%	4%	10%
5+ bedroom	3%	1%	3%

Further to this SC5 Affordable Homes is also relevant and requires 30% of all units to be affordable in a split of 65% affordable/social rent and 35% intermediate affordable tenure. Policy KS2 of the WNP seeks the 'provision of a high-density residential development comprising a mix of starter homes, affordable housing and homes appropriate for those wishing to downsize'.

The proposals are presented as a fully market scheme with a surplus of £58,530 to cover all s106 obligations including affordable housing (for off-site delivery according to the applicant's Viability Appraisal). The proposals present a total of 52no. apartments: 27no. one-bedroom apartments and 25no. two-bedroom apartments. Taking this into account the affordable housing requirement for on-site provision would be 15.6no. units rounded up to 16no. units with a split of 10no. affordable/social rent and 6no. intermediate tenure units.

The Strategic Housing Officer has reviewed the proposals and does not object to them. They note that according to the current number of those on the Cheshire Homechoice waiting list with Wilmslow as their first choice is 578 broken down as follows also highlighting the specific need for over 55 housing and preferences:

	How many bedrooms do you require?				
First Choice	1	2	3	4+	Grand Total
Wilmslow	175	94	62	14	345

### **Over 55 Intermediate Demand**

	How many bedrooms do you require?			
First Choice	1	2	3	4

<b>Wilmslow</b>	<b>40</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Totals for each bedroom type.</b>	<b>40</b>	<b>2</b>	<b>1</b>	<b>0</b>

	<b>What Type of Housing do you require?</b>			
<b>First Choice</b>	<b>Flat/Bedsit</b>	<b>Bungalow</b>	<b>Maisonette</b>	<b>House</b>
<b>Wilmslow</b>	<b>32</b>	<b>33</b>	<b>12</b>	<b>23</b>
<b>Totals for each bedroom type.</b>	<b>32</b>	<b>33</b>	<b>12</b>	<b>23</b>

Taking into account this information it is considered that the proposals would present a mixture of one and two-bedroom units highlighted as specifically being in need for this particular age group. Whilst the proposals do not propose on site affordable units the Strategic Housing Officer does not object on the basis of the viability information presented, subject to confirmation of the results through independent review otherwise noting that the proposals meet a specific need.

In considering these points whilst the proposals do not present a complete mixture affordable or starter homes as per the KS2 policy they do provide homes for those wishing to downsize and also it is noted with regards to masterplanning that this is not possible given the different ownerships of the site. Cheshire Homechoice details represent the most up to date information regarding affordable home tenure demands in terms of these considerations. While the proposals would provide housing for the over 55's or those wishing to downsize in line with market mixture/type needs for the area, they fail to provide on-site affordable housing in line with policy requirements and therefore the proposals are contrary to H3 and KS2 of the WNP, HOU1 of the SADPD and SC5 of the CELPS, Housing SPD and Developer Contributions SPD.

### **Design and character**

Between them the listed policies and guidance seek that new development is of an appropriate size, scale and design that is commensurate to the character of the area in which it would be situated, whilst championing higher quality design to enhance and improve the wider borough.

During the course of the application concerns were raised as to the siting, scale and design of the proposals being out of keeping with the character of the immediate area, too tall at three and four storeys and not reflecting the design brief within WNP policy KS2. Concern was raised that the proposals would be overdevelopment and read as too prominent when considered against buildings on Hawthorn Street and Little Lindow play area/green space to the frontage. Issue was also raised at the siting and amount of hardstanding for parking being placed in a position too close to Little Lindow green space and being too visible from Altrincham Road. Concern was raised as to the connection to Beech Lane / Hawthorn Street and the site for pedestrians.

HOU8 of the SADPD expects that new dwellings meet the NDSS, which is confirmed to be the case for this development, in most instances with the minimum spatial figures exceeded.

KS2 of the WNP sets out that this site is an important gateway along Altrincham Road towards the town centre core. In terms of design this policy specifically requests: the building line along Hawthorn Street and Beech Lane; that the site levels are respected; the principal frontage fronts onto the adjacent streets and Little Lindow open space; landscaping and perimeter curtilages

complete street frontages; preservation of all mature trees and parking hidden from Little Lindow views. In the paragraphs supporting this policy it states for building heights two to three storey dwellings along Hawthorn Street and three to four storey dwellings fronting Little Lindow and within main body of site complementing existing properties on Altrincham Road would be appropriate.

The proposals have been amended and the siting of the parking is now situated to the south of the proposed new building and is screened by the building itself, landscaping and existing ambulance station, as such addresses the issues with visibility from Little Lindow green and Altrincham Road. There is also an additional set-off of the building from the trees on Little Lindow green to the north allowing more space for the development to breathe and still retaining this existing natural screening. The site layout now accommodates 2no. pedestrian entry points from Beech Lane and Hawthorn Street leading to the entrance of the building and the new Police Station. The proposals have also incorporated adequate bin/recycling storage and plant storage within the main building with suitable vehicular pull in access both from its southern elevation via the car park, resulting in minimal additional built clutter in the wider site. The layout provides a good level of on-site external amenity space, whilst not impacting Little Lindow green space and play area immediately to the north. Site levels as per elevations and sections appear suitable though exact finished floor and ground levels can be secured via planning condition attached to any approval issued.

The building lines proposed are considered acceptable noting the stepped forward nature of existing police station building elevation along Hawthorn Street. The proposals also present a dual principal frontage to both the north and south elevations which have positive impacts to both the car park and Little Lindow frontages. The elevations are also of stepped four storeys with a relief in the elevations presenting three storey staggered bays allowing the fourth storey to be less dominant and consistent with the requirements of scale of policy KS2. The indicated materials on the elevations provided appear acceptable, though exact specifications of these including for railings and balconies will be subject to planning conditions should approval be recommended, also to include relevant sections of windows/doors reveals etc.

The Design Officer was consulted on the proposals and stated that revised scheme has resolved majority of previous design concerns regarding character and context covering materiality, scale, similarities or references to the proportions and ornamentation of neighbouring Victorian properties, its siting, orientation and use of features such as metal railings and recessed/projecting elements to break up form.

The Design and Highways Officers originally raised concern at the lack of legible 1.4m pedestrian pathway to serve this development from Beech Lane and also to provide a pedestrian route via this shared access to the neighbouring new Police Station (currently subject of a s73 variation of condition application). The revised site layouts for both of these neighbouring developments shows this route has now been provided at the expected standards using two tone and differing materials to assist with site navigation and safety noting the pathway runs across parking for the new retirement complex. The provision of this path on a prior to first occupation of the development basis will form a condition attached to any approval issued.

Other matters raised by the Design Officer were lack of consideration of green roofs/walls for the scheme as per LPS of the WNP and details of materials including use of metal framed

window to improve sustainability of the building. It is considered that this can be secured via use of planning condition attached to any approval issued.

As per policy EN7 of the SADPD for major residential developments at least 10% of energy needs should be provided via low carbon or renewable generation unless the applicant can clearly demonstrate having regards to design/type of development this is not feasible. In this instance it is considered feasible and therefore a condition is recommended to require the submission of this detail.

Taking into account the aforementioned points it is considered the proposals are in compliance with the listed policies and guidance regarding design and local character, subject to conditions.

### **Living conditions**

Between them the listed policies and guidance seek to ensure all development is located and designed so as not to result in a harmful or cumulative impact upon air quality, surface water and groundwater, noise, smell, dust, vibration, soil contamination, light pollution or any other pollution which would unacceptably affect the natural and built environment, or detrimentally affect amenity or cause harm in terms of loss of privacy, sunlight and daylight, overbearing effect and traffic generation. Developers will be expected to minimise and mitigate the effects of possible pollution arising from the development itself, or as a result of the development (including additional traffic) during both the construction and the life of the development. Where adequate mitigation cannot be provided, development will not normally be permitted.

During the course of the application concern was raised that the development due to its siting, scale and orientation that it would detrimentally impact residential amenity with regards to overbearing impacts, privacy and overlooking for existing properties on Beech Grove, Hawthorn Street and Alma Lane.

The three-storey eastern elevation of the building is over 39m to existing house frontages on Hawthorn Street. There is 20m from its three storey southern elevation to existing side elevations on houses on Beech Lane, and a minimum of 47m from its fourth storey elevation to existing rear elevations of houses on Beech Grove and 50m from rear elevations on existing houses on Alma Lane. These all meet the minimum recommended spatial distance standards between development highlighted in policy HOU13 of the SADPD to ensure privacy, outlook, light and amenity is protected for existing neighbours. In terms of amenity impacts on future occupants of the building all distance standards are met there also, including for the extant permission for the new police station to the south, plus the existing ambulance and fire stations. Due to the set off of the building from surrounding form it is not considered it would cause overshadowing or loss of light.

In terms of contaminated land the application is supported by a Phase I assessment. Environmental Health Officers raised no objection subject to conditions. Whilst conditions were historically requested from Environmental Health Officers to secure ultra-low emission boilers and electric vehicle (car) charging points, as these are now secured separately to the planning process due to amendments to Building Regulations, they no longer meet the tests for the use of planning conditions to include these as part of any approval issued. To ensure amenity protection regarding odour, details of the bin stores will be secured via condition.

Subject to conditions it is considered that the development is in compliance with policies and guidance covering living conditions and pollution protection.

### **Highway safety and parking**

Between them the listed policies seek to deliver safe, sustainable, high quality, integrated transport systems that encourage a modal shift away from car travel to public transport, cycling and walking; supportive of the needs of residents and businesses and preparing for carbon free modes of transport. They also seek to secure safe access and protect and maintain public rights of way and enhance them where detrimental impacts require mitigation or allocations indicate.

During the course of the application objections were received from local groups and the public with regards to detrimental impacts as a result of the development on highways safety and parking as a result of the parking and access proposed to service the site, which was considered to be in an area which is reported to experience existing issues regarding both topics.

The site is within Wilmslow, a Key Service Centre location as defined in policy PG2 of the CELPS. Appendix C of the CELPS states for C3 use in a Key Service Centre that for one-bedroom units 1no. parking space and for two-bedroom units 2no. spaces are required, with the dimension of spaces to be at least 4.8m x 2.5m. 1no. secure cycle parking space per dwelling would also be required. Appendix C also lists that good circulation in car parks is an important factor in ensuring the safety of pedestrians moving to and from their vehicles, as such aisle widths should be set at a minimum of 6.9m for two-way routes and one-way routes 6m, to allow ease of movement to/from spaces without unnecessarily impeding pedestrians and other vehicles.

Taking into consideration the recommended parking standards this development would generate a requirement of 77no. vehicular parking spaces (27no. for the one-bedroom units and 50no. for the two-bedroom units) and 57no. secure cycle parking spaces. The development includes 36no. vehicular parking spaces, an under-provision when assessed against Appendix C recommended requirements. The proposals also include use of the existing site access off Beech Lane and introduction of pedestrian pavement connection to the existing infrastructure. It is considered that secure cycle parking for the development can be secured by planning condition.

The application is supported by a Transport Statement. This statement has not been updated since the original submission as such refers to incorrect levels of on-site parking provision now proposed. Notwithstanding this their statement concludes that based on similar retirement living schemes a traffic generation of 1.54 trips per apartment were recorded for a standard 12-hour day (7am-7pm) with approximately 43 arrivals and departures during this period, around 14no. trips per hour two-way. In Table 8.1 of the Transport Statement for their surveyed retirement complexes a peak parking demand per apartment was 0.47 spaces. For a ratio of 52no. proposed apartments served by a proposed 36no. parking spaces the proposed parking provision ratio for this scheme is 0.69 spaces per apartments, which the applicant suggests demonstrates that the under-provision against policy is justified given real life examples of similar schemes that have been successful and provided appropriate parking less than recommended standards. The Transport Statement also argues that as people get older, car ownership drops with a clear link between entering sheltered housing and giving up car ownership. They also cite the close proximity of existing bus stops on Altrincham Road and

Water Lane within walking distance of the site to provide good opportunities for sustainable transport uptake and otherwise stating the site to be sustainably located for access to existing facilities on foot to the east within Wilmslow town centre. The Statement includes an example of Travel Pack to be issued to future residents of the development to encourage and highlight sustainable transport options in the vicinity.

This has been reviewed by the Highways Officer who raises no objections to the development. They consider that there is no objection to the use of the existing access off Beech Lane. However, they note that the dual access for the Police Station is not good practice due to number of daily movements to and from the station through the single access but acknowledge that the redesigned layout minimises this conflict between the residential car park as the majority of parking spaces for this development are to the west of the new Police Station access. The Officer also notes that there will be a separate footway on the southern side of the access providing access to the Police Station entrance. They comment that whilst they do not consider the dual access for the two neighbouring uses to be good design there are no technical highway reasons to object to the proposed access arrangements and as such, they raise no objections. They also raise no objections to the parking provision proposed noting similar reduced provisions have been accepted on a case-by-case basis for such development as argued for and accepted here. They seek the provision of secure covered cycle parking to meet recommended Council standards and a Travel Pack for residents of each apartment highlighting transport options and routes nearby covering sustainable transport modes to be submitted for review on a prior to occupation basis.

Subject to conditions it is considered that the proposals are in compliance with the policies and guidance covering highways safety and parking.

### **Trees and hedgerows**

Between them the listed policies and guidance also seek to protect the continued health and life expectancy of trees, hedgerows or woodlands and where loss of or threat to them is proposed development will not normally be permitted unless there are clear overriding reasons for allowing development and that there are no suitable alternatives. These policies and guidance also seek to protect and enhance landscape character. Where such impacts are unavoidable, development proposals must satisfactorily demonstrate a new environmental gain by appropriate mitigation, compensation or offsetting.

During the course of the application concern was raised that the siting of the building would cause damage to or loss of the mature trees to Little Lindow green.

The application is supported by a Tree Protection Plan which indicates that 8no. trees to the east and south of the development are to be lost to facilitate the development, these include a group of Cherry trees, 2no. Norway Maple and 3no. Silver Birch. In comparison to the original scheme the proposals have been set back away from the canopy and root protection areas of the English Oak, Norway Maples, Sycamore, Limes, Rowans and Beech trees to the north of the site beyond the red edge on Little Lindow. This allows for less immediate and future conflict between the trees and new development in terms of pressures to prune/crown lift etc. with regards to leaf littering/loss of light in respect of residential amenity of future occupants and the ongoing preservation of these key trees both in landscape, visual amenity and nature conservation terms.

The Forestry Officer has reviewed the proposals and notes that compared with the original layout where concern was raised at the proximity of the building and its hard landscaping with the key character/quality trees off site to the north forming part of Little Lindow open space, that the current layout is an improvement. The new layout provides increased separation from these trees. In terms of the impact of the development on other trees they note Section 7.3 of the Impact Assessment states that; *services and utility installation can be sited remote from trees but if they do need to be located within root protection areas specialist measures can be deployed for their installation to minimise harm to retained trees*. It is noted that the revised proposed drainage layout (rev P02 dated 22/76/2024) suggests that conflicts will arise with trees shown for retention in particular with regard to the east side of the scheme where the Proposed Foul Water Drainage will pass directly between, and through the RPAs of trees T7, T8 and T9. The drainage plan also indicates a sewer diversion to the south of the site edged red of this application which appears to present conflicts with off-site trees shown for retention with approved application 23/0219M. The submitted Landscape Layout (2859-03-LA-4296-101-E) suggests that tree T7 will be removed to accommodate new hard standing. The landscape plan does show the location of new footpaths and hard standing and is annotated to indicate areas where no dig construction will be required, however this level of detail should also feature on the tree protection plan. At this time, they consider there to be conflicting information to understand the impact on trees given the discrepancies between the plans listed and as such this should be addressed, and an appraisal carried out regarding the feasibility of their retention.

Further to this the applicants' agent has confirmed that T7 will be lost to facilitate the works however T8 and 9 will be retained. Notwithstanding this the updated Tree Protection Plan, Tree Survey, Landscape Layout and Drainage Layouts still have conflicting information with no additional clarification provided to satisfy the concerns as raised by the Tree Officer as to the loss of T7 in totality and potential RPA impacts of T8 and T9. Though the trees are not formally protected they add visual interest and green screening to the site and their retention and re-consideration of drainage layout should be thoroughly investigated as trees are a finite resource and as retention of them is preferable to mitigatory new planting which takes time to re-establish. It is considered that conditions to secure this information and related updated drainage/landscaping layouts is an appropriate way forward. Subject conditions it is considered that the development is in compliance with the relevant tree and hedgerow policies of the development plan.

### **Landscape character and open space**

The listed policies and guidance seek that all development conserve the landscape character and quality and should where possible, enhance and effectively manage the historic, natural and man-made landscape features that contribute to local distinctiveness. In terms of open space and green infrastructure these policies also seek that all major development should provide open space as a matter of good design and to support health and well-being. The provision of open space will be sought on a site-by-site basis, taking account of the location, type and scale of development, with the presumption for residential development that this be provided on-site, though off-site provision may be acceptable in limited instances where this meets the needs of the development and achieves a better outcome in terms of open space delivery. This would involve payment of a commuted sum to the council and would involve long term delivery, maintenance and management scheme over a 20-year period.

Concern was raised during the course of the application that the development constituted overdevelopment with a lack of on-site provision of private amenity space and had a

landscaping scheme that did not reflect the character of the area and the location next to the Little Lindow open space. This included concerns from the ANSA Greenspace about the impact of the scale and siting of the building close to the recently enhanced Little Lindow greenspace in terms of amenity impacts on residents from use of the play spaces/kick about and in terms of social pressures on the characterful row of trees within the space off-site and interaction with the occupants who would occupy this northern elevation. Concern was also raised at the siting of the private amenity areas to the north in a shaded position and that pathways and routes through the site were narrow and did not reflect needs of likely residents.

During the course of the application the scheme has been revised multiple times and has significantly reduced the massing, size and scale of the building which is now considered to be commensurate with other buildings in the area and reflects the KS2 allocation in the WNP on this basis. The siting of the building and locations of patios, pathways etc. has also been revised to address objections originally raised by the Forestry Officer in terms of physical siting of the northern elevation and associated foundation works/topographical differences which did conflict with root protection areas. The layout has much improved this relationship between the building and this row of northern off-site trees within the Little Lindow green space and is considered to no longer create physical conflict (subject to recommendations for tree protection during demolition/construction as highlighted) and due to the additional set off of nearly 10m from trunks of these trees and northern elevation. This now has much reduced potential for social conflicts of future residents' concerns regarding shading, leaf litter and obstruction of view (albeit this is not a planning matter). To this end, it is not considered there are social or functional relationship concerns regarding the siting or scale of the building on the existing open/green space Little Lindow.

The site provides approximately 1298sqm of combined on-site amenity space with some of this private ground floor terrace areas serving ground floor apartments. This offers a linear pathway with new planting, hedgerows, shade tolerant wild-life garden seating areas and pergola with green roof, growing area and replacement trees. It is not considered further amendments to the layout are necessary noting vast improvements have been made taking into account other aspects of the allocation policy KS2 to ensure hardstanding for parking does not front Little Lindow or Altrincham Road and to ensure privacy amenity distances from neighbouring properties. Notwithstanding the comments from the ANSA Greenspace Officer it is considered that the on-site space and siting reflects the context and needs of residents, and noting that the site is also suitably located immediately adjacent to an existing area of open space. In this instance off-site provision of open space, outdoor sport, allotments and green infrastructure to supplement that on site is considered appropriate via means of financial contributions discussed in the coming section of this report. The landscaping scheme appears generally appropriate from that indicated on plans including planting, hardstanding and boundary treatments, however taking into account comments from the Design Officer and some elements of specifications such as pergolas, growing areas, fencing and gates not being provided and outstanding clarification on tree retention/planting mitigation conditions are recommended to secure these additional details.

To this end the proposals are not in compliance with policies SD1, SD2, IN1, IN2, SC1, SC2, SC3, SE1 and SE2 of the CELPS, GEN1, REC2, REC3 of the SADPD, LPS2, CR4, KS1 and KS2 of the WNP.

## **Nature conservation and biodiversity**

The listed policies of the development plan and guidance seek that all development must aim to positively contribute to the conservation and enhancement of biodiversity and geodiversity and should not negatively affect these interests, instead planning for net gains. Where appropriate, conditions will be put in place to make sure appropriate monitoring is undertaken and make sure mitigation, compensation and offsetting is effective.

The proposals are supported by Preliminary Ecological Assessments, Bat Survey and Biodiversity Enhancement Gain Metrics etc. In terms of bats the findings concluded that the existing building did not record bats roosting at the survey time, but that the building had moderate roosting potential for them. The habitats on site provide negligible quality habitat for foraging and commuting bats however there are suitable habitats in the immediate vicinity to the north of the site. In terms of biodiversity net gain it is stated that the development currently results in a gain of 0.16 biodiversity area units a total net gain of 28.54% biodiversity area units. The development is said to have zero terrestrial habitat linear units but is proposed to create an additional 0.85 units. Their statements recommend that the proposals include integrated bat and bird boxes, insect hotels, log piles and hedgehog houses to further improve biodiversity within the proposed development. They also conclude that a landscape/ecological management plan should be produced with details of how habitats will be created, enhanced, maintained and monitored following the completion of the development covering a period of 30 years post development.

This has been reviewed by the Nature Conservation Officer who raises no objections subject to conditions. Subject to these conditions it is considered the proposals are in compliance with listed policies and guidance covering nature conservation and biodiversity.

### **Flood risk and water management**

Between them the listed policies and guidance seek that developments must integrate measures for sustainable water management to reduce flood risk, avoid an impact on water quality and quantity within the borough and provide opportunities to enhance biodiversity, health and recreation. New development must be designed to be safe, taking into account the lifetime of the development and the need to adapt to climate change, seeking improvements to current surface water drainage network and be designed to manage surface water noting it is not sustainable to drain surface water to public sewers. New development should incorporate water efficiency measures.

The site is not located within an existing area known for surface or fluvial flood risk - both noted as very low risk on gov.uk flood risk mapping, it is Flood Zone 1. 225mm and 300mm diameter surface water sewers pass south through the site discharging at the south-west corner of the site as outflow into a culverted watercourse. Surface water from the wider Ambulance and existing Police station is said to discharge into the culvert at an unrestricted rate.

The proposals include a Drainage Layout which includes the diversion of the existing public sewer through the site running north to south close to the western boundary with easements either side, new foul water drainage connecting to the combined sewer on Hawthorn Street and the surface water drainage is proposed to collect through a series of new pipes, cellular crate storage under the car park that connects to the new police station drainage system which then discharges towards existing watercourse. It appears the foul connection leads to loss of at least one or two trees marked as retained elsewhere in tree survey information in group T7-T9 and thus would require future update and explanation. It is noted that between this scheme and that

as approved for the new Police Station to the south that these no longer match one another, an important factor given they are proposed to connect to one another at least for surface water drainage and the movement of an existing culverted watercourse. It is advised that a S73 variation of condition application ref: 24/2661M for the new Police Station, has been submitted seeking alternative consideration of a drainage scheme for that site.

The application has been reviewed by the LLFA who originally raised a holding objection seeking the submission of an FRA due to the major development size of the application, revised drainage strategy following SuDS considerations of biodiversity and amenity, attenuation tank maximum weight loading and depths and topographical map covering existing and proposed finished floor and ground levels for the development. The applicant has provided updated Drainage Layouts and associated calculations which have been forwarded to the LLFA for review and their comments will be reported as an update.

It is noted that whilst United Utilities have not responded to the revised scheme, they had no objection to the larger original scheme subject to conditions to secure further detailed drainage considerations. As there are discrepancies between the plans in this submission, uncertain impacts on trees and also that of the wider connection to the neighbouring new Police Station site, subject to LLFA updated comments conditions are likely to be suitable to secure a coherent set of drainage information taking into account related elements such as landscaping/tree protection and retention.

### **Infrastructure and planning obligations**

The proposals are of major scale and due to its size and type of development will result in impacts to existing infrastructure such as NHS facilities, affordable housing, open space, outdoor recreation and sport, allotments and green infrastructure asset out in the Developer Contributions SPD and related policies as listed in the local plan.

- **Play and amenity com sums** are calculated on the basis of £1173.41 per bed space (up to a maximum of 2no. bedspaces). To be used at Little Lindow, Lindow Common, Carnival Field and The Carrs. Totalling – 27 x one bedroom apartments @ £31,682.07 and 25no x two bedroom apartments @ £58,670.50 = **£90,352.57**
- **Allotments** are £293.35 per apartment to be used at allotments and community gardens within Wilmslow. Totalling - 52no. apartments = **£15,254.20**
- **Green Infrastructure** connectivity is £586.70 per apartment to be used at Carnival Field, Lindow Common and The Carrs. Totalling – 52no. apartments = **£30,508.40**
- **Recreation and outdoor sport** is £782.25 per bed space (up to a maximum of 2no. bedspaces). to be used in line with the councils adopted Playing Fields and Outdoor Sports Strategy. Totalling – 27 x one bedroom apartments @ £21,120.75 + 25 x two bedroom apartments @ £39,112.50 = **£60,233.25**
- **NHS Estates** financial contributions towards Wilmslow Health Centre improvement covering: creation of clinical/administrative space internally from previous void spaces; basement conversion for creation of clinical rooms and/or admin space and minor extension to car park. £612 per one bedroom unit and £875 per two bedroom unit. £612 x 27 = £16,524 + £875 x 25 = £21,875 totalling **£38,399.**
- **Affordable housing** totalling 16no. units (on site) with a split of 10no. affordable/social rent and 6no. intermediate tenure units highlighted as *Social Rented or Affordable Rented, 4x 1-bed flats, 3x 2-bed houses, 2x 3-bed houses, 1x 4-bed house and*

*Intermediate - 1x 1-bed flat, 3x 2-bed houses and 2x 3-bed houses or financial contribution towards off-site affordable housing projects of £2,715,757.*

- **Total overall financial contributions/planning obligations £234,752.42 and 16no. on-site affordable units or off-site provision of £2,715,757 towards affordable units.**
- **Total financial contribution of £2,950,509.42.**

#### Viability

The applicants have submitted a Financial Viability Appraisal (FVA) by Alder King dated August 2023 which has been supplemented by additional evidence following the revisions to the scheme in July 2024. The surplus or residual monies from this are what the applicants seek to use towards off-site affordable housing, outdoor sports, open space, recreation, green infrastructure, allotments and NHS facilities requirements generated as a result of the development.

This has been independently reviewed on behalf of the LPA by Keppie Massie. Keppie Massie noted that the FVA suggested the application scheme was only sufficiently viable to support a total s106/affordable housing contribution of £58,350. They noted that in the FVA there were three main areas of difference between the applicants and the reviewers' calculations these covered: Benchmark Land Value, construction costs and debit rate. Discussions were held between the applicant's valuers and Keppie Massie and agreements were reached to form a reasonable position in viability terms regarding the quantum of s106/Affordable Housing Contribution that could be supported by the application scheme. The result is that a total sum of £1,115,000 is available from the applicant for all s106/Affordable Housing Contributions. Keppie Massie conclude that if all other s106 contributions were paid (table 1.1 of their assessment) at £234,752.42 this would leave a balance of £915,247 for affordable housing, which would equate to an affordable housing provision of 10.11%. Keppie Massie highlight that if the entire contribution were used for affordable housing then the percentage provision would increase to 12.32% against a policy requirement of 30%. It should be noted that there will be a clawback arrangement within any s106 if approval is recommended and subsequently issued, in accordance with the Development Contributions SPD and other related policies such as GEN7 of the SADPD. This is to enable any surplus funds to be recovered and so increase the final affordable housing contribution.

Taking into account the results of viability appraisals the development fails to be in compliance with policies and guidance covering planning obligations and financial contributions to off-set impacts of the development on provision of services, affordable housing and infrastructure, as it does not cover the full extent of the obligations/contributions generated.

#### **Other material considerations:**

Whilst the Council can presently demonstrate a housing land supply of 11.2 years, the development would support the re-use of a previously developed/brownfield site immediately adjacent to the Wilmslow Town Centre boundary in a sustainable location on a key site for redevelopment as highlighted in the WNP. Further to this the Strategic Housing Officer notes that there is a need for one and two-bedroom homes as proposed for older persons wishing to downsize within the settlement boundary of Wilmslow. In their response they note that subject to conclusion of viability review that it were not possible to provide the 16no. mixed tenure and type of housing as highlighted, they would not object on this basis. In addition, the proposals are considered to be well-designed responding to the immediate context and would form a good

relationship with the wider new Police Station development it directly links with. On balance given these points and as in excess of £1.1m of financial contributions can be secured to support all s106 contributions covering NHS, Outdoor Sport and recreation, Green Infrastructure, Allotments and Play space completely and the remaining amount towards off-site affordable housing securing a 10.1% provision, that there are material considerations weighing in favour of supporting and recommending the approval of the development in this instance. On this occasion it is considered best to secure all of the other s106 contributions noting the impacts on these infrastructure/services were highlighted as areas of concern for the community alongside affordable housing provision, thus splitting it as recommended would secure the most widely felt benefits to the community should the scheme be approved. This would also be subject to securing a S106 agreement with a clause to cover the requirements of policy GEN7 Recovery of planning obligations reduced on viability grounds of the SADPD as highlighted by Keppie Massie in their report.

### **Heads of Terms**

In the event of an approval, an s106 agreement will be required to secure the following:

- A financial contribution to secure play and amenity space improvements totalling **£90,352.57** to be used at Little Lindow, Lindow Common, Carnival Field and The Carrs.
- A financial contribution to secure improvements to Allotments of **£15,254.20** to be used at allotments and community gardens within Wilmslow.
- A financial contribution to secure Green Infrastructure connectivity totalling **£30,508.40** to be used at Carnival Field, Lindow Common and The Carrs.
- A financial contribution to secure Recreation and outdoor sport improvements totalling **£60,233.25** to be used in line with the councils adopted Playing Fields and Outdoor Sports Strategy.
- A financial contribution for NHS Estates totalling **£38,399** towards Wilmslow Health Centre improvements covering: creation of clinical/administrative space internally from previous void spaces; basement conversion for creation of clinical rooms and/or admin space and minor extension to car park.
- A financial contribution for off-site affordable housing totalling **£915,247.**
- A clawback arrangement in accordance with the Development Contributions SPD and other related policies such as GEN7 of the SADPD to enable any surplus funds to be recovered and so increase the final affordable housing contribution.

### **CIL Regulations**

In order to comply with the Community Infrastructure Levy (CIL) Regulations 2010 it is 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.

This scheme, via planning policy triggers the requirement to provide play and amenity space improvements, allotments improvements, green infrastructure improvements, recreation and outdoor sport improvements, NHS estates facilities improvements and as a result of the

conclusion of viability appraisal works financial contributions towards off-site affordable housing.

As these provisions relate to either policy provision and / or identified need, it is considered that these requirements are necessary, fair and reasonable in relation to the development. The s106 recommendation is therefore considered to be compliant with the CIL regulations 2010.

## **Conclusion**

Whilst the proposals would not comply with policy SC5 Affordable Homes of the CELPS as no on-site affordable housing is to be provided, on balance, following the conclusion of viability appraisals and review of material considerations, it is therefore recommended the application is approved subject to conditions and a s106 agreement to secure all NHS, Outdoor Sport and recreation, Green Infrastructure, Allotments and Play space and reduced financial contributions towards off-site affordable housing provision and a review of the viability of the scheme.

### **Approve subject to prior completion of a s106 agreement to secure the following:**

- A financial contribution to secure play and amenity space improvements totalling **£90,352.57** to be used at Little Lindow, Lindow Common, Carnival Field and The Carrs.
- A financial contribution to secure improvements to Allotments of **£15,254.20** to be used at allotments and community gardens within Wilmslow.
- A financial contribution to secure Green Infrastructure connectivity totalling **£30,508.40** to be used at Carnival Field, Lindow Common and The Carrs.
- A financial contribution to secure Recreation and outdoor sport improvements totalling **£60,233.25** to be used in line with the councils adopted Playing Fields and Outdoor Sports Strategy.
- A financial contribution for NHS Estates totalling **£38,399** towards Wilmslow Health Centre improvements covering: creation of clinical/administrative space internally from previous void spaces; basement conversion for creation of clinical rooms and/or admin space and minor extension to car park.
- A financial contribution for off-site affordable housing totalling **£915,247.**
- A clawback arrangement in accordance with the Development Contributions SPD and other related policies such as GEN7 of the SADPD to enable any surplus funds to be recovered and so increase the final affordable housing contribution.

### **And the following conditions:**

1. 3 year implementation
2. Development in accordance with approved plans
3. Materials to be submitted on a prior to erection of walls above ground level basis including: walls; roof; balcony railings; windows; doors; cladding; rainwater goods etc.
4. Sectional details of windows and doors to be provided.
5. Sectional details of brick courses and detailing to elevations.
6. Details of 10% energy efficiency/generation scheme to be submitted
7. PD removal of means of enclosure, access and hardstanding.
8. Details of external lighting to be submitted
9. Secure cycle parking spaces details for 52no. cycles to be submitted.
10. Vehicular parking and secure cycle parking spaces to be provided.
11. Travel Plan and Travel Pack for sustainable transport options to be submitted

12. Construction management plan to be submitted.
13. Phase II ground assessment submission and remediation strategy;
14. Verification report to be submitted;
15. Testing of soils prior to importation;
16. Reporting of previously unidentified contaminated land.
17. 1.4m wide minimum pedestrian route from Beech Lane serving this and neighbouring site to be provided.
18. Updated Tree Survey and Tree Protection Plan submission to mirror removed trees and drainage/landscaping layouts to be submitted.
19. Landscaping scheme to be submitted including boundary treatments and sub-station details.
20. Landscaping implementation
21. Biodiversity enhancement strategy to be submitted
22. Protection of nesting and breeding birds during season.
23. 30-year landscape and ecological management plan to be submitted
24. Detailed drainage strategy to link with the new police station to the south to be submitted and implemented.

*In the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add Conditions and/or Informatives or reasons for approval prior to the decision being issued, the Head of Planning has delegated authority to do so in consultation with the Chair of the Northern Planning Committee, provided that the changes do not exceed the substantive nature of the Committee's decision.*

