

Strategic Planning Board

Agenda

Date:	Wednesday, 18th January, 2012
Time:	10.30 am – PLEASE NOTE THAT THIS IS A CHANGE OF START TIME FROM THE ORIGINALLY ADVERTISED TIME OF 2.00 PM
Venue:	Meeting Room, Macclesfield Library, Jordangate, Macclesfield SK10 1EE

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

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

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

Morning Session

1. Apologies for Absence

To receive any apologies for absence.

2. Declarations of Interest

To provide an opportunity for Members and Officers to declare any personal and/or prejudicial interests and for Members to declare if they have a pre-determination in respect of any item on the agenda.

For any apologies or requests for further information, or to arrange to speak at the meeting

Contact: Gaynor Hawthornthwaite
Tel: 01270 686467
E-Mail: gaynor.hawthornthwaite@cheshireeast.gov.uk

3. **Minutes of the Previous Meeting** (Pages 1 - 12)

To approve the minutes of the meetings held on 21 December 2011 and 5 January 2012 as a correct record.

4. **Public Speaking**

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

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

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

5. **11/4242W - Cheshire East Council, London Road, Lyme Green SK11 0JX: Works Associated with the Construction and Operation of a Waste Transfer Station for Cheshire East Council** (Pages 13 - 34)

To consider the above planning application.

A break for lunch will be taken here and the meeting will resume at 2.00 pm for the following items:

Afternoon Session

6. **11/3508M - Connect 656 Swineyard Lane, High Legh: Change of use from B8 Warehousing to B1(b), B1(c), B2 and B8 Use** (Pages 35 - 44)

To consider the above planning application.

7. **Strategic Housing Land Availability Assessment** (Pages 45 - 52)

To consider a report that provides information about the purpose and requirements of the Strategic Housing Land Availability Assessment and its use as part of the evidence base for the Cheshire East Local Development Framework and in the decision making process for planning applications

CHESHIRE EAST COUNCIL

Minutes of a meeting of the **Strategic Planning Board**
held on Wednesday, 21st December, 2011 at Meeting Room, Macclesfield
Library, Jordangate, Macclesfield

PRESENT

Councillor H Davenport (Chairman)

Councillors C G Thorley, J Hammond, Rachel Bailey, D Hough, J Macrae,
B Murphy, G M Walton, R West, S Wilkinson and J Wray

Apologies

Councillors D Brown, P Edwards and J Jackson

OFFICERS IN ATTENDANCE

Ms S Dillon (Senior Lawyer), Mr D Evans (Principal Planning Officer), Mr A Fisher (Head of Planning and Housing), Mr B Haywood (Principal Planning Officer), Mr N Jones (Principal Development Officer), Pam Cunio (Principal Planning Officer), Mr Steve Irvine (Planning and Development Manager), Mr N Turpin (Principal Planning Officer)**HOUSING SUPPLY UPDATE**

83 DECLARATIONS OF INTEREST

Councillor Hammond declared a personal interest in respect of application 11/3933C on the grounds that he is a member of the Cheshire Wildlife Trust. In accordance with the code of conduct, he remained in the meeting during consideration of this item.

Councillor Bailey declared a personal and prejudicial interest in applications 11/3661N and 11/3662N having a family connection to the applicant. In accordance with the Code of Conduct, she withdrew from the meeting during consideration of these items.

84 MINUTES OF THE PREVIOUS MEETING

RESOLVED: That the minutes of the meeting held on 29 November 2011 be approved as a correct record and signed by the Chairman.

85 PUBLIC SPEAKING

That the public speaking procedure be noted.

86 LOCAL PLAN ANNUAL MONITORING REPORT 2011

(Councillors Hough and Wray joined the meeting during consideration of this item).

The Committee considered a report on the findings of the Local Plan Annual Monitoring Report 2011.

RESOLVED:

That the findings of the Annual Monitoring Report 2010/11 be noted.

87 HOUSING SUPPLY

(Councillor Thorley joined the meeting during consideration of this item).

On 13th October 2011 Full Council considered two Notices of Motion. The first motion proposed a reduction in the Council's annual housing requirement of 1150 dwellings: the second motion proposed rescission of the Council's Interim Planning Policy on the Release of Housing Land ("IPPRHL") which had been approved on 24th February 2011. Full Council referred both proposals to Strategic Planning Board for consideration and comment. Having considered a report regarding the Council's approach to housing land supply and regarding the two proposals, the Board RECOMMENDED

- a) that the Council maintains an annual housing requirement of 1150 dwellings until a figure is set within the new Cheshire East Local Plan
- b) that the decision of Council on 24th February 2011 to approve the Interim Planning Policy on the Release of Housing Land should not be rescinded and that the IPPRHL should remain, but subject to the review set out in (c) below:
- c) that the IPPRHL be reviewed in accordance with the approach set out in Appendix 2 of the Report.

**88 11/3602M - HOPE PARK, MACCLESFIELD HOSPITAL, PRESTBURY
RAOD, MACCLESFIELD, SK10 3BL: RESERVED MATTERS
APPLICATION FOR A BUILDING COMPRISING OF GROUND FLOOR
RETAIL SPACE WITH FIRST FLOOR AND SECOND FLOORS
COMPRISING OF 16 RESIDENTIAL APARTMENTS AND ASSOCIATED
CAR PARKING, BIN STORES, SERVICE AREA, LANDSCAPING,
BOUNDARY TREATMENT AND SEWERS/DRAINS FOR STUART
BINKS, KEYWORKER HOMES (NW) LTD**

RESOLVED:

That the application be APPROVED subject to the following conditions:

- 1. To comply with outline permission
- 2. Time limit following approval of reserved matters
- 3. Development in accord with approved plans

4. Sample panel of brickwork to be made available
5. Landscaping to include details of boundary treatment
6. Landscaping - submission of details
7. Landscaping (implementation)
8. Submission of type and colour of block pavements
9. Construction of access
10. No gates - new access
11. Provision of car parking
12. Materials
13. Contaminated land
14. Pile driving
15. Prevention of mud, debris onto highway
16. Surface water drainage

**89 11/3933C - WHITETHORN, WATERY LANE, ASTBURY CW12 4RR:
AGRICULTURAL DWELLING FOR E WARD & SON**

Consideration was given to the above application.

(Councillor Rhoda Bailey, the Ward Councillor declared a personal interest as a member of CPRE. She and Mr John Ward, the applicant attended the meeting and spoke in respect of the application).

That the application be REFUSED for the following reasons:

The Local Planning Authority considers that the applicant has failed to demonstrate that there is a clearly established existing functional need, and that the functional need could not be fulfilled by another existing dwelling in the area as specified within Annex A of PPS7. As a result, the special justification for allowing a new dwelling in the open countryside has not been met and the proposed development is contrary to the provisions of PPS 7 (Sustainable Development in Rural Areas) and Policies H18 (Dwellings Associated with Rural Enterprises), H6 (Residential Development in the Open Countryside and the Green Belt) and PS8 (Open Countryside) of the Congleton Borough Local Plan First Review (01/05).

(The meeting adjourned at 12.35 pm and reconvened at 2.00 pm).

(Prior to consideration of the following applications, Councillor Macrae left the meeting and did not return).

(Councillor B Murphy joined the meeting prior to consideration of the following applications).

90 11/3010N - LAND AT CREWE ROAD, CREWE, CHESHIRE: OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT WITH ASSOCIATED INFRASTRUCTURE AND OPEN SPACE PROVISION FOR TAYLOR WIMPEY UK LIMITED

Consideration was given to the above application.

(Councillor D Brickhill, the Ward Councillor; Barbara Kelly, on behalf of Shavington-Cum-Gresty Parish Council; Mr Tittensor, an objector; Mr T Frizell, an objector (on behalf of T W Frizell, Haulage and Plant Hire); Mr J Borrowdale, an objector (a representative of Morning Foods) and Nathan Matta, on behalf of the agent, attended the meeting and spoke in respect of the application).

RESOLVED:

That, contrary to the planning officer's recommendation for approval, the application be REFUSED for the following reasons:

The proposed development represents a poor form of development which would have an unsatisfactory relationship with the surrounding existing and proposed business and industrial uses. Therefore the development is not compatible with surrounding land uses and is contrary to Policy BE.1 (Amenity) of the Borough of Crewe and Nantwich Replacement Local Plan 2011

91 11/4001M - JODRELL BANK OBSERVATORY, HOLMES CHAPEL ROAD, LOWER WITHINGTON, CHESHIRE SK11 9DL: ERECTION OF A SINGLE STOREY OFFICE BUILDING, CAR PARKING, CYCLE PARKING AND ASSOCIATED WORKS FOR THE UNIVERSITY OF MANCHESTER

Consideration was given to the above application.

(Jill Naylor, on behalf of the agent, attended the meeting and spoke in respect of the application).

RESOLVED:

That the application be APPROVED subject to

- a) the completion of a Section 106 agreement to secure a contribution of £1925 towards the monitoring costs of the Council's Travel Plan Co-ordinator
- b) the following conditions:
 - 1. A01LS - Landscaping - submission of details
 - 2. A01TR - Tree retention
 - 3. A02EX - Submission of samples of building materials
 - 4. A02TR - Tree protection

5. A03AP - Development in accord with revised plans (unnumbered)
6. A03FP - Commencement of development (3 years)
7. A03TR - Construction specification/method statement
8. A04LS - Landscaping (implementation)
9. Submission of a Travel Plan

92 11/3661N - OLD HALL FARM, COOLE LANE, BADDINGTON, NANTWICH, CHESHIRE CW5 8AS: DISMANTLE A GRADE II LISTED BUILDING, RESTORE, RE-ERECT ON A NEW SITE AT OLD HALL FARM AND CONVERT TO RESIDENTIAL ACCOMMODATION WITH ANCILLARY ACCOMMODATION FOR MRS J SADLER, THE SADLER FAMILY

Consideration was given to the above application.

(Mr J Brotherhood, on behalf of James Brotherhood and Associates, attended the meeting and spoke in respect of the application).

RESOLVED:

That the application be APPROVED subject to the following conditions:

1. Standard
2. Plans
3. All repair and detailing works to be carried out in accordance with the detailed A3 plans and drawings submitted;
4. Submission and approval of materials including surfacing materials
5. All repairs and replacement of oak to be in oak;
6. Oak frame to remain exposed as detailed in design access and heritage statement;
7. All timber cladding shiplap boarding to be oak;
8. All repairs or replacement of plinth/cill stones to be in matching materials;
9. All roof tiles and ridge tiles to be in clay;
10. All roof lights to be recessed to lie flush with the roof plane;
11. All rainwater goods and downpipes to be black cast metal;
12. All windows to be oak framed;
13. All doors to be in oak;
14. Brickwork and lime mortar to walls of ancillary accommodation to be agreed;
15. All roof tiles and ridge tiles to ancillary accommodation to be in clay to match barn;
16. Photographic recording of building
17. Remove Permitted Development rights
18. Provision of barn owl boxes
19. Development to take place in accordance with submitted ecology report and mitigation statement
20. No development within bird nesting season without a survey being carried out

21. Implementation of boundary treatment
22. Implementation of landscaping scheme
23. Contaminated land investigation / remediation
24. Submission and approval of design for gates
25. Scheme for the disposal of foul drainage
26. Applicant shall provide seven days written notice of the commencement of work to the Development Control Archaeologist
27. Applicant shall provide access during reasonable hours to the Development Control Archaeologist.

93 11/3662N - OLD HALL FARM, COOLE LANE, BADDINGTON, NANTWICH, CHESHIRE CW5 8AS: LISTED BUILDING CONSENT TO DISMANTLE A GRADE II LISTED BUILDING, RESTORE, RE-ERECT ON A NEW SITE AT OLD HALL FARM AND CONVERT TO RESIDENTIAL ACCOMMODATION WITH ANCILLARY ACCOMMODATION FOR MRS J SADLER, THE SADLER FAMILY

Consideration was given to the above application.

RESOLVED:

That the application be APPROVED subject to the following conditions:

1. Standard
2. Plans
3. All repair and detailing works to be carried out in accordance with the detailed A3 plans and drawings submitted;
4. Submission and approval of materials including surfacing materials
5. All repairs and replacement of oak to be in oak;
6. Oak frame to remain exposed as detailed in design access and heritage statement;
7. All timber cladding shiplap boarding to be oak;
8. All repairs or replacement of plinth/cill stones to be in matching materials;
9. All roof tiles and ridge tiles to be in clay;
10. All roof lights to be recessed to lie flush with the roof plane;
11. All rainwater goods and downpipes to be black cast metal;
12. All windows to be oak framed;
13. All doors to be in oak;
14. Brickwork and lime mortar to walls of ancillary accommodation to be agreed;
15. All roof tiles and ridge tiles to ancillary accommodation to be in clay to match barn;
16. Photographic recording of building
17. Building to be re-erected in accordance with Planning Permission 11/3661N within 2 years of commencement of dismantling.

The meeting commenced at 10.30 am and concluded at 5.15 pm

Councillor H Davenport (Chairman)

This page is intentionally left blank

CHESHIRE EAST COUNCIL

Minutes of a meeting of the **Strategic Planning Board**
held on Thursday, 5th January, 2012 at Council Chamber, Municipal Buildings,
Earle Street, Crewe CW1 2BJ

PRESENT

Councillor H Davenport (Chairman)

Councillors C G Thorley, J Hammond, Rachel Bailey, D Hough, J Jackson,
J Macrae, J Wray, G M Walton, R West and S Wilkinson

Apologies

Councillor D Brown

OFFICERS IN ATTENDANCE

Ms S Dillon (Senior Lawyer), Mr R Law (Planning Officer), Mr Paul Griffiths
(Principal Transport Officer), Mr Steve Irvine (Planning and Development
Manager)

96 DECLARATIONS OF INTEREST

Councillor Rachel Bailey, Cabinet Member for Safer and Stronger Communities, and
Councillor Jamie Macrae, Cabinet Member for Prosperity, requested that it be
recorded that as Cabinet Members they have not had any involvement in the process
of bidding or development of plans for this particular application, nor had they
advocated or predetermined the application prior to this meeting. It had not been a
Cabinet decision.

97 PUBLIC SPEAKING

That the public speaking procedure be noted.

- 98 **11/4346N - FORMER RAILWAY AND ROYAL MAIL BUILDINGS, WESTON ROAD, CREWE, CW1 6AA: A HYBRID APPLICATION, COMPRISING (I) FULL APPLICATION FOR THE DEMOLITION OF EXISTING BUILDINGS ON THE SITE AND THE CONSTRUCTION OF A SURFACE GRADE CAR PARK (240 SPACES PLUS 11 DISABLED), A TAXI RANK, IMPROVED SUBWAY ACCESS (II) AN OUTLINE APPLICATION WITH ALL MATTERS RESERVED FOR NEW TWO-STOREY COMMERCIAL BUILDING TOWARDS NORTH WEST OF THE SITE WITH POTENTIAL TO INCORPORATE A3 (RESTAURANTS AND CAFES) OR A5 (HOT FOOD**

Consideration was given to the above application.

(Councillor Flude, as a Member who is not a member of the Planning Committee or the Ward Member and Andrew Ross, the applicant attended the meeting and spoke in respect of the application).

That the application be APPROVED subject to the following conditions:

1. Standard 3 year time limit (Phase A – Car Park)
2. Standard outline time limit (Phase B – Two-Storey Commercial Building)
3. Submission of reserved matters (Phase B - Two-Storey Commercial Building)
4. Approved Plans including Amended Layout
5. Submission of Materials
6. Notwithstanding submitted details, details of Boundary Treatment to be submitted
7. Landscaping submission
8. Landscaping implementation
9. Breeding bird survey to be carried out prior to commencement of any works during nesting season
10. Submission of details of bin storage.
11. Compliance with flood Risk Assessment
12. Scheme of Surface water Drainage
13. Construction of Access
14. Hours of construction
15. Details of pile driving operations
16. Sustainable Urban Drainage System
17. Only foul drainage to be connected to sewer
18. Limit retail floorspace to with subdivisions
19. Submission of Construction Method Statement
20. Submission of Traffic Management Plan
21. Submission of details of a scheme for of real time parking information
22. Submission of details of CCTV
23. Demolition to take place in accordance with submitted demolition strategy
24. Details of the proposed finishes and hard landscape treatments of the subway and stair facilities.
25. Submission of details of cycle racks
26. Submission of details of external lighting

27. Submission of a Dust Management Plan

99 **ITEM WITHDRAWN - 11/4242W - CHESHIRE EAST COUNCIL, LONDON ROAD, LYME GREEN, SK11 0JX: WORKS ASSOCIATED WITH THE CONSTRUCTION AND OPERATION OF A WASTE TRANSFER STATION FOR CHESHIRE EAST COUNCIL**

The Chairman announced that this item had been withdrawn from the agenda prior to the meeting.

The meeting commenced at 2.00 pm and concluded at 3.35 pm

Councillor H Davenport (Chairman)

This page is intentionally left blank

Application No: 11/4242W

Location: CHESHIRE EAST COUNCIL, LONDON ROAD, LYME GREEN, SK11 0JX

Proposal: Works Associated with the Construction and Operation of a Waste Transfer Station

Applicant: Cheshire East Council

Expiry Date: 19-Jan-2012

SUMMARY RECOMMENDATION: Approve with conditions**MAIN ISSUES:**

- Principle of the Development
- Green Belt
- Environmental Protection
- Impacts on Local Amenity
- Heritage
- Impacts on Highway Network
- Landscape and Visual Amenity
- Ecology

REASON FOR REPORT

This is a major waste development in the Green Belt and constitutes a departure from the Development Plan.

DESCRIPTION OF SITE AND CONTEXT

The application site is situated within the existing Lyme Green Highways Depot which is located off London Road (A523) approximately 2.5km south of Macclesfield town centre. It lies on the southern boundary of the depot site, positioned to the west of the existing salt barn and to the south east of the existing Council workshops.

The highways depot lies adjacent to the southern settlement boundary of Macclesfield, separated by the Macclesfield Canal. A number of large commercial and retail units comprising the Lyme Green Business Park back onto the Macclesfield Canal and are visible from the highways depot site. To the south and west of the depot are agricultural fields contained by the railway line to the west and Gaw End Lane to the south. The small settlement of Lyme Green and the A523 London Road are located to the east. Immediately adjacent to the north eastern boundary of the site is a petrol station and small number of car related services.

The highways depot site sits on the northern edge of gently undulating agricultural landscape at an elevation of approximately 165m AOD and gently slopes down to the canal which lies at

160m AOD. In the surrounding area, land rises to the elevations of 320m AOD at Croker Hill and Tegs Nose approximately 3km east of the site, and rises to above 170m AOD approximately 1km west of the site at Danes Moss landfill.

The 2.02ha existing highways depot site comprises of an area of tarmacadam hardstanding encased by a 2.3m high wooden panelled fence which houses a number of industrial style buildings of various designs. Prominent buildings on the site include the office building and road salt storage barn. In addition, the depot is used for the storage of highway maintenance vehicles, and used by sub-contractors for a range of storage, transportation and general maintenance uses.

Access to the site is taken from the existing one way vehicular access onto the A523 which also includes a pedestrian route into the site. Public footpath 46 runs along the northern towpath of Macclesfield Canal, which is accessible from the road bridge on London Road.

The closest residential properties are those located along London Road which is approximately 150m east of the application site, whilst those further east at Lyme Green are approximately 200m from the depot boundary. Properties on Gaw End Lane to the south lie approximately 150m from the site.

The highways depot is located within the Green Belt as defined in the Macclesfield Local Plan 2004 Proposals Map, albeit lying on its northern boundary adjacent to the settlement of Macclesfield. It also lies within an Area of Special County Value (ASCV). Macclesfield Canal is a Conservation Area and Site of Nature Conservation Importance. The Danes Moss SSSI nature reserve is located approximately 1km to the south west of the site beyond the railway line.

DETAILS OF PROPOSAL

This is a partially retrospective application for the development of a new waste transfer building (WTB) together with new hardstanding and landscaping.

The WTB measures 30m by 30m, with a height of 11.8m to the highest ridge (apex) and would provide a gross floor area of 900sqm for the temporary storage of dry recycled waste. The building is a 'Rubb' structure comprising of a steel portal frame, incorporating a green coloured polyester fabric which sits on concrete foundations with an asphalt floor.

Recent ground excavation works have been undertaken which will enable the WTB to sit 1.6m below existing ground levels in the north and 3.6m in the south to reflect existing site topography. This is supported by a 3-3.75m retaining wall wrapping around the south, east and west of the building, whilst a concrete apron approximately 17m by 30m is proposed to the west of the WTB.

Four roller shutter door openings and two pedestrian doors are proposed within the building. Two external lights are proposed over the roller shutter doors to provide light in winter, whilst a ventilation system is proposed inside the building. Landscape planting is proposed on the southern boundary and south west corner to provide an element of visual screening for sensitive receptors.

The WTB would enable the temporary daily storage of dry recycled waste collected by Council Refuse Collection Vehicles (RCV) as part of the borough wide 'silver bin' collections. Recycled waste is collected from households, offices and small traders in the Macclesfield area and comprises of dry recycled waste such as newspapers, cardboard, paper, glass, can, and mixed plastics. No green waste or food waste would be received at the site. Waste delivered to the site by RCVs would be tipped within the building and then stockpiled in the relevant bays by two wheeled loaders. Bulk collection HGVs would be loaded within the building by a hydraulic handling machine for onwards transportation to the materials recycling facility at Shotton, Deeside.

The proposed hours of operation are 0700 -1900 hours Monday to Friday; 0700-1230 Saturday, with no working on Sundays or Bank holidays.

The WTB would have a maximum throughput of 75,000 tonnes per annum with refuse collection vehicles (RCVs) each undertaking up to three deliveries to the site on a daily basis. The bulked haulage, RCV and associated staff movements would generate an average of 118 movements per day to the site.

4 permanent staff will be employed at the facility, with 27 RCV drivers using the facility.

The design and access statement makes reference to the waste management services division being based at the depot site. It is worth noting that any such proposals do not form part of this application, and may need to be subject to a separate planning application.

RELEVANT HISTORY

Historically the site was originally used as a copper works in the late 1800's. More recently the site has a historical use as a highways and vehicle maintenance depot with a number of associated planning consents, the most relevant being:

- 04/0694P – New single storey office building granted August 2004
- 36376P – Erection of salt barn store granted March 1984;
- 20045P – Garage and workshop granted January 1980

POLICIES

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the development plan unless material considerations indicate otherwise.

For the purposes of s38(6) the development plan comprises the Cheshire Replacement Waste Local Plan 2007, and the Macclesfield Borough Local Plan 2004.

National Planning Policy

PPG2	Green Belts
PPS9	Biodiversity and Geological Conservation
PPS10	Planning for Sustainable Waste Management
PPS23	Planning and Pollution Control
PPG24	Planning and Noise
PPS25	Development and Flood Risk
Draft National Planning Policy Framework	

Regional Spatial Strategy

Policy DP1	Spatial Principles
Policy DP2	Promoting Sustainable Communities
Policy DP4	Making best use of existing resources and infrastructure
Policy DP7	Promote environmental quality
Policy RDF1	Spatial priorities
Policy EM1	Integrated Enhancement and Protection of Environmental Assets
Policy EM2	Remediating Contaminated Land
Policy EM10	Regional Approach to Waste Management
Policy EM11	Waste Management Principles
Policy EM12	Locational Principles

Local Plan Policy

Cheshire Replacement Waste Local Plan 2007 (CRWLP)

Policy 1	Sustainable Waste Management
Policy 2	Need for Waste Management Facilities
Policy 5	Other Sites for Waste Management Facilities
Policy 12	Impact of Development Proposals
Policy 14	Landscape
Policy 15	Green Belt
Policy 16	Historic Environment
Policy 17	Natural Environment
Policy 18	Water Resource and Flood Risk
Policy 23	Noise
Policy 24	Air Pollution
Policy 25	Litter
Policy 26	Air Pollution: Odour
Policy 28	Highways
Policy 29	Hours of Operation
Policy 36	Design

Macclesfield Borough Local Plan 2004 (MBLP)

Policy NE2	Landscape Protection
Policy NE11	Nature Conservation
Policy NE12 and NE13	Sites of Biological Importance
Policy NE17	Major developments in the countryside
Policy BE3	Conservation areas
Policy BE6	Macclesfield Canal
Policy GC1	New Buildings in the Green Belt
Policy GC3	Visual Amenity
Policy T6	Highway Improvements and Traffic Management
Policy IMP2	Environmental Appraisal
Policy DC1	New Build
Policy DC3	Amenity
Policy DC5	Reduction of Crime
Policy DC6	Circulation and Access

Policy DC8 Landscape schemes
Policy DC13 and DC14 Noise
Policies DC17, DC19, DC20 Water Resources
Policy DC63 Contaminated Land

Other Material Considerations

Government Review of Waste Policy in England 2011
Waste Strategy for England 2007
Cheshire Joint Waste Management Strategy 2007 to 2020
Cheshire East annual monitoring report 2009/10 (Minerals and Waste Technical Annex)

CONSULTATIONS

Highways

The proposed vehicle trips to and from the site are likely to be considerably lower than currently generated. Therefore, in traffic impact terms, there are no objections to the proposal. Improvements to the access arrangements are considered acceptable and no objections are raised to the scheme.

Environmental Health

Noise

In terms of noise impacts from construction works, these would be temporary and should not exceed recommended levels. Limiting the hours of operation on Saturdays with no operations on Sundays or Bank Holidays is recommended, along with approval of piling operations. Any dust emissions should be controlled by methods recommended in the assessment. Planning conditions are recommended in respect of construction hours of operation and details of any piling operations.

Potential operational noise impacts are associated from vehicle movements and operation of plant on site. Activities operating before 0730 hours are not normally recommended. Saturdays should be used for 'catch up' only. The overall traffic movements would not be significant compared to existing levels. The largest noise impacts are likely to arise from initial movements of vehicles in the morning, but these would not be significant. Conditions should be used to control the hours of vehicle movements and secure the removal of the speed ramps on the access road.

Impacts associated with management of waste on the site have the potential to cause greater impacts. The high sound power levels of the equipment and the poor acoustic properties of the building will require additional noise mitigation measures.

A 4m acoustic barrier positioned on the retaining wall should attenuate noise levels significantly to properties on London Road and Gaw End Lane, as well as further mitigation through waste management operations.

The facades of the units on the adjacent retail park facing the site are largely industrial and used for vehicle access, and the predicted noise levels for this type of use are reasonable. The more noise sensitive areas to the front of the retail park should be effectively screened by the existing units.

Planning conditions are recommended in respect of:

- operational hours,
- construction of acoustic barrier,
- implementation of mitigation for site vehicles,
- removal of speed ramps
- management of road surface,
- implementation of noise monitoring scheme;
- establishment of operational noise levels at sensitive receptors
- scheme for dealing with complaints associated with operational aspects of the site.

Odour

It is recommended that the waste categories accepted at the site are controlled by planning condition, along with the closure of doors between waste deliveries in order to control any potential for odour. Any proposals to alter the type of waste permitted would require a full odour assessment and control scheme.

Dust

Any potential dust emissions can be controlled by damping down and good site management techniques. Planning conditions are recommended in respect of management of dust on site, and scheme for details of lighting.

Contaminated land

The depot has a historic use as a copper sulphate works and infilled pond and sulphate attack on buried concrete and services could present a problem. As this appears to be limited to the northern end of the site, rather than the application site, it is considered that there are no contaminated land issues and the assessment submitted is reasonable.

Landscape

The Landscape Officer considers that, in spite of the ground engineering which would lower the building height by 3.6m, the visual impact of the proposals on visual receptors would be significant. Whilst the landscape planting would provide some mitigation, this will only partially mitigate long term visual impacts, and tree planting provides relatively little mitigation for residential properties along A523 London Road. Overall, it is considered that the scheme does not provide adequate or effective mitigation for receptors to the east or south east and further planting is required along the southern boundary and south east.

Nature Conservation

No significant ecological are anticipated with this development.

Environment Agency

Consider a potential risk may be posed to controlled waters from land contamination at the site. They suggest that any development should only continue once planning conditions in respect of contamination of the site have been satisfied.

Natural England

None received

Cheshire Wildlife Trust

Notes an inaccuracy in the Planning, Design and Access Statement with regards to reference to Macclesfield Canal SBI designation and would have expected the application to include an assessment of potential impacts (in particular of increased drainage from the site) and proposals for mitigation, if required. Also note that no biodiversity enhancement is proposed in the scheme.

British Waterways

No objections are raised to the scheme but it is noted that the discharge of surface water to the adjacent Macclesfield Canal will require the full assessment and formal agreement of British Waterways. The submitted Geotechnical and Ground Contamination Assessment report does not fully acknowledge the risk of contamination to the canal as a result of surface water run-off from this site. It is essential that appropriate interceptors and other mitigation measures are installed and maintained in order to ensure there is no risk of pollution of the canal which is a Site of Biological Importance. British Waterways request the imposition of planning condition in respect of full details of the disposal of surface water to be agreed in consultation with British Waterways.

Heritage (Archaeology and Conservation)

None received.

United Utilities

No objection.

VIEWS OF THE PARISH / TOWN COUNCIL:

Sutton Parish Council raise strong object to the scheme and recommends the application is refused on the following grounds.

The scheme does not comply with planning policy and is contrary to Green Belt policies as new buildings constitute inappropriate development which would have an adverse impact on the openness of the Green Belt and no very special circumstances have been demonstrated to justify the scheme.

Aside from being in the Green Belt, the site is not suitable due to contamination on the site particularly with arsenic and gas which would present a hazard to human health. It is not considered that the building proposed would provide necessary protection to nearby residents and workers from issues of noise, dust, odour and gas emissions.

Concern is raised that contaminated soils have been excavated from the site as a result of work that has already taken place which could be hazardous to human health. Overall, it is considered that risk to human health of local residents and workers means the site is unfit for the development proposed.

The impact of noise pollution, especially when the site is operational, is considered to be significant.

The noise impacts of heavy goods vehicles using the site within vicinity of residential properties is considered unacceptable.

Likewise the likely level of air pollution and odour is considered to be unacceptable.

Concerns are raised that the scheme will attract vermin to the site.

The Parish Council are of the opinion that the present highway arrangements are inadequate to accommodate the proposed traffic movements which could create issues with highway safety and congestion.

The Parish Council consider that Cheshire East Council have, in undertaking retrospective works on site, disregarded the planning process.

They raise procedural concerns regarding the consultation timescales of this application and consider that the application should be referred to Secretary of State under the Town and Country Planning (consultation) (England) Direction 2009.

OTHER REPRESENTATIONS

15 objections have been received from local residents plus on behalf of Lyme Green Business Park and local organisations.

These raise issues of impacts of noise, dust and odour emissions, especially associated with vehicle movements and tipping of waste.

Concern is also raised in respect of:

- potential to attract vermin;
- potential for contamination of waste streams;
- visual impact of the scheme
- potential for light pollution.

The contamination of the site and how this is mitigated is cited as a cause for concern, especially in relation to development which has already taken place.

The impact of the scheme on users of the canal and retail park along with general amenity of local residents is raised as an issue.

The adequacy of the access road, road network and highway safety, particularly with regards to the impact on London Road and nearby junctions as well as the canal bridge are raised as issues, as well as the impacts on pedestrians using London Road and the change in the type of vehicle using the site are all cited as issues for concern.

Representations also comment that the scheme is contrary to policies of the MBLP and Green Belt policies and would have an impact on the character of the Conservation Area and open countryside.

The need for the scheme is questioned, as well as the case for justification of development in the Green Belt. Concern is also raised over the robustness of the alternative site assessment

and potential contradictory information in the submission. Representations consider there are more suitable allocated sites in CRWLP and MBLP, Danes Moss Tip being cited as one potential alternative. There is also concern that the scheme could attract other bad neighbour uses to the site and could in future accept other waste streams.

Specific concerns have been raised in relation to the impact of the scheme on Lyme Green Business Park, particularly with regards to the adequacy of the acoustic assessment, potential noise impacts generated by the scheme on the retail park, and need for acoustic and visual mitigation for the retail park.

The impact of the scheme on property values was cited as an issue. However, this is not considered to be a material planning consideration.

Procedural concerns have been raised in respect of:

- undertaking work without planning permission,
- timescales for determination,
- lack of pre-application consultation
- strategic decisions by Cheshire East Council Cabinet on waste management matters.

APPLICANT'S SUPPORTING INFORMATION

Planning, Design and Access Statement
Transport Assessment
Geo-Technical and Ground Contamination Assessment
Noise Assessment
Drainage Report
Topographical Survey
Landscape and Visual Appraisal

OFFICER APPRAISAL

Principle of Development

The implications of development on land in the North Cheshire Green Belt, and implications of development on an unallocated site in the CRWLP are key considerations.

Green Belt

The scheme proposes a WTB for the storage of dry recycled waste on land that lies within, but on the edge of the Green Belt boundary with Macclesfield.

The management of waste in the Green Belt is inappropriate development unless it maintains the openness of the Green Belt and does not conflict with the purposes of including land in the Green Belt (CRWLP Policy 15). In respect of waste facilities in the Green Belt, PPS10 advises that the locational needs of some types of waste facilities, together with the wider environmental and economic benefits of sustainable waste management are material considerations that should be given significant weight. Applications should therefore demonstrate whether such material considerations amount to the very special circumstances

necessary to overcome the policy presumption against inappropriate development in the Green Belt and any harm caused.

The application site sits on an area of hardstanding historically formed to create the current highways depot site. All buildings and equipment associated with highway authority functions are adequately contained within this hardstanding, the boundary of which is clearly defined by permanent close boarded fence which also provides a degree of visual screening. A total of 5% of the current footprint of the highways depot is taken up by the proposed building and the building is sited directly adjacent to the existing salt barn. As this is a self contained depot within which the WTB and associated plant can adequately fit with no amendment to the existing footprint of the highways depot, it is not considered that the development would conflict with the purposes of including land in the Green Belt in this location. It is also noted that consent was granted for a temporary waste transfer station on the Danes Moss Landfill in 2008, which proposed a similar scale of development in the Green Belt.

Openness

In determining the 'harm' of the scheme in terms of PPG2 policy tests, it is important to consider the degree to which the visual amenity of the Green Belt is harmed by the proposal, by reason of its siting, material or design.

The principle of developing this site has already been established by virtue of the long planning history on the site which has seen a number of planning consents for various built development of different scale and condition, all of which have to a degree changed the intensity and visual appearance of the site.

The Green Belt in this location lies adjacent to the settlement boundary of Macclesfield and is characterised by a mixture of open agricultural land, pockets of woodland and built development. It is accepted that openness of the Green Belt in this location is already compromised to a degree by existing built development which includes the Highways Depot site, settlement of Lyme Green, road infrastructure, Danes Moss landfill, along with isolated residential properties and a small industrial estate along Gaw End Lane.

It is necessary to consider the extent to which the impact on the openness of the Green Belt would be altered further by the WTB. From the south, the WTB would be viewed in the context of the adjacent salt barn which is of similar scale and height. Likewise, from the west, the WTB would be viewed against a backdrop of other buildings in the site including the office block which create an urbanising influence on the depot site. Equally, it is recognised that the WTB:

- would only cover 5% of the total site footprint,
- would not result in a substantial increase in the developed portion of the site
- proposes a built form that mirrors other development on the site.

Despite this, the Green Belt in this location, whilst not particularly distinguished in terms of visual or landscape quality, has an important role in maintaining openness given the close proximity of Macclesfield. The scheme would introduce a building on the southern boundary of the site which currently has no built development on it and which would be 30m in length and which would project 6m above the 2m high existing fenceline. Even with landscape

mitigation it is likely that this will present an easily recognisable built feature in the Green Belt, especially from views to the south and west.

The Landscape and Visual Appraisal acknowledges that the WTB would break the skyline from views to the south, whereas the existing salt barn sits at similar height to the backdrop of Macclesfield. Overall, it is considered that the siting, scale and design of the WTB, combined with the lack of existing natural vegetation in the surrounding area and on the site boundary will present a degree of significant impact on the openness and visual amenity of the Green Belt which is unlikely to be reduced substantially by mitigation planting and boundary treatment.

It is therefore necessary to consider whether the harm created by the impact on the openness of the Green Belt is outweighed by other very special circumstances.

Need for Future Waste Management Provision in relation to the source of waste

In terms of relevant waste policy, PPS10 identifies that some waste management facilities may have particular locational needs and may provide wider environmental and economic benefits related to sustainable waste management. These are material considerations that should be given significant weight when determining whether planning permission should be granted. It is the applicant's responsibility to demonstrate whether such material considerations amount to very special circumstances necessary to overcome the policy presumption and any harm caused.

Developments in waste management policy and legislation at European and national level have placed an ever increasing pressure on Local Authorities to prevent a growth in waste arising and minimise resource use, whilst seeking solutions that do not compromise environmental improvement and economic growth. Targets for waste minimisation have been established as a consequence of EU Landfill Directive and subsequent Government Waste Strategy for England 2007. Specifically they seek to reduce the percentage of waste sent to landfill, including a target to reduce the amount of household waste which is not re-used, recycled or composted from over 22.2 million tonnes in 2000 by 29% to 12.2 million tonnes in 2020, and a target of recycling and composting 45% household waste by 2015 and 50% by 2020.

These targets are incorporated in the Cheshire Consolidated Joint Municipal Waste Management Strategy (CJWMS) 2007 – 2020 which is used to determine the need for and location of future waste management facilities in Cheshire East over the plan period. Achievement of the higher recycling and composting targets set in CJWMS, will reduce the amount of residual biodegradable waste being generated and will ensure that Cheshire meets EU targets and aims of national waste policy. Central to this is the need to move waste up the waste hierarchy, encourage recycling and provide sufficient facilities to meet the needs of communities, a key aim which is supported in PPS10.

The Cheshire Replacement Waste Local Plan (CRWLP) identifies an indicative annual capacity for the management of 488,000 tonnes of municipal solid waste (MSW) up to 2015. The estimated recycling/composting rate for MSW over the same period is set at 46% (equating to 224480 tonnes). The Annual Monitoring Report 2009/10 (AMR) identifies the actual recycling/composting rate for MSW at 52.6% which already surpasses the targets set

in the Governments Waste Strategy 2007 and shows the authority is clearly meeting targets adopted in CJWMS. The volume and treatment of waste arisings in the authority is likely to be influenced by the announced landfill tax increases (£80 per tonne in 2014/15) which has the potential to drive changes in waste management practice. Further developments in legislation arising from the Waste (England and Wales) Regulations 2011 mean that after 2014, waste operations must ensure that all waste paper, metal, plastic or glass must be collected separately and remain separated. This puts increased pressure on the local authority to provide sufficient facilities to cater for the level of recycling anticipated within the authority.

There is a need to carefully balance the European and National waste policy and legislative requirements against the policy requirements of PPG2. In particular, there is a need to ensure that any very special circumstances to justify the scheme clearly outweigh any harm caused by such inappropriate development.

The applicant has highlighted an imbalance of waste management facilities in the north of the authority; with reliance for the management of dry recycled waste (silver bin collections) in Macclesfield solely given to a private facility on Moss Lane. This facility has a short term contract scheduled to cease in spring 2012. Without a substitute facility in the north of the authority, the majority of waste would need to be transported to other appropriate sites in the authority, the closest of which is likely to be Pym's Lane in Crewe. Daily collections to this facility by RCVs would generate a 70km round trip. The applicant considers this to be an unsustainable and uneconomic solution to managing Macclesfield's household waste recycling and considers the WTB would significantly reduce vehicle emissions and reduce the Council's carbon footprint. The WTB would enable the authority to meet the aims of the CJWMS by helping to increase the level and quality of public participation in kerbside recycling schemes, and mitigating the negative environmental impacts associated with the transport of materials for recycling and composting. It would also help to deliver more cost effective and efficient service and move towards a consistent level of service across the authority. A new WTB is identified as a key priority in the report which was presented to Cabinet on 14th March 2011.

PPS10 and CRWLP requires a network of waste management facilities to be established to enable communities to take responsibility for their own waste and reduce the distance that waste is transported, with facilities located as close to the sources of waste as possible. The needs assessment prepared to accompany the Waste Local Plan 2007 demonstrated a need for a WTS in Macclesfield as part of the overall plan strategy in order to meet current and future waste arisings during the plan period. This was then translated into Preferred Site allocations, specifically WM13 and WM10, and Preferred Site WM13 specifically identifies a waste transfer station as one of the potential uses appropriate in this location. It is therefore accepted that there is a need for a WTB in Macclesfield to accommodate the recycled waste from this major centre of population.

It is noted that due to the proposed hours of operation and the proposed nature of waste to be received at the site, the new facility at Lyme Green will not accommodate all waste management requirements for the silver bin collections in Macclesfield. Green waste and silver bin collections outside of normal hours would need to be taken to a suitable facility in the area or transported to other appropriate facilities in the authority.

A careful balance needs to be achieved between the protection of the Green Belt, and the wider strategic waste priorities and corresponding aims of PPS10 and CRWLP. There is an overriding need in this instance to facilitate the long term objectives of national waste policy and accord with European objectives for waste minimisation, which are significant material considerations as clearly identified in PPS10. Given the strategic function the WTB would have in contributing to a network of sustainable waste management facilities across the authority, it is considered that this amounts to the very special circumstances necessary to overcome the policy presumption against inappropriate development in the Green Belt and any harm caused.

Assessment of Alternative Sites

Pursuant to Policy 5 of CRWLP, an alternative site assessment has been undertaken which assessed, in land use terms, potential sites in the surrounding area for the development of a WTB to serve the north of the authority. This seeks to demonstrate the preferred sites are either no longer available or are less suitable than the proposed development. Following an initial review of preferred sites in the CRWLP, two alternative sites were assessed for their suitability, availability and deliverability at Hurdsfield Industrial Estate (Preferred Site WM10) and Lyme Green Business Park (Preferred Site WM13).

Preferred Site WM10 was discounted on the basis of constraints in availability and letting arrangements, size constraints and close proximity of sensitive receptors including residential properties within 20m of the site.

Land within Preferred Site WM13 was discounted on the basis that this would conflict with long term policy objectives for the South Macclesfield Development Area (SMDA) which seeks to deliver commercial, residential and stadium uses. The applicant considers that locating a waste transfer station on this site would be inappropriate and could prejudice the commercial attractiveness of such an important economic development for this part of the town. They consider that utilising an existing brownfield site would be more favourable than potentially compromising the objectives for the SMDA. Equally, the applicant considers that the existing site access is inadequate, the suitability of the site for a waste transfer facility is subject to the delivery of a new distributor road and the site is not available at present.

The Council waste management team also considered utilising the existing site at Commercial Road, Macclesfield for the WTB. The 0.78 ha site is currently used for the parking of RCVs and is considered too small and constrained to accommodate both the new waste transfer station and parking of RCVs within the site boundary.

The Inspector's Report into CWRLP on Preferred Site WM13 discounted concerns over potential detrimental impacts of a waste management facility on the successful development of the SMDA, advising that a well designed waste management facility could contribute positively to the area and stimulate investment. Therefore, the applicant's case that Preferred Site WM13 should be discounted on the basis of potential harm to the SMDA is not accepted. That said:

- the allocation is not available at present
- has access constraints;

- is not deliverable until such time as the distributor road is constructed, which is not identified as a future scheme in the LTP.

It is therefore considered acceptable to discount Preferred Sites WM10 and WM13, and the existing Commercial Road site.

A representation has noted that Danes Moss Landfill site would be a preferable site for the WTB. Danes Moss is not considered a sequentially preferable as this is also located on Green Belt land outside the development boundaries and is not previously developed land. As such, no further consideration has been given to this suggestion, as it does not meet PPS10 or CRWLP policy requirements.

The alternative site assessment does not consider the other allocated sites in the CRWLP which are located in the north of the authority, nor does it consider any MBLP B1, B2 and B8 employment allocations that have not been previously considered as part of the CRWLP preparation. Policy 5 of CRWLP does not clearly stipulate the need for a review of employment sites, however it does require applicants to demonstrate the proposed site is located according to the sequential approach advocated in RSS, the relevant policies of which include DP4 and RDF1. Policy DP4 steers development towards first using existing buildings and previously developed land within settlements; then other suitable infill opportunities within settlements; and then other land which is well located in relation to housing, other services and infrastructure. The spatial priority for growth and development set out in Policy RDF1 includes key town within the 3 city regions; and Macclesfield is identified as falling within this category. The proposed site goes partway to meeting the sequential approach in that it is located adjacent to the settlement boundary of Macclesfield, and is situated on a previously developed site which is well located in relation to infrastructure and other services.

The applicant has justified the scope of the assessment on the basis that a location in Macclesfield meets the geographical and operational requirements of the RCV collections. The facility would serve 85-90,000 properties covering a geographical area stretching from the northern extent of Congleton stretching north up to the authority boundary in the north, east and west, taking in all major towns and rural areas including Wilmslow, Poynton and Knutsford. This facility requires a central location as close to the main source of waste as possible, whilst having good access to transport network, bearing in mind the end destination of waste at Shotton, Deeside.

Whilst it is accepted that there are other preferred sites in CRWLP which are situated within this catchment area, these are not situated within major urban areas, whereas the proposed site is located close to the largest centre of population within the RCV catchment area, and thus the town generating the largest waste arisings of all towns in the catchment. PPS10 and CRWLP Policy 27 seek to minimise the distance that waste is transported on the road network by enabling waste to be managed as close to its source as possible. Given the largest waste arisings would be generated by Macclesfield, the alternative Preferred Sites within the catchment area would not provide a more sustainable waste management option and would conflict with national waste policy guidance.

Equally, PPS10 recommends consideration of a broad range of locations for new waste management sites, including industrial estates and sites where there are opportunities for co-location of complimentary facilities. A co-location on this site with the existing highway

maintenance services is considered to generate similar operational impacts on the local amenity and similar type of transport movements and could offer efficiencies in service provision and more sustainable resource use. The site also has good access to the A classified road network which will be required for the onward transportation of bulked up waste from this site.

It is therefore considered that the applicant has demonstrated there are no other preferred sites in the CRWLP which would offer a central geographical location required for the RCV collections in Macclesfield area and meets the sequential priorities of RSS, and as such, the proposal meets the tests set out in Policy 5 of CRWLP.

Environmental protection

Applications for waste management sites which are not allocated in the development plan should be considered favourably when consistent with policies and criteria in PPS10. This includes the physical and environmental constraints on development, including existing and proposed neighbouring land uses and capacity of existing and potential transport infrastructure. Priority should be given to the re-use of previously-developed land (paragraph 21 PPS10). Annex E of PPS10 provides a range of locational criteria which should be considered in assessing the suitability of sites for waste management facilities. These include a range of environmental and amenity issues likely to be of particular relevance with a waste facility. These are considered further below.

Noise, Dust and Odour

Potential air quality impacts are anticipated at the construction stage and with the delivery, receipt and movement of waste. The proposed development is located approximately 150m from closest residential properties as well as being approximately 90m from the Macclesfield Canal footpath.

The acoustic assessment identifies that the construction activities are not shown to exceed recommended noise limits and would be temporary in nature. With the control of construction hours and implementation of mitigation as identified in the acoustic assessment, the EHO considers that the construction noise impacts would not give rise to unacceptable level of noise pollution in accordance with Policy 23 of the CRWLP.

Operational impacts are associated with the delivery, receipt and handling of waste. The high sound power levels at the site and poor acoustic properties of the building are likely to give rise to the potential for significant noise impacts for sensitive receptors. Whilst the application proposes operational hours of Mondays to Fridays 0700 to 1900 and Saturdays 0700 to 1230, the EHO recommends the hours of operation be limited to 0730 Monday to Friday with only occasional use on Saturdays in order to reduce the noise impacts to sensitive receptors. A 4m noise barrier is proposed on the retaining wall which would attenuate noise levels significantly to properties on London Road and Gaw End Lane. A planning condition requiring details of the occasional hours of operation to be agreed with the planning authority would be imposed on any consent to ensure an acceptable level of operational use.

The noise assessment indicates there will be no significant noise impacts associated with traffic movements to the site given there is an overall net reduction from current traffic levels.

In addition, all RCV collections will continue to originate from Commercial Road in the mornings, thus removing any potential noise impacts caused by all vehicles leaving at the same time on their morning collection round. The EHO recommends controlling the hours of vehicle movements to restrict movements before 0800 hours and the removal of speed ramps on the access road to further reduce any noise impacts.

Concern has been raised regarding the impact on the adjacent retail park. The facades of the structures in the retail park that are facing the proposed development are largely industrial and used for vehicle access. They are therefore not considered to be noise sensitive. The noise assessment indicates that neither the absolute level nor the calculated level of increase is considered present an unacceptable detrimental impact. Furthermore, the EHO considers that the more sensitive areas to the front of the retail park should be screened by the structures themselves.

In order to secure an appropriate level of mitigation and ensure noise levels can be controlled to an acceptable level, planning conditions are recommended in respect of:

- operational hours for the receipt of waste and vehicle movements;
- construction of acoustic barrier;
- details of piling activities;
- implementation of noise monitoring scheme
- establishment of operational noise levels at sensitive receptors.

Conditions are also recommended in respect of:

- mitigation of noise from site vehicles,
- removal of speed ramps
- management of road surface,
- a scheme for dealing with noise complaints.

The EHO considers that, subject to application of mitigation, the scheme would not give rise to unacceptable levels of noise pollution and would comply with Policy 23 of CRWLP, and PPG24.

The transportation and storage of dry recycled waste is unlikely to generate significant dust emissions as all waste unloading and handling would take place within the building and shutter doors closed between deliveries. Dust associated with excavation and transportation/handling of waste should be adequately controlled by implementation of good site management practices. The implementation of appropriate planning conditions for the control of dust should ensure that any impacts are controlled to an acceptable level in accordance with Policy 24 of CRWLP and PPS23.

Odour emissions associated with the proposed development are unlikely to present any significant impacts as no liquid, wet or putrescible or odorous waste would be accepted. The waste type, and waste handling methods are matters which would be appropriately controlled by a relevant Environmental Permit, regulated and enforced by Environment Agency. PPS10 maintains that planning authorities should work on the assumption that the relevant pollution control regime will be implemented and should not seek to control aspects of the development that would be regulated by a permit from the pollution control authority. The EHO also

recommend planning conditions in respect of controlling odour which could be imposed on any planning consent.

As such, the proposals are considered to accord with policies 12 and 24 of CRWLP and policies DC3 and DC13 of MBLP.

Ground contamination and water resources

The site has an historic use as a copper sulphate works.

The ground contamination assessment identifies concentrations of arsenic in made ground in the north east of the site which exceed acceptable levels, indicating mitigation is required for protection of human health. The assessment recommends leaving the material in situ, with mitigation proposed in the form of a cover system, such as a tarmac hardstanding, to remove potential for direct contact pathway.

Elevated concentrations of arsenic were also identified in groundwater samples indicating that the site has the potential to pose a risk to Macclesfield Canal. Further work is recommended in order to establish the level of risk to the water body and identify suitable mitigation. Ground gas monitoring for methane and carbon dioxide indicates levels that were considered to present a moderate risk requiring mitigation. However, the assessment considers that due to the structure proposed, gas protection measures are not necessary. The Environment Agency has recommended further preliminary risk assessments, site investigations and development of a remediation strategy prior to any re-commencement of development, all of which could be secured by means of such an investigation. This could be secured by means of a suitable planning condition.

Concern has been raised that recent construction activities on the site could have potentially disturbed contaminated land. The contamination identified in the ground is located in the north east of the highways depot whilst construction activities are confined to the south west. The applicant has confirmed that no areas subject to potential contamination have been disturbed. Planning conditions imposed on any consent would ensure that potential contamination is adequately mitigated and remediated prior to any construction work commencing on site. This is considered to accord with Policies 12 and 18 of CRWLP and PPS23.

The scheme proposes a controlled drainage system with surface water from the yard area and building connected to the existing site drainage system. No objections were raised by the Environment Agency to the drainage system proposed. This is considered acceptable and in accordance with Policy 18 of CRWLP, PPS23 and PPS25.

Impacts on Local Amenity

The impacts associated with air quality and visual amenity has been addressed within this report. Lighting for the scheme would be restricted to 2 lights positioned above the shutter doors on the northern elevation which would function during operational hours. Full lighting specification would be agreed and secured by means of suitable planning condition to limit glare on sensitive receptors, in accordance with Policy 12 of CRWLP.

Concern has also been expressed that:

- the waste could potentially attract vermin;
- litter could be generated by the waste;
- other waste streams may unintentionally be received at the site.

The nature of waste material is highly unlikely to attract vermin as RCVs collect dry recycled waste. Issues associated with vermin, litter and the control of the waste stream are matters which are controlled by means of the waste management regulations, enforced by Environment Agency as part of a permit on the scheme. A scheme for the control of litter and vermin would be required by means of planning condition, and the waste categories would be controlled by planning condition in accordance with CRWLP, PPS10 and PPS23.

Heritage

The northern boundary of the application site is aligned with the Macclesfield Canal conservation area. Whilst new building is proposed on the site, the distance from the canal, as well as the backdrop of the highways depot site means that there would be minimal impact on the character of the conservation area. It is considered that the scheme would accord with policy 16 of CRWLP and policy BE3 of the MBLP.

Impact on Highway Network

The Transport Statement submitted to accompany the application estimates an average of 201 existing daily movements to and from the site (based on worst case winter season), the majority of which are associated with highway maintenance vehicles (177 movements). Each RCV has a daily collection round which would result in two to three deliveries to the facility each day.

118 daily movements (59 in and out) would be generated by the scheme. However a total of 354 daily movements (177 in and 177 out) would be relocated off site as a result of restructuring highway maintenance facilities. As such, there would be an overall net reduction of movements on the site associated with this proposal. The transport statement concludes that there would be no detrimental impact on the local highway network associated with this scheme and the Highways Officer considers the scheme acceptable in traffic terms.

The present access to the site is narrow and a one-way operation is in force. The scheme proposes a wider access, enabling a two-way flow of traffic to take place, along with a separate footway for pedestrians which is considered acceptable by the Highways Officer.

Concerns have been raised regarding the suitability and capacity of the road network used by vehicles transporting waste to the Shotton facility, in particular the capability of London Road canal bridge to accommodate this development. As heavy goods vehicles currently use London Road and traverse the canal bridge, the applicant considers this can sufficiently accommodate the proposal. There is a network of A classified roads connecting to the Shotton facility which the bulk heavy goods vehicles could utilise. Equally there is not anticipated to be any issue associated with parking of RCVs on London Road as the vehicles will continue to be parked at the Commercial Road site.

It is therefore considered that the proposal is acceptable in terms of highway safety and capacity, and access arrangements are considered to be adequate. As such, the scheme complies with Policy 28 of the CRWLP.

Landscape and Visual Amenity

The site is located within the boundary of the Peak Park Fringe Area of Special County Value (ASCV) which seeks to protect it from development which would have an adverse effect on its character and appearance (Policy NE1 of MBLP).

The landscape and visual appraisal identifies the area to be largely rural in character to the south with small pockets of woodland. Industrial buildings feature on the landscape, including on the existing depot, business park and small industrial area on Gaw End Lane which restricts the zone of visibility in the north. The railway and woodland on Gaw End Lane restrict visibility to the west and south. Visual receptors include residential properties on Gaw End Lane, London Road, users of the canal and A523. The appraisal identifies that properties at Lyme Green would have restricted views of the building as it would be set behind the existing salt barn and boundary fence. Properties further south on London Road and Gaw End Lane would have more prominent views as the building will break the skyline, whereas the salt barn sits at similar height to the backdrop of Macclesfield. Likewise from the canal, the building would be a prominent feature on the landscape although mitigation planting would provide some limited screening and softening of the building.

The Landscape Officer considers that, in spite of the ground engineering which would lower the building height by 3.6m, the visual impact of the proposals on visual receptors would be significant.

The detailed landscape proposals submitted indicate tree planting along the southern boundary and south west corner of the site. Whilst this would provide some mitigation, the Landscape Officer considers this to only partially mitigate visual impact in longer term and tree planting provides relatively little mitigation for the residential properties along A523 London Road. Overall, it is considered that the scheme does not provide mitigation for receptors to the east or south east and, as such, further planting is required along the southern boundary and south east to soften the effects of the development on the open countryside.

A landscape strategy is proposed which could be secured by planning condition and developed to incorporate additional planting to help provide longer term amelioration of the scheme in the landscape. However, it is likely that there would still remain some visual impact which would conflict with Policy 14 of CRWLP.

Ecology

The application site is located on the footprint of an existing area of hardstanding. No demolition of buildings are proposed and no features of ecological importance on the site which would be affected by the scheme.

Macclesfield Canal is a Grade C Site of Biological Importance (SBI) designated for its bankside vegetation. The application site does not project into the SBI and the Nature Conservation Officer is satisfied that there would be no adverse effects on the integrity of the

SBI or any nature conservation interests. As such, this accords with Policy 17 of CRWLP and Policies NE11 and NE13 of MBLP.

CONCLUSIONS AND REASON(S) FOR THE DECISION

The application is for a waste transfer building on the existing Lyme Green Highways Depot. The site lies in the Green Belt and constitutes inappropriate development. As such, very special circumstances should be demonstrated to justify any harm to the Green Belt by reason of its inappropriateness. The scheme, due to its size and location, is likely to present a degree of impact on the visual amenity and openness of the Green Belt.

The applicant has undertaken an alternative site assessment which demonstrates that there are no other potentially acceptable sites which would offer a centralised location in Macclesfield in order to facilitate the RCV collections provided by the waste management service. Equally the site offers a co-location of complimentary activities which accords with the aims of PPS10.

PPS10 is clear that the locational needs of some types of waste facilities, together with the wider environmental and economic benefits of sustainable waste management are material considerations that should be given significant weight in consideration of an application. There is a demonstrated need for a WTB to serve the Macclesfield population, help to improve recycling rates and drive waste up the waste hierarchy. Equally, the scheme will help to meet waste minimisation and recycling targets set in European and national waste policy, and applied through the authorities own waste management strategy. It is considered that the strategic function of the WTB in this location and importance of meeting European and national waste targets, present very special circumstances to justify the development in the Green Belt.

Whilst the scheme is likely to generate some important environmental issues which would require careful mitigation, these can be managed through appropriate planning conditions, to ensure residual impacts are minimal. Some landscape and visual impact will remain, despite the implementation of mitigation measures. However, these will reduce in the long term as mitigation planting becomes established.

A careful balance needs to be achieved between the protection of the Green Belt, environmental considerations and the wider strategic waste priorities and corresponding aims of PPS10 and CRWLP. There is an overriding need in this instance to facilitate the long term objectives of national waste policy and accord with European objectives for waste minimisation which takes precedent over other planning policies. As such, it is considered that the scheme meets the objectives of PPS10 and CRWLP, along with CJWMS and Government Review of Waste 2007. Therefore, the application is recommended for approval.

12. RECOMMENDATION:

That the application be referred to the Secretary of State under The Town and Country Planning (Consultation) (England) Direction 2009 [as Green Belt Development] with a recommendation that the application be approved subject to the following:

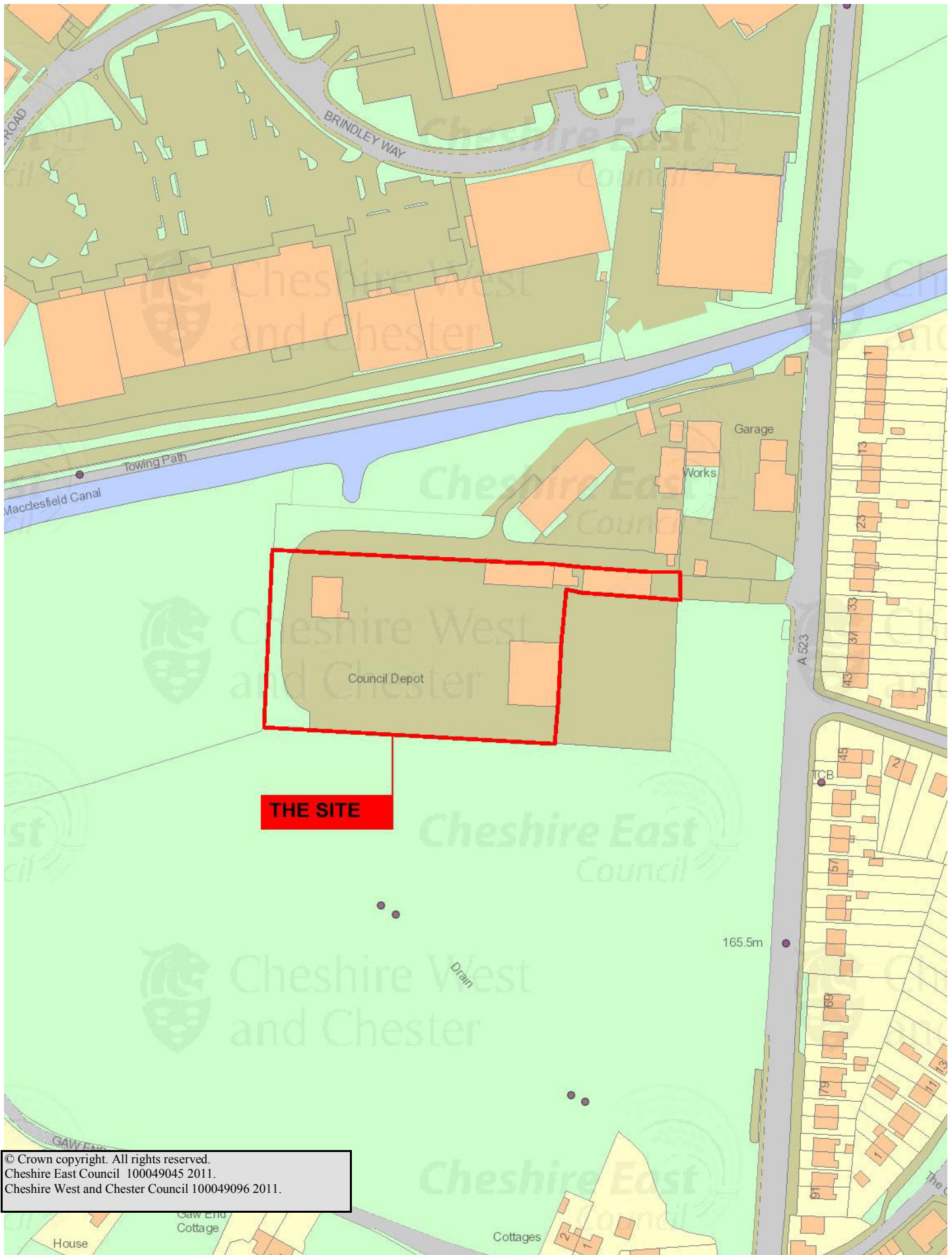
- 1. Hours of working**
- 1. Landscape mitigation**

2. Scheme to deal with contamination
3. Control of waste categories
4. Noise
5. Lighting
6. Traffic movements and protection of local highway network
7. Access
8. Dust management plan
9. Scheme for odour control
10. Management plan for control of litter and vermin
11. Surface water drainage, pollution control

Procedural Matters

[The Town and Country Planning \(Consultation\) \(England\) Direction 2009](#) requires resolutions to grant permission for inappropriate development to be referred to the Secretary of State where it involves the provision of a building or buildings with a floorspace of 1000 square metres or development which, by reason of its scale or nature or location, would have a significant impact on the openness of the Green Belt.

In view of the potential significant impacts of the scheme on the openness of the Green Belt, should planning permission be approved on this scheme, the application would be referred to the Secretary of State to provide them with an opportunity call the application in for their own determination.



Application No: 11/3508M

Location: CONNECT 656 SWINEYARD LANE HIGH LEGH

Proposal: CHANGE OF USE FROM B8 WAREHOUSING TO PART B8 PART B2 USE

Applicant: UNITRUNK HOLDINGS LTD

Expiry Date: 28-Dec-2011

SUMMARY RECOMMENDATION: Approve subject to conditions

MAIN ISSUES

- Impact upon the Green Belt
- Highway Safety

REASON FOR REPORT

The application has been referred to the Strategic Planning Board as the proposal is for a large scale major development (the floor area of the existing buildings which are the subject of this change of use application amounts to 15,327 sq. m approximately).

DESCRIPTION OF SITE AND CONTEXT

The application site comprises a triangular shaped piece of land measuring 4.98ha sandwiched between Swineyard Lane and the M56 in the parish of High Legh. The site is fenced off and is used for B8 Warehouse Storage and Distribution by TDG / Norbert Dentressangle, primarily in connection with their ongoing pallet storage, sorting, repair and drying facility.

The site is washed over by the approved Green Belt. Whilst not identified as a 'major developed site', the site is substantially developed and commercial in character. It includes at least two former hangers, a very large high bay warehouse and other ancillary buildings together with very large areas of hardstanding. To its north, the site abuts the M56 motorway and is enclosed elsewhere by Swineyard / Barleycastle Lanes.

DETAILS OF PROPOSAL

The proposals relate to the change of use from B8 Warehouse Storage and Distribution to Part B8 Warehouse Storage and Distribution and Part B2 (General Industry) Use with the ancillary B1(a) Offices being retained.

The applicant originally requested consent for B1(b), B1(c), B2 & B8 across the site as a whole to provide flexibility in relation to the precise mix of uses.

The applicant agreed to a change to the description to exclude B1(b) and B1(c) uses due to officer concerns relating to the impact upon highway safety and the associated implications in terms of impact upon the Green Belt and sustainability considerations.

The proposals relate to the change of part of the site to enable Vantrunk Ltd to occupy two thirds of the site and TDG / Norbert Dentressangle to continue to operate from the other third of the site.

Vantrunk Ltd manufacture cable management systems: this includes punching and power pressing, robotic welding and fabrication. This would constitute a B2 (General Industry) use.

Vantrunk Ltd is relocating from their current premises in Runcorn due to a compulsory purchase acquisition arising from the proposed Mersey Gateway Bridge Project.

The application forms indicate that the existing B1(a) offices on the site amount to 534 sqm with the existing B8 use amounting to 13,754 sqm.

It is proposed to retain 4403 sqm of this for B8 use with the remaining being utilised for B2 use. It is intended that the main warehouse building, together with its ancillary offices, would become the production area for Vantrunk while the former hangar buildings will continue to be used by TDG/Norbert Dentressangle.

There are no other changes proposed.

RELEVANT HISTORY

The planning history for the site dates back to 1961 however the following recent applications are relevant:

56142P

Erection of steel framed half steel sheet clad structure to provide weather protection of existing 'protim' timber treatment plant
-Approved with conditions: 14th December 1988.

64657P

Erection of a steel framed building for the storage of hardwood.
-Approved with conditions: 10th October 1990.

66998P

Proposed Warehouse
- Refused: 3rd June 1991

65441P

Proposed warehouse with offices and modification of external storage areas
-Approved with conditions: 7th October 1991.

96/0236P

Extension to existing warehouse / distribution building
-Approved with conditions: 19th April 1996.

98/0160P

Use of part of landscaped area as concrete parking area for trailers / lorries, plus associated mounding / landscaping
-Approved with conditions: 8th May 1998.

01/0905P

Replacement of two existing buildings by a new warehouse, linked to existing. Relocation of gate house, car parking and other works, including landscaping.
-Approved with Conditions: 19th February 2002.

06/1098P

Erection of storage shed for wooden pallets
-Approved with conditions: 12th July 2006.

06/2239P

Erection of storage shed for wooden pallets (amendments to approval 06/1098P)
-Approved with conditions: 20th October 2006.

POLICIES

Local Plan Policy

NE11, GC8, E1, T1, DC3, DC6, DC13, DC63, IMP2.

Other Material Considerations

National Planning Guidance in the form of:

PPS1: Delivering Sustainable Development
PPS1: Delivering Sustainable Development – Climate Change Supplement
PPG2: Green Belts
PPS4: Planning For Sustainable Economic Growth
PPS7: Sustainable Development in Rural Areas
PPS9: Biodiversity and Geological Conservation
PPG13: Transport
PPS23: Planning and Pollution Control

Draft National Planning Policy Framework

CONSULTATIONS

The **Highways Agency** commented that they have no objections to the proposals.

Similarly **Environmental Health** also has no objections to the scheme.

No comments were received at the time of writing the report from **Warrington Metropolitan Borough Council** who were consulted on the application.

The Strategic Highways Manager has no objections to the proposals.

High Legh Parish Council has indicated that they are unable to give an opinion or comment other than to state that they would not like to see a substantial increase in traffic from the site and would like the planning condition restricting HGVs to exit the site via Barleycastle Lane to be maintained. The change of use does not require any additional buildings.

OTHER REPRESENTATIONS

None.

APPLICANT'S SUPPORTING INFORMATION

The following documents have been submitted to accompany the reserved matters application:

A Supporting Letter: This provides information on the background surrounding the application and details of the existing and proposed uses on the site.

Additional information received in respect of existing and proposed traffic movements via email on 9th December 2011.

OFFICER APPRAISAL

Principle of Development

The site lies within the designated North Cheshire Green Belt where there is a presumption against inappropriate forms of development. That said, policy GC8 within the Local Plan and paragraphs 3.7-3.8 within PPG2 indicate that the re-use of existing buildings can be appropriate.

As the existing buildings are capable of accommodating the proposed B2 use without any alteration, it is considered that the re-use of the buildings would accord with the criteria within policy GC8.

Whilst not identified as a 'major developed site', the site is substantially developed and commercial in character. The application site would be maintained in employment use and the change of use would generate 32 additional full time jobs at the site.

The site also has good connectivity to major infrastructure (i.e. the M56 and M6) and there are two bus services which run from Warrington, Altrincham, Knutsford and Holmes Chapel to High Legh. Whilst the bus stops for High Legh are over 1.7 miles from the site (which is not a reasonable walking distance), this distance would take less than 15 minutes by bicycle. It is therefore accessible by cycle. This would accord with policy E1 within the Local Plan, para 44 of PPG13 and the focus of the Draft National Planning Policy framework which is supportive of sustainable economic development.

It is considered appropriate to condition that no additional external 'open air' activities or storage take place (other than that already permitted) as this would represent an inappropriate form of development within the Green Belt and the Council would wish to give further consideration to the implications of this.

Amenity

As the application site is to be maintained in employment use and due to its location, the proposal is unlikely to have a negative impact on adjacent properties.

The site lies adjacent to the embankments of the M56 and the nearest residential property lies within the application site. This property is already affected by noise generated by the existing operations at the site. Since it will not be made materially worse by the scheme, it is not considered that a reason for refusal on noise grounds would be sustainable.

There are no other residential properties nearby which would be directly affected by noise / traffic movements associated with activities proposed at the site. It should also be noted that no objections have been raised by Environmental Health.

If the buildings were to be utilized for other B2 General Industry uses these may generate additional noise, odour or smoke. Given the proximity of the M56, it is considered appropriate to restrict 'open air' activities in the interests of amenity in addition to those reasons stated above.

Overall, the proposals would not have an adverse impact upon residential amenity and would accord with policy DC3 in the Local Plan.

Landscape

Whilst the submission indicates that the site would be split between B8 and B2 use, the plans submitted do not identify if any existing external areas would be used in connection with the B2 element of the scheme or if additional external storage areas are proposed.

The existing external storage areas are screened by the existing landscaping, which has been secured via condition on previous consents. If external storage areas are required or activities take place outside of the buildings, this may well require additional hardstanding and / or landscaping to mitigate its impact. It is therefore considered prudent to add a condition restricting further areas of external 'open air' storage in the interests of the visual amenity of the Green Belt, in addition to those reasons stated above.

Highways

The applicant has indicated that there would be no change to the existing car parking and access arrangements, although there would be additional employees at the site.

The applicant has provided additional supporting information in respect of historic and proposed vehicle movements at the site. This information indicates that there would be an anticipated reduction in the total number of HGV/ commercial movements from 32,600 to 18,900 per year. However, the increased employment level would increase the number of private car traffic movements as there are likely to be up to 75 of their employees on site together with 10 employees relating to the retained TGD/Norbert operation. Maximum employee numbers previously were circa 65 at any one time, including visiting drivers.

It is worth noting that TDG's operations, both historically and in the future, are 24/7 throughout the year whereas Vantrunk normally operate only Monday to Friday with a shift pattern which currently consists of a day shift working from 8:00am to 4:00pm followed by a nightshift from 4:00pm to 2:00am Monday to Thursday, involving a much reduced 'skeleton' workforce. There would be scope for car sharing and travelling to the site by public transport and/or walking and cycling.

The Strategic Highways Manager notes that given the location of the site, it is considered that the change in operation will not have any additional traffic impact on the road network especially in relation the Cheshire East road network as the vast majority of traffic movements would take place using Barleycastle Lane to access the motorway network at junction 20 of the M6.

Whilst there would be additional employees at the site, the applicant is not proposing to add additional car parking. Whilst PPG13 intimates that Local

Planning Authorities should not insist developers provide more car parking than is needed for their operational requirements, given the scale of the proposals and the location of the site within the Green Belt, it is considered necessary to require the provision of additional car parking via condition. This can be justified on highway safety grounds as not all employees would utilize public transport and/or walking and cycling to access the site and in the interests of the appearance of the Green Belt as large expanses of hardstanding without any mitigating landscape features would have an adverse impact upon the visual amenity of the Green Belt.

If the buildings were to be utilized for other B2 General Industry uses, these may generate additional noise, odour or smoke. Given the proximity of the M56, it is considered appropriate to restrict 'open air' activities in the interests of highway safety in addition to those reasons stated above.

As the proposals do not raise any concerns in respect of highway safety the scheme accords with policy DC6 and PPG13.

Ecology

There are no ecological issues in relation to this application.

Environmental Impact Assessment

The proposals have been assessed against the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 having due regard to advice within contained in DETR circular 2/99. It is not considered that an Environmental Impact Assessment is required for this application, as the development falls outside Schedule 1 and Schedule 2 of the 2011 Regulations and the proposed development is unlikely to have a significant environmental impact on the area by virtue of factors such as its size, nature, or location.

Contamination/ Hazardous Substances

The applicant has confirmed that there would be no change to the existing waste storage and collection arrangements and that whilst 1 tonne of liquid petroleum gas is stored on site, this relates to the existing overground LPG storage tanks which are not subject to change. They are sited approximately 90 metres at the nearest point from the M56.

Members will be updated prior to the Strategic Planning Board meeting of 18th January 2012 with the standing advice from the Health & Safety Executive in respect of this issue.

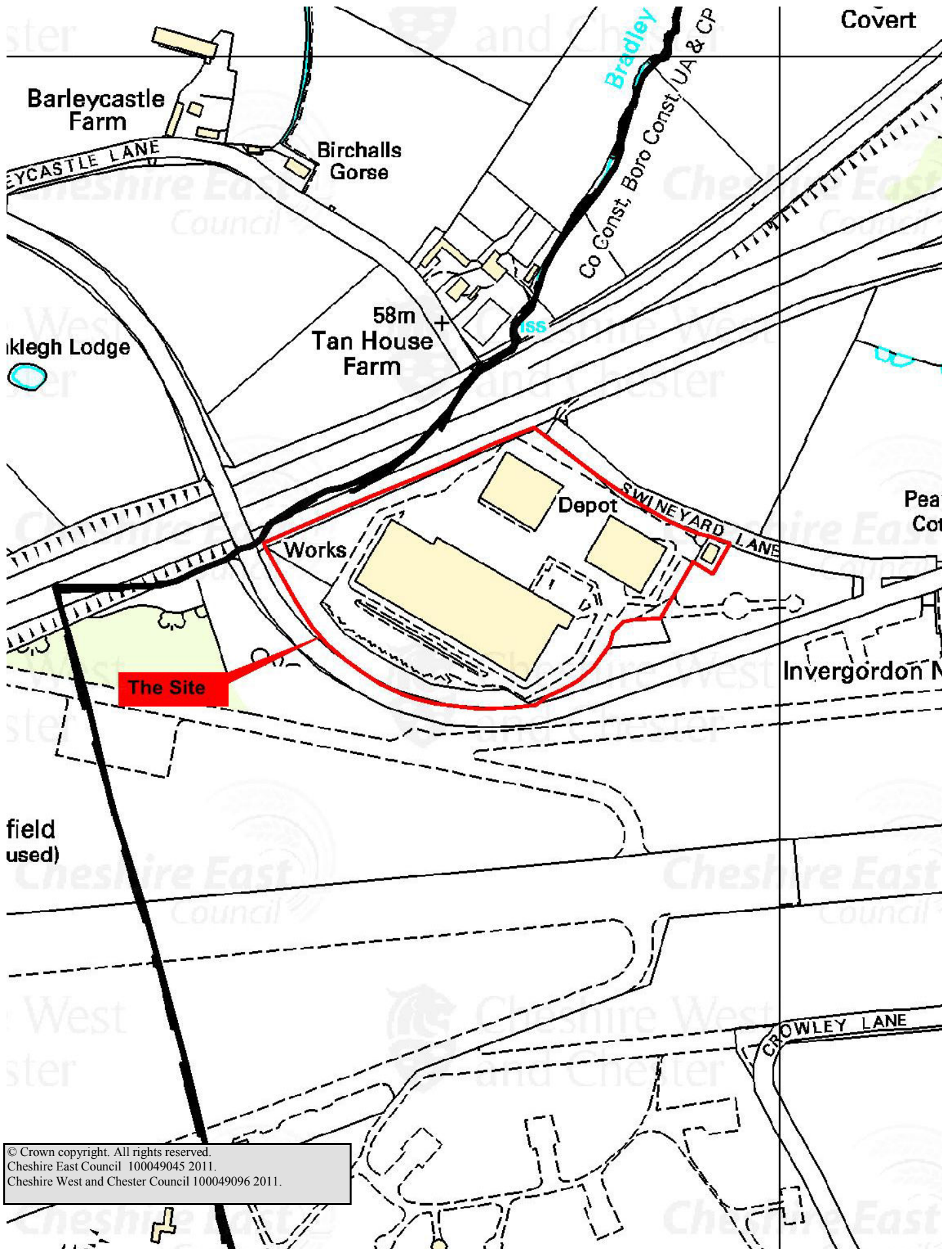
CONCLUSIONS AND REASON(S) FOR THE DECISION

It is considered that the principle of the change of use from B8 use to part B8 part B2 use is acceptable in principle, subject to conditions.

The proposals as conditioned would not raise concerns in respect of the impact upon the Green Belt, highway safety, amenity, contamination or in any other way. As such, the proposals accord with policies NE11, GC8, E1, T1, DC3, DC6, DC13, DC63, IMP2 within the Macclesfield Local Plan 2004 and guidance within PPG2, PPS4, PPG13 and the Draft National Planning Policy Framework.

A recommendation of approval is therefore made subject to the following conditions:

1. Standard Three Year Time Limit
2. Approved Plans
3. No Additional External 'Open Air' Storage/ Activities at the Site
4. Details of Car Parking and Additional Landscaping



This page is intentionally left blank

CHESHIRE EAST COUNCIL

Strategic Planning Board

Date of Meeting: 18th January 2012

Report of: Strategic Planning & Housing Manager

Subject/Title: Strategic Housing Land Availability Assessment (SHLAA)

Portfolio Holder: Cllrs David Brown & Rachel Bailey

1.0 Report Summary

- 1.1 This report provides information about the purpose and requirements of the Strategic Housing Land Availability Assessment and its use as part of the evidence base for the Cheshire East Local Development Framework and in the decision making process for planning applications.

2.0 Recommendation

- 2.1 That the Board notes the Report

3.0 Reasons for Recommendation

- 3.1 For information.

4.0 Wards Affected

- 4.1 All

5.0 Local Ward Members

- 5.1 All

6.0 Policy Implications

- 6.1 The Strategic Housing Land Availability Assessment is a technical document that assesses the potential of sites for housing development and will form part of the evidence base for the Cheshire East Local Development Framework. It does not include any recommendations about the selection of potential sites for future housing development.
- 6.2 The Strategic Housing Land Availability Assessment also includes an assessment of the 5 year supply of sites, which is reported in the AMR. The Strategic Housing Land Availability Assessment currently identifies that the Council has less than a 5-year supply of identified 'deliverable' housing sites. In the previous year this led to the Council producing the Interim Planning Policy on the Release of Housing Land.

7.0 Financial Implications

- 7.1 None.

8.0 Legal Implications

8.1 The Strategic Housing Land Availability Assessment has to meet the requirements of Planning Policy Statement 3: Housing, paragraph 55 states that Local Planning Authorities should:

- Identify specific, deliverable sites for the first five years of a plan that are ready for development, and to keep this up to date over time in response to market information;
- Identify specific, developable sites for years 6–10, and ideally years 11–15, in plans to enable the five year supply to be updated;
- Where it is not possible to identify specific sites for years 11–15 of the plan, indicate broad locations for future growth; and
- Not include an allowance for windfalls in the first 10 years of the plan unless there are justifiable local circumstances that prevent specific sites being identified.

8.2 Paragraph 57 goes on to states that ‘once identified, the supply of land should be managed in a way that ensures that a continuous five year supply of **deliverable** sites is maintained i.e. at least enough sites to deliver the housing requirements over the next five years of the housing trajectory.

9.0 Risk Management Implications

9.1 The Strategic Housing Land Availability Assessment has been undertaken following the methodology set out in Government guidance. Consultation has been undertaken with the Housing Market Partnership Strategic Housing Land Availability Assessment Task Group on more detailed issues in relation to the specific sites and agreement of the document will be sought from the Housing Market Partnership¹. Therefore there is unlikely to be any risk associated with the publication of this document.

10.0 Background

Purpose

10.1 The primary role of the Strategic Housing Land Availability Assessment is to:

- Identify sites with potential for housing;
- Assess their housing potential; and
- Assess when they are likely to be developed.

10.2 The Strategic Housing Land Availability Assessment is an important evidence source to inform plan-making, but does not in itself determine whether a site should be allocated for housing development. The Strategic Housing Land Availability Assessment provides background evidence on the potential availability of land in Cheshire East for housing and the choices available for delivering housing, through the Local Development Framework, particularly the Site Allocations and Policies document.

Methodology

10.3 The study includes sites that have been put forward by landowners and developers, with a capacity for 10 or more dwellings (generally sites of approx 0.3ha or more), both previously developed (PDL) and greenfield, within

¹ The Government requires that Housing Market Partnerships include representatives from the house building industry, Housing Associations and land and property agents.

settlements and adjacent to their limits. The Strategic Housing Land Availability Assessment has been undertaken to:

- Provide a consistent assessment of potential sites that have been submitted by land owners and developers;
- Consider factors affecting the developability of the site (e.g. flood risk, access);
- Assess the sustainability of the site in terms of accessibility to services; and
- Consider the deliverability of the site in terms of the need for / timescales for delivering infrastructure required (e.g. highway schemes).

10.4 Each of the sites put forward for inclusion in the Strategic Housing Land Availability Assessment has been assessed in relation to its 'deliverability', 'availability', 'suitability' and 'achieveability'. In order to be included within the 5 year supply the sites need to be 'deliverable', sites that are 'deliverable' have to:

- Be **Available** – the site is available now.
- Be **Suitable** – the site offers a suitable location for development now and would contribute to the creation of sustainable, mixed communities.
- Be **Achievable** – there is a reasonable prospect that housing will be delivered on the site within five years.

10.5 This assessment has to be undertaken for all sites including sites that are allocated in Local Plans, are under construction or that have planning permission. A number of sites that are under construction or have planning permission have not been considered deliverable and these are detailed in Appendix 1. Some of these sites are currently being reviewed as part of the latest iteration of the SHLAA – and this is highlighted in the table where that is the case.

10.6 It should also be noted that due to the standard build rates applied within the Strategic Housing Land Availability Assessment, some sites will start to be developed within the 5 year supply but may continue to be developed over the next 10 or more years. Further details of the standard build rates are provided within Appendix 2. These build rates are indicative of current (difficult) market conditions – and do not necessarily reflect what can usually be achieved in normal market conditions.

Use of the Strategic Housing Land Availability Assessment

10.7 The decision making process for the allocation of sites for housing and other development will be the Cheshire East Local Development Framework Core Strategy and Site Allocations and Policies DPDs. The Cheshire East Core Strategy will consider options for the future development strategy for the Borough and may allocate strategic sites for development based on the evidence set out in this Strategic Housing Land Availability Assessment. The Cheshire East Sites and Policies Document will then allocate specific sites to deliver the Core Strategy.

- 10.8 Planning permission will also be required for development. Planning applications will continue to be treated on their own individual merits. They will be determined in accordance with planning policies contained within the adopted Development Plan, unless material considerations indicate otherwise.
- 10.9 However, where Local Planning Authorities cannot demonstrate an up-to-date five year supply of deliverable sites they should ***consider favourably planning applications*** for housing, having regard to the policies in PPS 3 particularly the considerations in paragraph 69.

Conclusion

- 10.10 A housing requirement of 1,150 net additional new dwellings per annum has been agreed by the Council, on the 18th October 2010, on an interim basis pending the preparation of the Local Development Framework Core Strategy. This equates to a 5 year supply figure of 5,750.
- 10.11 Just under 2,000 sites were considered as part of the Strategic Housing Land Availability Assessment, of these approximately 1,400 sites are considered suitable for housing during the next 15 years. The Strategic Housing Land Availability Assessment also identified 4,671 deliverable dwellings that were expected to come forward within the 1-5 year period, this equates to 4.06 years supply.
- 10.12 This document will be reviewed and updated annually.

11.0 Access to Information

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

Name: Joanne Dutton
Designation: Principal Planning Officer
Tel No: 01270 686 615
Email: joanne.dutton@cheshireeast.gov.uk

Appendix 1

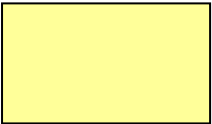
What do terms 'deliverable', 'developable' and 'not currently developable' mean?

- The definition of **Deliverable** is that a site is available now, offers a suitable location for housing development now and there is a reasonable prospect that housing will be delivered on the site within five years from the date of adoption of the Plan.
- The definition of **Developable** is that a site is in a suitable location for housing development and there should be a reasonable prospect that it will be available for and could be developed at a specific point in time.
- The definition of **not currently developable** is where it is not known when a site could be developed. This may be for example, because one of the constraints to development is severe, and it is not known if or when it might be overcome.

Ref	Site Address	Remaining Dwellings		Planning Status	SHLAA Status	Comment
		Gross	Net			
416	Land Adjacent 37 Havannah Street, Congleton	22 NOW 9	22 NOW 9	Full Planning Permission	Deliverable	Site currently has planning permission for 22 apartments. This scheme is no longer expected to happen. However, does have potential for 9 dwellings, and therefore it is considered to be deliverable for 9 dwellings.
3410	Land at Bombardier Transportation site, Dunwoody Way, Crewe (Part 2)	N/A	N/A	Full Planning Permission (for care home)	Not currently developable	Has planning permission for an 81 bed care home rather than dwellings. If this scheme doesn't come forward could still have potential for housing.
2601	Training Centre, Hill Street, Sandbach	14	14	Outline Planning Permission	Developable NOW DELIVERABLE	Buildings no longer in use and site clearance started therefore this site can now be amended to deliverable.
406	Victoria Mills, Macclesfield Road, Holmes Chapel	160	160	Outline Planning Permission	Developable	Site currently in use. Planning permission requires retention of Fine Arts business in Cheshire East.
2211	Council Depot, Newall Avenue, Sandbach	N/A	N/A	Current application (for extra care)	Not currently developable	Subject to a current planning application for 107 extra care apartments rather than dwellings. If this scheme doesn't come forward could still have potential for housing.
2727	Land Opposite Rose Cottages, Holmes Chapel Road, Somerford, Congleton	6	6	Outline Planning Permission	Developable NOW DELIVERABLE	Recent planning permission for part of the larger site. So reduced numbers but now amended to deliverable.
1963	Land contained by Victoria Street, Queensway, Chester Street &	200 NOW	200 NOW	Outline Planning Permission	Deliverable	For viability reasons 25 dwellings felt more realistic for the town centre redevelopment within Crewe.

Ref	Site Address	Remaining Dwellings		Planning Status	SHLAA Status	Comment
		Gross	Net			
	Gatefield Street, Crewe (Crewe Town Centre Scheme)	25	25			
2151	Site of Vernon County Infant School, Bulkely Road, Poynton	N/A	N/A	Outline Planning Permission (for extra care)	Not currently developable	Has planning permission for 73 extra care apartments rather than dwellings. If this scheme doesn't come forward could still have potential for housing.
437	Caravan Site, Park Lane & Flowery Nook, Mere Lane, Pickmere	3	1	Under construction	Developable	2 static caravans on site unlikely to be removed whilst still occupied, therefore not within next 5 years.
2479	Mossley House, Biddulph Road, Congleton	43	42	Under construction	Not currently developable	One developer interested in developing site for housing, however, another developer still appear to own site at present and may continue to look for an alternate use on the site.
3043	Development land off Rose Terrace, Crewe	N/A	N/A	Under construction (for extra care)	Not currently developable	Has planning permission for 86 extra care dwellings rather than housing.
2703	1-3 Chester Road, Holmes Chapel	N/A	N/A	Under construction (for care home and apartments)	Not currently developable	Erection of 50 Bed Care Home and 12 Close Care Apartments rather than housing.
2107	Crewe YMCA, Gresty Road, Crewe	N/A	N/A	Under construction (for YMCA replacement)	Not currently developable	Replacement YMCA.
943	Macclesfield Cricket Club, Victoria Road, Macclesfield	N/A	N/A	Awaiting S106 (for continuing care)	Developable	Has permission for the formation of continuing care retirement community comprising 60 care bedrooms, 42 care suites and 54 care apartments subject to the signing of S106 agreement. However, this has been subject to S106 for a while and therefore still has potential for housing development.
2118	St Anne's Lane, Welsh Row, Nantwich	N/A	N/A	Full Permission (for sheltered apartments)	Not currently developable	Has planning permission for 62 sheltered apartments rather than dwellings. If this scheme doesn't come forward could still have potential for housing.
250	Sandhole Farm, Hulme Walfield.	7	7	Under construction	Not currently developable	New B&B development has meant the remainder of the residential development will not proceed at present.
282	Land adjacent to 7 St Anns Road, Middlewich.	2	2	Full permission	Not currently developable	Unlikely to proceed due to retail redevelopment potential.
249	Moston Manor, Plant Lane, Moston.	5	5	Under construction	Developable	Construction of site has been stalled for a number of

Ref	Site Address	Remaining Dwellings		Planning Status	SHLAA Status	Comment
		Gross	Net			
						years.



Site status under review in updated SHLAA (changes shown in red)

Appendix 2

In relation to the delivery of the sites within the Strategic Housing Land Availability Assessment a consistent approach has been applied to all sites, dependent on the stage within the planning process and the size of the site. Alternative build rates have been considered where additional information has been provided or in line with any current planning permissions. It should be noted that sites that are considered to be developable will have the standard build rate applied within years six to ten. The build rates are kept under review by the Housing Market Partnership, to make sure that they accurately reflect the current market situation.

Build Rates (Based on market at 31 st March 2011)				
Site Status		Site size / Number of Dwgs		Notes
		50 and Less	More than 50	
Under Construction	Lead in time	N/A	N/A	
	Build Rate (per annum)	15 dwgs	20 dwgs	Build rate applied to residual capacity.
Full Planning Permission / Reserved Matters	Lead in time	1.5 year	2 years	About one to one and half years for infrastructure dependent on site size and six months for first dwgs to come to completion.
	Build Rate	15 dwgs	20 dwgs	
Outline Planning Permission	Lead in time	2 years	2.5 years	About six months to achieve reserve matters, one to one and half years for infrastructure dependent on site size and six months for first dwgs to come to completion.
	Build rate	15 dwgs	20 dwgs	
Sites without permission	Lead in time (in accordance with current policy)	2.5 years	3 years	About one year for planning application and permission, one to one and half years for infrastructure dependent on site size and six months for first dwgs to come to completion.
	Lead in time (not in accordance with current policy)	As above but taken from the time when policy changed as part of Local Development Framework		
	Build rate	20 dwgs	25 dwgs	