

Strategic Planning Board

Agenda

Date: Wednesday, 19th December, 2018
Time: 10.30 am
Venue: The Capesthorne Room - Town Hall, Macclesfield SK10 1EA

Please note that members of the public are requested to check the Council's website the week the Strategic 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.

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 in the report.

It should be noted that Part 1 items of Cheshire East Council decision making and Overview and Scrutiny meetings are audio recorded and the recordings will be uploaded to the Council's website.

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

1. Apologies for Absence

To receive any apologies for absence.

2. Declarations of Interest/Pre Determination

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

3. Minutes of the Previous Meeting (Pages 5 - 12)

To approve the minutes of the meeting held on 21 November 2018 as a correct record.

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

4. **Public Speaking**

A total period of 5 minutes is allocated for each of the planning applications for the following:

- Ward Councillors who are not members of the Strategic Planning Board
- The relevant Town/Parish Council

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

- Members who are not members of the Strategic Planning Board and are not the Ward Member
- Objectors
- Supporters
- Applicants

5. **18/3766N-Dualling of the existing 3.3km stretch of the A500 between Junction 16 & Meremoss Roundabout, A500 Newcastle Road, Barthomley for Mr C Hindle, Cheshire East Council (Pages 13 - 42)**

To consider the above application.

6. **15/0016M-Demolition of existing buildings and construction of 14 detached family dwellings with associated hard and soft landscaping, Lindow Moss Pete Farm , Moor Lane, Wilmslow for Mr Bond and Rowland (Pages 43 - 74)**

To consider the above application.

7. **15/0064M-Variation of conditions of planning permission 5/97/0758P for restoration of peat extraction site, Peat Farm, Moor Lane, Wilmslow for Messrs Bond & Rowland (Pages 75 - 96)**

To consider the above application.

8. **18/3245M-Outline planning application with all matters reserved except access for residential development of up to 330 dwellings, a site for a community building, public open space including a childrens play area and allotments, associated demolition and infrastructure, Land At, Gaw End Lane, Lyme green for Miss Lucy Atkins, Bovis Homes and Henshaws Farming LLP (Pages 97 - 130)**

To consider the above application.

9. **Cheshire East Planning Statement of Community Involvement - Consultation Responses (Pages 131 - 178)**

To consider the above report.

10. **Draft Brooks Lane (Middlewich) Masterplan, Supplementary Planning Document (Pages 179 - 264)**

To consider the above report.

11. **Supplementary Planning Document - The Garden Village at Handforth** (Pages 265 - 450)

To consider the above report.

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CHESHIRE EAST COUNCIL

Minutes of a meeting of the **Strategic Planning Board**
held on Wednesday, 21st November, 2018 at Council Chamber, Municipal
Buildings, Earle Street, Crewe CW1 2BJ

PRESENT

Councillor G Merry (Chairman)
Councillor M J Weatherill (Vice-Chairman)

Councillors B Burkhill, M Deakin, S Edgar, T Fox, P Groves, D Hough,
J Jackson, B Roberts and J Wray (Substitute)

OFFICERS IN ATTENDANCE

Ms S Dillon (Planning Lawyer), Mr D Evans (Principal Planning Officer), Mr D Hallam (Principal Conservation and Design Officer), Mrs G Horton (Senior Planning Officer), Mr D Malcolm (Head of Planning (Regulation)), Mr R Taylor (Principal Planning Officer) and Mr P Wakefield (Principal Planning Officer)

Prior to the start of the meeting a one minute silence was held in memory of Councillor J Hammond who had recently passed away. Councillor J Hammond had been a Member of the Strategic Planning Board since its inception.

60 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors D Brown and J Macrae.

61 DECLARATIONS OF INTEREST/PRE DETERMINATION

In the interest of openness in respect of applications 18/2104M and 18/2996M, Councillor P Groves declared that he was acquainted with the applicant.

In the interest of openness in respect of applications 18/2104M and 18/2996M, Councillor S Edgar declared that he was acquainted with the applicant.

In the interest of openness in respect of applications 18/2104M and 18/2996M, Councillor G Merry declared that she had received an email asking for the applications to be withdrawn.

In respect of application 18/2522C, Councillor M Deakin declared that he had pre determined the application. He stated that he would exercise his right to speak as Ward Councillor under the public speaking item and then would leave the room.

In the interest of openness in respect of application 18/2522C, Councillor D Hough declared that he had discussed the site during the Local Plan process and had sent correspondence to the Planning Officer with some comments on the report, however he had not fettered his discretion and had copied the Planning Lawyer into the email.

It was noted that the majority of Members had received correspondence in respect of application 18/2522C.

In the interest of openness in respect of application 18/1369N, Councillor B Roberts declared that he was a Member of Crewe Town Council, however he had not attended any planning meetings of the Town Council in respect of the application.

62 MINUTES OF THE PREVIOUS MEETING

RESOLVED

That the minutes of the meeting held on 24 October 2018 be approved as a correct record.

63 PUBLIC SPEAKING

RESOLVED

That the public speaking procedure be noted.

64 18/2522C-APPLICATION SEEKING OUTLINE PLANNING PERMISSION FOR UP TO 19,695 SQM OF EMPLOYMENT FLOORSPACE (USE CLASS B1C/B2/B8) WITH ANCILLARY (INTEGRAL) OFFICE FLOORSPACE (USE CLASS B1A), ASSOCIATED PARKING, LANDSCAPING AND REPROFILING OF SITE (ALL MATTERS, EXCEPT FOR LAYOUT AND ACCESS, RESERVED FOR FUTURE DETERMINATION), LAND TO THE SOUTH OF, CREWE ROAD, ALSAGER (RADWAY GREEN NORTH) FOR BAE SYSTEMS (PROPERTY INVESTMENTS) LIMITED

Consideration was given to the above application.

(Councillor R Fletcher, the Ward Councillor, Councillor M Deakin, the Ward Councillor, Town Councillor Sue Helliwell, representing Alsager Town Council, Sarah Anderson, representing the Alsager Neighbourhood Plan Steering Group, an objector, Sylvia Dyke, an objector, Michael Unett, an objector and Chris Argent, the agent for the applicant attended the meeting and spoke in respect of the application).

RESOLVED

That the application be refused for the following reasons:-

The Local Planning Authority considers that the proposed development by reason of its layout and massing does not allow sufficient space for landscaping to mitigate the adverse impacts of the development, or ensure a design solution which achieves a sense of place by protecting and enhancing the quality, distinctiveness and character of Alsager. As a result the proposed development is contrary to Policies SE 1 (Design), SE 4 (The Landscape) and LPS 25 (Radway Green North, Alsager) of the Cheshire East Local Plan Strategy and the NPPF.

(This decision was contrary to the Officers recommendation of approval. The meeting adjourned for a short break).

65 18/1369N-DEMOLITION OF REDUNDANT OUTBUILDINGS AND THE ERECTION OF A 6 STOREY MULTI-STOREY CAR PARK WITH UP TO 243 SPACES INCLUDING A CAR WASH TO THE REAR, ROYAL HOTEL, 7, NANTWICH ROAD, CREWE FOR PROPERTY CAPITAL PLC

Consideration was given to the above application.

(Councillor S Hogben, the Ward Councillor and Nick Bone, representing the applicant attended the meeting and spoke in respect of the application).

RESOLVED

That for the reasons set out in the report and in the written and verbal update to the Board, the application be approved subject to the following conditions:-

1. Standard
2. Approved plans
3. Details of all facing and roofing materials and glazed elements
4. Public art scheme for the building
5. Building recording (level 2)
6. Details of lift tower (Royal Hotel)
7. Details of public realm treatments at the entrances to building
8. Contaminated land – submission of a remediation strategy
9. Contaminated land – submission of a verification report
10. Contaminated land – works to stop if further unknown contaminated land is uncovered
11. Electric Vehicle Charging Provision
12. Lighting scheme to be submitted and approved
13. Construction Environmental Management Plan (CEMP)
14. Protection of Nesting birds
15. Details of Surface water drainage
16. Construction Management Plan

In order to give proper effect to the Board's intent and without changing the substance of its decision, authority is delegated to the Head of Planning (Regulation) in consultation with the Chairman (or in their

absence the Vice Chairman) to correct any technical slip or omission in the resolution, before issue of the decision notice.

(The meeting adjourned for lunch from 1.15pm until 1.45pm).

66 18/4439N-CHANGE OF USE TO INCLUDE GOLF DRIVING RANGE WITH ASSOCIATED PARKING, LAND ON THE EAST SIDE OF, MAIN ROAD, WORLESTON FOR MR & MRS NEED

Consideration was given to the above application.

(Mr Wallace, an objector and Mr Need, the applicant attended the meeting and spoke in respect of the application).

RESOLVED

That for the reasons set out in the report and in the update to the Board, the application be approved subject to the following conditions:-

1. Standard Time
2. Plans
3. Materials as stated
4. Landscaping plan
5. Landscaping to include levels
6. Landscaping Implementation
7. Great crested newt RAMs
8. Breeding birds
9. Arboricultural works as Statement
10. Submission of details of nets to the north of the site
11. If use ceases, the building shall be removed and the land returned to agriculture
12. Electrical Vehicle Infrastructure
13. Soil importation
14. Unexpected Contamination
15. Lighting scheme to be implemented as submitted
16. Hours of operation
17. Submission of a Construction Management Plan

In order to give proper effect to the Board's intent and without changing the substance of its decision, authority is delegated to the Head of Planning (Regulation) in consultation with the Chairman (or in their absence the Vice Chairman) to correct any technical slip or omission in the resolution, before issue of the decision notice.

67 18/2104M-RESERVED MATTERS APPLICATION PURSUANT TO OUTLINE PLANNING CONSENT 13/2935M FOR SITING, DESIGN, APPEARANCE AND LANDSCAPING DETAILS FOR RESIDENTIAL DEVELOPMENT (C3 USE CLASS), LAND NORTH OF PARKGATE INDUSTRIAL ESTATE, PARKGATE LANE, KNUTSFORD FOR THE TATTON ESTATE (R. BROOKS, ESQ. AND R BROOKS LTD)

Consideration was given to the above application.

(Mr Burns, representing the applicant attended the meeting and spoke in respect of the application).

RESOLVED

That the application be refused for the following reasons:-

1. The proposal is inappropriate development in the Green Belt contrary to policy PG3 of the CELPS.
2. The proposed residential mix does not accord with the objective of the KNP, which identifies the need for new housing which meets the need of smaller families, single people, and the elderly. The more dominant open market units in this scheme are the larger 4 and 5 bed house types, which is contrary to policy H1 of the draft KNP, and subsequently policy SE4 of the CELPS.
3. Assessment of the proposals against the CEC Design Guide and Building for Life 12 indicates that there are issues in several fundamental areas. As a consequence, the proposal is not considered to be good enough to approve. The proposal is contrary to policies SD2 and SE1 of the CELPS, and the CEC Design Guide.
4. A landscape character assessment required by policy LPS 37 has not been submitted. This is required, not only to guide the scale and massing of new development, ensuring that it is acceptable in surrounding landscape, but also to ensure a high quality design which reflects and respects the character of the area, built form and surrounding landscape. The submission is therefore contrary to policy LPS 37.
5. A heritage impact assessment has not been submitted to consider the impact upon the adjacent designated heritage asset, the Grade II* Tatton Park Registered Park and Garden, and as such the proposal is contrary to paragraph 189 of Framework and policy SE7 of CELPS.
6. Inadequate landscape detail has been provided. The submission is therefore not in compliance with the requirements of the condition 7 of the outline permission, which sets out a range of detail that is required with the reserved matters submission, which has not been submitted.
7. The scale of the dwellings on certain plots conflicts with plans approved under the outline consent 13/2935M. The proposal is therefore not in compliance with condition 4 of the outline permission
8. An affordable housing scheme that is required by the s106 to be submitted with the first reserved matters application has not been submitted. Insufficient information has therefore been submitted to enable an assessment of compliance with policy SC5 of the CELPS.

9. A landscape scheme (providing a detailed specification for the public open space) that is required by the s106 to be submitted at the same time as the first reserved matters application has not been submitted. Insufficient information has therefore been submitted to enable an assessment of compliance with policy DC40 of the MBLP and policy SE6 of the CELPS.
10. Insufficient information has been submitted to demonstrate the full extent of the impact of the development upon trees or woodlands (including veteran trees), that provide a significant contribution to the amenity, biodiversity, landscape character or historic character of the surrounding area. Accordingly, compliance with policies SE3 and SE5 of the CELPS and paragraph 175 of the Framework cannot be confirmed.
11. Insufficient phasing details have been submitted to demonstrate compliance with condition 29 of the outline permission.
12. Insufficient information has been submitted to demonstrate that the proposed levels are acceptable, having regard to the requirements of conditions 6 and 22 of the outline permission and the 1 in 100 years plus climate change flood level.

In the event of any changes being needed to the wording of the Board's decision (such as to delete, vary or add conditions / informatives / planning obligations or reasons for approval/refusal) prior to the decision being issued, the Head of Planning (Regulation) has delegated authority to do so in consultation with the Chairman of the Strategic Planning Board, provided that the changes do not exceed the substantive nature of the Board's decision.

68 18/2996M-RESERVED MATTERS APPLICATION PURSUANT TO OUTLINE PLANNING CONSENT 13/2935M FOR SITING, DESIGN, APPEARANCE AND LANDSCAPING DETAILS FOR RESIDENTIAL DEVELOPMENT (C3 USE CLASS), LAND NORTH OF PARKGATE INDUSTRIAL ESTATE, PARKGATE LANE, KNUTSFORD FOR THE TATTON ESTATE (R. BROOKS, ESQ. AND R BROOKS LTD)

Consideration was given to the above application.

(Mr Henry Brooks, the applicant attended the meeting and spoke in respect of the application).

RESOLVED

That the application be deferred for further discussions/amendments regarding the application.

The meeting commenced at 10.30 am and concluded at 3.15 pm

Councillor G Merry (Chairman)

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Application No: 18/3766N

Location: A500 NEWCASTLE ROAD, BARTHOMLEY

Proposal: Dualling of the existing 3.3km stretch of the A500 between Junction 16 & Meremoss Roundabout

Applicant: Mr C Hindle, Cheshire East Council

Expiry Date: 19-Dec-2018

SUMMARY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that “where in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material consideration indicates otherwise.” The National Planning Policy Framework, which is the Secretary of State’s guidance, also advises Councils as to how planning decisions should be made. The ‘presumption in favour of sustainable development’ at paragraph 14 of the NPPF means “approving development proposals that accord with the development plan without delay”

In this instance the proposed development would have an impact on openness and would therefore constitute inappropriate development in the Green Belt which by definition would be harmful.

There would also be additional harm caused by adverse impacts of the development due to the loss of countryside and some landscape and ecological impacts

However in this case it is considered that very special circumstances exist to outweigh the harm caused namely:

- 1) Economic benefits
- 2) Assisting the delivery and unlocking the benefits of High Speed 2
- 3) Local transport benefits
- 4) Expansion of existing road with no other option viable
- 5) Social and environmental benefits

The development would also provide benefits in terms of increasing capacity of the existing highway network, economic benefits and enhanced landscaping and ecological impacts thus representing betterment from the existing situation.

The development would have a neutral impact upon flooding, living conditions, design, air quality, right of way, public safety, historic environment and contaminated

land.

Applying the tests within paragraph 11 it is considered that the benefits outweigh the dis-benefits. As such, on balance, it is considered that the development constitutes sustainable development and should therefore be approved.

RECOMMENDATION

MINDED TO APPROVE SUBJECT TO REFERRAL TO THE SECRETARY OF STATE AND SECTION 106 AGREEMENT

PROPOSAL

The application seeks full planning permission for the widening of the existing 3.3km stretch of the A500 between Junction 16 & the Meremoor Moss roundabout to facilitate 2 lanes on both sides of the road.

Each dual carriageway would be 7.3 m wide (with a 1m hard strip on either side) and a 3.5m wide central reservation.

The western end of the proposed scheme would connect into the existing Meremoor Moss roundabout, which would itself include junction capacity improvement works as part of the scheme. Specifically, it connects into three carriageways, namely A531 Newcastle Road, A500 Shavington Bypass and B5472 Weston Road (via Meremoor Moss Roundabout).

The scheme continues in a cutting in the easterly direction for approximately 100m after which the cutting reduces and passes predominantly through agricultural farmland, to the north and south. The village of Barthomley is located approximately 300 m to the south.

This section of the existing A500 also crosses four watercourses (Engelsea Brook, Englesea Brook Tributary, Barthomley Brook and an unnamed drain (Drain 3), the safeguarding/realignment of which is included as part of the scheme. The Englesea Brook, existing culvert and underpass would be extended and the existing Barthomley Brook culvert would also require extending to the south.

The two road overbridges, namely Barthomley Road overbridge and Radway Green overbridge, that currently cross the existing section of A500, would require full phased demolition and two new bridges with a larger span to cross the widened road would be constructed in their place. The A500 scheme would be cutting approximately 4m deep below the Barthomley Road overbridge and from this overbridge to the Radway Green Road overbridge, the cut becomes shallower to approximately 1m before it deepens again to between 4 m and 5 m to pass under the Radway Green Road overbridge.

A retaining wall is present on the southern side of the carriageway between the southern carriageway and Bluemire Farm. The road continues in a cutting 3m deep for a while and then proceeds to get shallower until it extends onto a small embankment until it connects into the M6 J16 roundabout. The eastern end of the proposed scheme ties in before the circulatory carriageway of J16.

A full list of the proposed works is provided below:

- site administration locations, and material-storage locations;

- advance accommodation works, statutory utility diversions;
- site clearance, including tree clearance;
- excavation of the existing topsoil and temporary stockpiling of the material for subsequent re-use in verges or landscape features;
- earthworks operations;
- construction of surface water drainage features, including attenuation ponds, culverts, carrier drains, filter drains, and outfalls to local watercourses;
- erection of street lighting at junctions;
- construction of landscape and other environmental mitigation measures;
- trapping and translocation of protected species;
- construction of temporary compounds
- construction of the Barthomley Road overbridge and Radway Green Road overbridge; and
- construction of the Meremoor Moss roundabout junction improvements.

SITE DESCRIPTION

A500

The A500 begins at Nantwich as a dual carriageway, then travels eastwards, passing to the south of Crewe, until the junction at the Meremoor Moss roundabout. The road continues as a single carriageway road, predominantly in cutting until it connects to M6 Junction 16. To the east of the M6, the A500 continues as a dual carriageway towards Stoke-on-Trent.

The proposed scheme adjoins the existing A500 and passes through predominantly agricultural farmland to the north and south, with the village of Barthomley located approximately 300m to the south. This section of the existing A500 crosses four watercourses, which are Englesea Brook and three of its tributaries.

Locality

The land lies within the Green Belt on land predominantly used for agricultural purposes. The route mainly crosses undulating, agricultural and grassland interspersed with hedgerows and woodland areas.

Topography in the area is gently undulating between 105 m Above Ordnance Datum (AOD) at the eastern end of the existing A500, and 60 m AOD at the western end. A ridgeline runs through the area between Bridgehouse Farm in the north and Englesea- Brook village in the south in the same north-south alignment as two brooks. The ridgeline is at a height of between 70 m and 83 m AOD and where the existing A500 crosses the ridgeline it is in deep cutting.

Several ponds are found scattered within the farmland, including a large pond at the Duckaries north of the existing A500 near Monneley Farm. Two brooks, both towards the western end of the scheme, cross the study area and flow beneath the existing A500; Englesea Brook, and Barthomley Brook near Monneley Farm. In addition to the two brooks, there are also smaller watercourses and ditches that the existing A500 crosses.

JURISDICTION

The proposed A500 duelling scheme, is located within the boundary of Cheshire East with the exception of a small area at the eastern end near the junction with the M6 which is within the borough of Newcastle-under-Lyme.

Newcastle-under-Lyme, as Local Planning Authority, has agreed to delegate its Town and Country Planning powers, for the determination of the extent of the scheme within its boundaries, to Cheshire East Local Planning Authority. The extent of land within Newcastle-under-Lyme Borough is approximately 1% of the application site.

RELEVANT HISTORY

No relevant planning history.

There are a number of applications relating to signing and telecoms masts however none are relevant to the current proposal.

NATIONAL & LOCAL POLICY

National Policy

Development Plan Cheshire East

The Development Plan for this area comprises of the Cheshire East Local Plan Strategy (CELPS).

Cheshire East Local Plan Strategy (CELPS);

MP1 Presumption in Favour of Sustainable Development

SD1 - Sustainable Development in Cheshire East

SD2 - Sustainable Development Principles

SE1 – Design

SE2 - Efficient Use of Land

SE3 - Biodiversity and Geodiversity

SE4 - The Landscape

SE5 - Trees, Hedgerows and Woodland

SE6 – Green Infrastructure

SE7 – The Historic Environment

SE12 - Pollution, Land Contamination and Land Instability

SE13 – Flood Risk and Water Management

IN1 – Infrastructure

IN2 – Developer Contributions

PG1 - Overall Development Strategy

PG2 – Settlement Hierarchy

PG3 – Green Belt

PG6 – Open Countryside

PG7 – Spatial Distribution

EG1 – Economic Prosperity

CO1 – Sustainable Travel and Transport

CO2 – Enabling Business Growth through Transport Infrastructure

C04 – Travel Plans and Transport Assessments

It should be noted that the Cheshire East Local Plan Strategy was formally adopted on 27th July 2017. There are however policies within the legacy Local Plan that still apply and have not yet been replaced. These policies are set out below.

NE.1 (Development in the Green Belt)
NE.5 (Nature Conservation and Habitats)
NE.8 (Sites of Local Importance for Nature Conservation)
NE.9 (Protected Species)
NE.10 (New Woodland Planting and Landscaping)
NE.11 (River and Canal Corridors)
NE.20 (Flood Prevention)
BE.1 (Amenity)
BE.3 (Access and Parking)
BE.4 (Drainage, Utilities and Resources)
BE.6 (Development on Potentially Contaminated Land)

Development Plan Newcastle-under-Lyme and Stoke-on-Trent

Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy (2009)

Policy SP3: Spatial Principles of Movement and Access
Policy CSP1: Design Quality
Policy CSP3: Sustainability and Climate Change
Policy CSP4: Natural Assets
Policy CSP3: Sustainability and Climate Change
Policy CSP4: Natural Assets
Policy CSP2: Historic Environment
Policy CSP3: Sustainability and Climate Change

Newcastle-under-Lyme Local Plan 2011 'saved policies'

Policy S3: Green Belt
Policy T132: M6 corridor
Policy N4: Development and Nature Conservation
Policy N12: Development and The Protection of Trees
Policy N13: Felling and Pruning of trees
Policy N17: Landscape Character
Policy N20: Areas of Landscape Enhancement
Policy N24: Water based landscape features
Policy N2: Development and Nature Conservation
Policy N3: Development and Nature Conservation
Policy N4: Development and Nature Conservation
Policy N8: Protection of Key Habitats
Policy N14: Protection of landscape features of major importance to flora and fauna
Policy S5: Conservation of Agricultural Land
Policy S7: Prevention of Water Pollution

Other Material planning policy considerations

National Planning Policy Framework ('The Framework');

The relevant paragraphs include;

11 Presumption in favour of sustainable development
124-132 Achieving well-designed places
102-111 Promoting Sustainable Transport
143-147 Protecting Green Belt Land
170-183 Conserving and Enhancing the Natural Environment
184-202 Historic Environment

CONSULTATIONS

CEC Highways: No objection subject to condition requiring a construction management plan

CEC Flood Risk Manager: No objections subject to conditions requiring a drainage strategy

CEC Environmental Health: No objection subject to conditions/informatives regarding contaminated land

CEC Public Rights of Way (PROW): The development, if granted consent, would affect Public Footpaths No. 4, 7, 15, 17, 18, 25 and 33 in the Parish of Barthomley therefore suggest condition requiring a public rights of way management scheme to provide replacement/redirected right of way

Newcastle-under-Lyme Borough Council (NULBC): No objection

Highways England: No objection subject to condition requiring full design and construction details of any required improvements to Junction 16 of the M6

Cadent Gas/National Grid: No objection

HSE: Do not advise against the granting of planning permission

Cheshire Archaeology: No objection subject to condition requiring a programme of archaeological work

Cheshire Wildlife Trust: Concerns raised regarding the ecological impacts on water voles and nesting birds

Natural England: No objection

Historic England: No need to be consulted

United Utilities: No comments received at the time of writing the report

Canal and River Trust: No need to be consulted

VIEWS OF THE PARISH/TOWN COUNCIL

Ward Councillor Cllr P Jackson – Supports the proposal however would request that noise mitigation measures of what ever type including temporary, are carried out as soon as is practicable before or during the works to mitigate the noise effects on all neighbours on either side of the road works. As much or all of the construction traffic uses the line of the new road for all works during the construction of the road. Any diversions to existing roads be kept to a minimum during construction so as not to disadvantage adjacent residents & that all diversion signage is well laid out to stop unnecessary traffic journeys to all travellers. That tree planting be undertaken ASAP once works have commenced weather permitting. That communication with neighbours begins once the commencement date for construction is approved.

Barthomley Parish Council – Members considered the application and expressed concerns about the impact of the scheme on the surrounding land and the local environment. There were also particular concerns expressed about the amount of land being used for the scheme and the view was that it is excessive. Members also commented that it appears to contradict the original plans displayed for consultation and Members asked to know how much had changed. Members also wanted to know how much land is being asked for and how much land the extension to the road will cover.

Weston and Basford Parish Council – No objection subject to condition / Section 106 Agreement is incorporated to ensure that a Traffic Management Plan is prepared and strictly enforced to ensure that during the period of construction, both construction vehicles and diverted traffic is routed away from Main Road Weston, Englesea Brook Lane, Whites Lane, Weston Lane and the A531.

REPRESENTATIONS

2 letters of objection regarding the following:

- Loss of wildlife, agricultural land and green belt land would not be outweighed by the benefits
- No need for the proposal as existing traffic issues are not significant

2 letters of support but with the following concerns:

- Appropriate measures should put in place to reduce traffic noise and the impact of noise on future residents
- Consider the impact of land intake in existing farm tenants
- Further clarity over closing of existing and creation of new access is required
- Further information regarding noise impact is required
- Not clear which committed sites are included in the traffic assessment
- Concern that works may undermine capacity of key junctions
- Conditions are essential to protect amenity of nearby residents from noise and vibration

APPRAISAL

Principle of Development/Green Belt/Open Countryside

Countryside

The site lies partly in the Open Countryside and Green Belt.

In terms of Open Countryside Policy PG6, advises that new development in the Open Countryside will only be permitted subject to a number of criteria. The most relevant here being development which is essential for the purposes of public infrastructure and essential works undertaken by public service authorities/statutory undertakers.

The proposal seeks to upgrade the existing transport infrastructure (A500) to improve existing traffic flows. As such the proposal complies with Open Countryside Policy in terms of the land use.

Green Belt

In terms of Green Belt Policy PG3 and the NPPF, advise that new development will only be permitted subject to a number of criteria. The most relevant here being local transport infrastructure that can demonstrate a requirement for Green Belt location. The policies also contain a further requirement which is that the accepted forms of development/use preserve the openness of the Green Belt and do not conflict with the purposes of including land in the Green Belt.

The proposal seeks to upgrade the existing transport infrastructure (A500) to improve existing traffic flows. As the A500 is already sited in the Green Belt it is logical that the existing road be extended rather than seek a new site thus justifying its Green Belt location. As a result the proposal complies with the first part of the above criteria in terms of the land use.

In terms of the second criteria, consideration needs to be given to whether or not the works preserve the openness of the Green Belt and whether or not they conflict with the purposes of including land.

The proposal in essence involves land excavation, creation of surface water drainage features, temporary compounds, lighting, demolition and erection of x2 new bridges and roundabout junction improvements. These would not technically preserve openness and would conflict with the purposes of including land as they would occupy space which is currently free from development and would encroach further into the countryside.

As the proposal would not preserve openness and would conflict with the purpose of including land, it is considered to constitute inappropriate development in the Green Belt.

The NPPF advises that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations."

Other harm

The NPPF advises that any other harm additional to that of inappropriateness must also be considered. As noted above, the proposal due to its scale and nature will have an impact on the openness of the Green Belt as well as resulting in encroachment into the countryside, contrary to the purposes of including land in the Green Belt. There would also be some landscape and ecological harm given the loss of existing trees/planting/habitats as also detailed below.

In terms of the visual impact, the changes are predominantly limited to road level which when viewed from the wider setting, would not significantly affect or detract from the openness of the Green Belt. Other new structures such as land excavation, creation of surface water drainage features, lighting, roundabout junction improvements etc would be seen in the context of the existing road. The replacement bridges would replace those existing which already have a visual impact on openness and this will just be replicated – albeit covering a wider span. The proposal also involves the erection of temporary compounds however these are only required during the construction period and are not permanent structures.

In terms of landscape and ecological impact, whilst the proposal would result in some loss of trees/hedging and associated habitat, the proposal seeks to provide a significant increase in new planting and new off-site habitats over and above that to be lost.

As a result whilst the actual harm caused by the proposal is not considered to be significant the level of harm needs to be considered and substantial weight must still be attributed to the loss of openness and encroachment.

Very Special Circumstances (VSC's)

The question then is whether there are other considerations in favour of the development that clearly outweigh the identified harm. If so, then VSC's may exist to justify granting planning permission. The applicant sets them out in their supporting statements. In brief these are:

1) Economic benefits

The Council has growth plans and the proposed A500 Dualling scheme is considered to be essential for the success of several development plans for the area, including the Constellation Partnership's Growth Strategy and supporting the development of HS2 and the Crewe Hub Station.

A number of key Local Plan Strategy (LPS) sites are located within a close proximity of the scheme including Basford East/West, the South Cheshire Growth Village, the Radway Green Extension and the White Moss Quarry in Alsager. The LPS is accompanied by an Infrastructure Delivery Plan which sets out the needs for the area, and identifies the A500 as a key strategic corridor with a need to improve traffic flow at Junction 16 of the M6 and link capacity on the A500 Barthomley Link Road. If existing traffic conditions were to continue and the proposed A500 Dualling scheme was not implemented, this could affect the full achievement of regional growth aspirations and the full development potential may not be reached.

Closely linked to this are the aims of the Constellation Partnership. This aspires to unlock major new growth and investment opportunities to deliver more than 100,000 new homes and 120,000 new jobs by 2040 by creating a new growth zone at the gateway to the Northern Powerhouse and Midlands economic engine. Crewe is a cornerstone of the partnership with clear growth opportunities and the proposed A500 Dualling scheme is a key element to unlocking such growth aspirations.

The draft Strategic Transport Plan (STP) outlines a number of both short-term and long term priorities, with the proposed A500 Dualling scheme identified as a key short term priority as evidenced below:

“A dualling scheme is required to increase capacity on the A500 on the approach to J16 of the M6 Scheme to improve journey times and connectivity between Crewe (including the Crewe Hub), Stoke and the M6 to help facilitate housing and employment growth”.

2) Assisting the Delivery and Unlocking the benefits of High Speed 2 (HS2)

The development of HS2 and the Crewe Hub presents a significant investment opportunity for attracting business and increasing regional growth. Given existing network capacity constraints and the additional traffic demand which will be generated via both HS2 construction and operation, it is key for A500 capacity improvements to be completed prior to the most significant HS2 construction activities. Whilst some HS2 traffic will begin prior to the completion of the A500, the proposed A500 Dualling scheme is forecast to cater for the greatest proportion of construction traffic.

For HS2 Phase 2a construction, this section of the A500 will form part of the route that would carry construction traffic to the proposed construction compounds required to build the route south of Crewe and for the proposed Crewe Hub station. Therefore, it is crucial to ensure the A500 route can accommodate high volumes of goods vehicles and abnormal loads as construction commences.

The route is currently suffering from congestion, which will further deteriorate the existing issues into the future if mitigation work is not undertaken. With the addition of HS2 traffic and the growth aspirations of the Constellation Partnership, the scheme is considered vital to support the future prosperity of the region.

Post HS2 construction, as a key strategic route in Cheshire East, the A500 is the main highway route from Crewe, Nantwich and the proposed HS2 hub station to the M6 Motorway and the wider East of Cheshire, Stoke and Staffordshire.

With HS2 passenger numbers at Crewe station are expected to grow and journey times, between Crewe and London, are predicted to reduce by 35 minutes. This is predicted to generate 120,000 jobs by 2040 and inject £10bn a year into the wider region's economy. The proposed A500 Dualling scheme is key to improving connectivity to facilitate this, whilst increasing the capacity of the highway network to ensure the full potential of HS2 is achieved.

The network improvements, as a result of the scheme, will open investment opportunities whilst meeting the growing need for improvements in east-west links to access Crewe rail station without the requirement of travelling through the centre of Crewe and exacerbating the existing congestion and air quality issues in this area.

Ensuring that the aims of HS2 and the proposed A500 Dualling scheme objectives are well incorporated is essential in supporting the delivery of key national infrastructure. If the capacity improvements of the A500 were not completed, this is likely to have a detrimental impact upon the success and investment levels created by HS2 since this will affect business conditions.

3) Local Transport Benefits

The A500 corridor is linked to a number of highway capacity upgrades which have recently been completed between Crewe and the M6. These upgrades include:

- Highways England and Cheshire East Council pinch point schemes to improve

capacity at Junction 16 of the M6;

- The recent completion of the A5020 Crewe Green Link Road which provides access from the A500 to the southeast of Crewe; and
- The recent completion of the B5071 Basford West Spine Road which provides access from the A500 to the southwest of Crewe.

The remaining sections of the A500 corridor between Nantwich and the M6 are of dual carriageway standard and the scheme would therefore remove the final 'pinch point' along the corridor. This section of the A500 is the only section between the Meremoor Moss roundabout and the Barthomley interchange junction (approx. 2 miles) on the A50/A500 corridor which is not dualled.

The proximity of the A500 corridor to other nearby and congested urban areas of Crewe and Stoke means the road experiences commuter traffic and through traffic to the M6, and thereby suffers from peak hour congestion. This in turn increases the reliance on the local road network which also hinders access to and investment in Crewe. The proposed A500 Dualling scheme would complete the necessary highway capacity upgrades in the area and provide the required capacity to accommodate future growth.

4) Social and Environmental Benefits

The Environmental Masterplan illustrates the extent of new habitat creation to reduce the effects and compensate for the habitat loss. This includes the creation of several areas of woodland planting, wolverine habitat improvement and the retention, and replacement of trees and hedgerows over and above the level of those being removed. Bat 'hop-over', comprising mature planting, has been also provided to ensure bats can cross the dualled carriageway, again this is betterment from the existing situation.

5) Other benefits

Although not put forward by the applicant as a VSC, the proposal seeks to extend an existing road way which already has an impact in Green Belt terms. Therefore it is logical that the existing roadway be extended rather than create a new roadway in a separate Green Belt location.

Summary of VSC

In short the proposal is required to improve traffic flow, to support the delivery of wider Council projects/priorities including HS2 and to provide betterment in terms of the landscape and ecological impacts. Other options have been considered but the number of viable options are very limited, each lies in the Green Belt and will have a least as much, if not more impact on the openness of the Green Belt as the current proposal. Logically therefore it is sensible to continue extend the existing roadway. It is considered that these factors, in combination, do clearly outweigh the harm to the Green Belt and the other harm identified.

Residential Amenity

The majority of residential properties are sited to north eastern and south western sections of the site area. The nearest property to the actual road duelling works is sited 30m away. Given the extent and nature of works proposed, it is likely that some nearby properties may experience noise and disturbance during the construction period and use of the road.

To assess such impact, the application has been supported by a noise and vibration report.

Noise from construction

The report advises that there is potential for significant noise during the construction period particularly during daytime working. It therefore advises that specific mitigation measures should be employed, including two operational noise barriers, to provide noise mitigation during construction, as well as for scheme operation. These are proposed to screen Blue Mire Farm and The Coach House, both on Radway Green Road, located approximately 40m from the Proposed Scheme and Cypress Cottage, Poppy Cottage and Yew Tree Cottage, all of which are on Barthomley Road located 60m to 80m from the proposed scheme.

The report also advises that construction vibration levels may be perceptible during certain phases of construction, most notably near Blue Mire Farm and the Travelodge Hotel. To address this, the report advises that good practice methods be adopted such as the start-up and shut down of vibratory compaction equipment well away from sensitive receptors, should be adopted. Predicted vibration levels were shown to be well below those where cosmetic building damage could occur.

Noise from use of the road

In the short-term, 11 dwellings and 2 other sensitive receptors are predicted to experience perceptible noise increases on scheme opening, all assessed as a 'minor adverse' impact. No dwellings or other sensitive receptors are expected to experience either moderate or major adverse impacts of impact.

Conversely, 16 dwellings and 1 other sensitive receptor are predicted to experience a perceptible decrease in noise level on scheme opening, again, all falling within the minor beneficial magnitude of impact category.

In the long-term, with the proposed scheme in place, just two sensitive receptors (both dwellings) are predicted to experience perceptible noise increases during the daytime period, whilst none are predicted for the night-time period. The daytime noise increases at these two dwellings are assessed as a 'minor adverse' impact.

Amenity conclusion

Based on the findings of the noise and vibration report it is considered that the actual noise impacts from the use of the extended road would not be significantly above that of the existing road use.

Environmental Health Officers have also considered the submitted noise and vibration survey and concur with the finding and as such raise no objections.

Air Quality

Policy SE12 of the Local Plan states that the Council will seek to ensure all development is located and designed so as not to result in a harmful or cumulative impact upon air quality. This is in accordance with paragraph 181 of the NPPF and the Government's Air Quality Strategy.

Air quality impacts have been considered within the air quality assessment submitted in support of the application. The report considers whether the development will result in increased exposure to airborne pollutants, particularly as a result of additional traffic and changes to traffic flows. The assessment uses ADMS Roads to model NO₂ and PM₁₀ impacts from additional traffic associated with this development and the cumulative impact of committed development within the area.

A number of modelled scenarios have been considered within the assessment. These were:

- Baseline 2017;
- Do Minimum (DM) 2021; and
- Do Something (DS) 2021.

From these various modelled scenarios it is concluded that the impact of the future development on the chosen receptors will be negligible with regards to NO₂ and PM₁₀ concentrations. Four receptors are predicted to experience a slight adverse impact for NO₂, and two for PM₁₀s. Five receptors are predicted to experience an improvement in NO₂ concentrations, and three for PM₁₀s. All the other receptors modelled including those within the nearby AQMAs are predicted to experience imperceptible impacts.

Environmental Health Officers have considered the submitted air quality survey and concur with the findings and as such raise no objections.

Contaminated Land

Environmental Protection and the Environment Agency have assessed the application and have both raised no objection as they consider that contaminated land issues could be addressed by conditions requiring investigation, mitigation and monitoring.

Public Rights of Way (PROW)

The Councils Public Rights of Way Team have been consulted regarding the application and have advised that the development, if granted consent, would affect Public Footpaths No. 4, 7, 15, 17, 18, 25 and 33 in the Parish of Barthomley.

To mitigate the impact they have suggested planning conditions which require the following:

- a management scheme to be provided for the design, diversion and closure of the existing right of way
- The line of the amended right of way to be marked out prior to commencement of the development
- A pre-completion inspection of the affected Public Rights of Way to ensure acceptable construction standard

As a result subject to the above conditions it is considered that any impact on the existing PROW can be suitably mitigated.

Highways

Scheme traffic impacts

The scope of impact has been agreed with the applicant, this required capacity assessments to be undertaken at the existing M6 J16 roundabout, M6 J16 Merge/diverge and the Meremoor Moss roundabout.

A 2016 Base model was constructed for the Barthomley Interchange roundabout using data from turning counts and also queue length surveys were undertaken in order to validate the base model outputs. The testing of junctions was undertaken in the AM and PM peak in the following scenarios:

2021 Do Minimum (DM) - M6 J16 only
2021 Do Something (DS) – Both junctions
2036 Minimum (DM) – M6 J16 only
2036 Do Something (DS) – Both Junctions

M6 J16

The applicant has compared the capacity results for the DM and DS scenarios, the AM linsig results indicate that the current layout in 2021 the junction will operate just within capacity on all arms of the junction. With the scheme in place there is some decrease in queuing on some of the arms although there will be an increase in queues on the A500 approaches to junction.

The 2021 model results show that in both the DM and DS scenarios the junction works within capacity.

The results of the capacity tests in 2036 indicates that in both the AM and PM peak the junction will operate above capacity levels, this is the case for the existing layout and also with the scheme in place. Whilst, a 2036 test has been undertaken this is fifteen years post opening year and it is not considered that these results should affect the acceptability of this application.

Meremoor Moss Roundabout

The proposed scheme proposes replacing the existing roundabout with a significantly larger roundabout in order to increase the capacity and also allow the re-alignment of the new dual carriageway.

The results of the capacity tests with the new roundabout layout show that in 2021 the junction will operate within capacity in both the AM and PM periods. The test in 2036 does indicate that some of the arms will operate over capacity given the additional demand on the network.

However, as applicants are only required to assess schemes five years post application, a further technical note has been submitted by the applicant to indicate the results of a 2026 capacity test on the proposed roundabout, this indicates that in both the AM and PM peaks the roundabout operates within capacity and is therefore is considered an acceptable design.

M6 Junction 16 Merge/Diverge

An assessment of the impact of the scheme has been undertaken on the merge/diverge on the motorway at J16 M6. This matter has been considered by Highways England, who have responsibility for the Motorways, who have raised no objection in this regard. Notwithstanding this the Highways Engineers view is that the analysis presented indicates that the scheme has little impact and that no change to the merge/diverge layout is required.

Construction Impacts

Should the application receive approval works are expected to commence in 2020 with an estimated construction period of 19 months and opening in 2021. It is likely that there will be a significant number of HGV movements associated with the scheme, especially in relation to earthworks element of the scheme.

The applicant has submitted anticipated working hours and these are:

08.00 – 18.00 Mon-Fri

08.00 – 14.00 Sat

No working on Sundays and Bank Holidays

Clearly, it is important that the construction element of the scheme is managed in regards to vehicle movements and routing on the road network and as such a condition is required for construction management plan to be submitted and approved.

Summary and Conclusions

The A500 is a key strategic route linking Crewe and surrounding areas to the M6 motorway and the improvements are proposed to improve capacity to support future development growth.

The results of the capacity tests in 2021 show that overall the scheme will operate within capacity limits in the AM, PM periods at both the Meremoor Moss roundabout and also at J16. It should be noted that as a result of the scheme the queue lengths will be extended over existing queues on the A500 approach to J16, this would be expected as journey times would be much quicker with dualling as opposed to single carriageway. However, the queue lengths are not considered to be significant as to warrant a refusal of the scheme.

Highways England have been consulted on the scheme proposals and have raised no objections subject to conditions being attached requiring the submission of full design and construction details of any required improvements to junction 16.

As a result it is not considered that the proposal would cause any significant harm to the existing highway network.

Landscape/Trees

This application site lies within the Lower Farms and Woods Landscape Character Area. The additional carriageway will be constructed on the south side of the road requiring removal of existing landscape planting and extension of the road corridor and embankments/ cuttings into the adjacent fields.

A number of hedges and mature hedgerow trees will be removed, however the overall landscape impact is relatively modest as approximately two thirds of this section of road is within cutting. The Councils Landscape Officer is satisfied that the submitted Landscape and Visual Impact Assessment (LVIA) provides an appropriate assessment of the impact of the scheme. The proposed landscape mitigation is appropriate and satisfactorily mitigates the scheme subject to the submission of final details.

The application inevitably results in the removal of all the existing landscape planting on the south side of the road, but also results in the loss of most trees within the land take to the south. Eleven category A

trees are included within the operational area of which three trees (T13, T66 and T96) can be retained with additional protection measures. In addition a rare surviving Wych Elm tree (T64) will be lost, but genetic material can be salvaged by the propagation and planting of cuttings. It is also suggested that cuttings are taken from the Black poplar (T13) and used in appropriate locations within the landscaping scheme. The proposed replanting of trees and shrubs provides appropriate mitigation for the tree loss.

The loss of this existing tree cover and landscaping is clearly a negative of the schemes and represents 'harm' in terms of Green Belt. However, there is an overall net increase in replacement planting for the scheme which limits the harm caused. The following conditions are therefore required to mitigate the landscape impacts:

- Landscaping scheme
- Tree protection measures
- Detailed tree felling / pruning specification
- 30 year landscape and ecological management plan

As a result it is considered that the proposal could be accommodated into the existing landscape.

Design

The majority of changes relates to the duelling of the existing road way. As such it is not considered that the changes would cause any significant harm to the overall character of the area.

Whilst there are some ancillary structures/signage/new bridges/retaining walls which would be required these would be seen as paraphernalia associated with any road.

Similarly whilst some existing planting will be lost, this can be suitably mitigated by replacement planting which can be secured by condition.

Ecology

Submitted Phase One habitat Survey

Much of the survey work to inform the Phase One habitat survey were completed in winter which would have placed a significant constraint on the reliability of the surveys results. Follow up detailed botanical surveys at a better time of year where however undertaken of the habitats thought to be of greater ecological interest.

Statutory Designated Sites

The proposed development is located within 2km of Oakhanger Moss SSSI and Black Firs and Cranberry Moss Site Special Scientific Interest (SSSI) which forms part of the Midland Meres and Mosses Phase 2 Ramsar.

Under regulation 61 of the Habitat Regulations the Council is required to undertake an 'Assessment of Likely Significant effects'. A draft assessment has been undertaken by Jacobs and submitted as part of the planning application. The assessment concludes that the proposed development is not likely to have a significant impact upon the features for which the statutory site was designated and consequently, a more detailed Appropriate Assessment under the Habitat Regulations is not required.

Natural England have been consulted on this application and have advised that the proposed development will not have significant adverse impacts on the SSSI or Ramsar.

Non-statutory Designated Sites (pLWS)

Town House Farm Wetland Potential Local Wildlife Site

The proposed scheme would have a direct adverse impact on this site as a result of the loss of habitat to the construction of the road which would result in the loss of 4795 square meters of woodland amounting to 6.85% of the existing site. This site is currently severed by the existing A500. The widening of the A500 in this location would however result in the increased ecological fragmentation of the two halves of the pLWS.

To compensate for the impacts of the development upon this site the applicant is proposing the planting of an area of broad leaved trees and the removal of poplar and replanting a more diverse mix of native tree species from part of the site. The Environment Statement (ES) proposes 20 years of management for these habitats. The biodiversity metric calculations have however been completed on the basis of woodland habitats being managed for up to 25 years.

In order to minimise the impacts on the proposed widening the Councils Ecologist recommends that in the event that planning permission is granted a condition should be attached which requires the submission of a construction method statement designed to minimise construction phase impacts on the Potential Wildlife Site.

To reduce the fragmentary effects of the scheme on the pLWS and allow mobile wildlife to cross the road more easily the Councils Ecologist also recommends that tree planting be incorporated into the central reservation. The applicants advise that this is not feasible.

Woodland

The proposed scheme would result in a total loss of 34,825 square meters of woodland of varying quality. 44,341 square meters of woodland planting is proposed to compensate for this loss.

Ponds

The proposed development will result in the loss of a single pond. Two replacement ponds are proposed as part of the development to compensate for this loss. As usually required by Cheshire East Council this new pond is separate to and additional to the ponds created as attenuation features for the road.

Great Crested Newts and Common Toad

Great Crested newts were identified as being present at two ponds and common toad at a single pond within 500m of the proposed works. The submitted great crested newt survey was constrained in part by limited access to some ponds and the cold weather this spring may have reduced amphibian activity during some of the earlier survey visits.

Due to the distance of the ponds from the proposed works and the barrier effect caused by the existing road network it is not anticipated that the proposed development would have an impact on great crested newts. Impacts on common toads would be limited to the loss of distant terrestrial habitat which should be addressed provided losses of key habitats are adequately compensated for as part of the scheme

Bats

A number of bat roosts were identified associated with buildings and trees.

The proposed development is anticipated to result in the loss of five confirmed and three suspected bat roosts. These roosts are mostly associated with a small number of bats of relatively low conservation value. A number of roosts however are considered to be satellite roosts used by bats associated with nearby important maternity roosts and one roost may possibly be a small maternity roost of a common bat species which would be of moderate nature conservation value.

The submitted ES assess the level of bat activity recorded as being between Local-district importance. The ES has however only assessed the value of bats on a species by species basis. The Council's Ecologist advises that the number of species recorded would be sufficient for the study area to be considered of County value. The number of bat species recorded does, however, to a large extent reflect the very extensive area that was surveyed as part of the assessments.

It should be noted that since a European Protected Species has been recorded on site and is likely to be adversely affected by the proposed development the planning authority must have regard to whether Natural England would be likely to subsequently grant the applicant a European Protected species licence under the Habitat Regulations. A licence under the Habitats Regulations can only be granted when:

- the development is of overriding public interest,
- there are no suitable alternatives and
- the favourable conservation status of the species will be maintained.

Details of how the Habitat Regulations 'tests' were considered are recorded below.

EC Habitats Directive
Conservation of Habitats and Species Regulations 2010
ODPM Circular 06/2005

The UK implemented the EC Directive in the Conservation (natural habitats etc) regulations which contain two layers of protection:

- A licensing system administered by Natural England which repeats the above tests
- A requirement on local planning authorities ("lpas") to have regard to the directive's requirements.

The Habitat Regulations 2010 require local authorities to have regard to three tests when considering applications that affect a European Protected Species. In broad terms the tests are that:

- The proposed development is in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment
- There is no satisfactory alternative
- There is no detriment to the maintenance of the species population at favourable conservation status in its natural range.

Current case law instructs that if it is considered clear or very likely that the requirements of the directive cannot be met because there is a satisfactory alternative, or because there are no conceivable "other imperative reasons of overriding public interest", then planning permission should be refused. Conversely, if it seems that the requirements are likely to be met, then there would be no impediment to

planning permission be granted. If it is unclear whether the requirements would be met or not, a balanced view taking into account the particular circumstances of the application should be taken.

Overriding Public Interest

The provision of mitigation would assist with the continued presence of bats.

Alternatives

There is an alternative scenario that needs to be assessed, this are:

No development on the site

Without any development, specialist mitigation for bats would not be provided which would be of benefit to the species.

In the absence of mitigation the proposed development would have an moderate-high adverse impact on roosting bats. To address the impacts of the proposed development the following mitigation and compensation is proposed as part of the application:

- Provision of bat boxes
- Construction of temporary bat flight lines
- Provision of tall planting to provide bat 'hop overs' over the road
- Soft felling of trees under the supervision of a licensed bat worker
- Provision of high parapets to bridge crossings to provide sheltered crossing points for bats

The Councils Ecologist advises that the proposed mitigation and compensation is sufficient to address the impacts of the proposed development upon roosting bats.

Bats were recorded as crossing the existing A500 at a number of points. To ensure that the widened road does not present an increased barrier to the movement of foraging and commuting bats The Councils Ecologist recommends that the following features are incorporated into the submitted Environmental Master Plan.

<i>Crossing Point 2</i>	Inclusion of planting of larger specimen trees on southern side of carriageway to form 'bat hop over'. And provision of tree planting in central reservation.
<i>Crossing Point 5</i>	Inclusion of planting of larger specimen trees on southern side of carriageway to form bat hop over.

The applicant's advise that planting within the central reservation at Crossing point 2 is not feasible, however additional planting at crossing point 5 has been provided on the revised EMP included with the ES Addendum.

Bats may potentially be moving through the existing culverts below the road. To ensure that the barrier effect of the extended culverts is minimised it must be ensured that the extended culverts are no lower or narrower than the existing. This matter may be dealt with by means of a condition in the event that planning permission is granted.

Other Protected Species (OPS)

The proposed development would not result in the loss of any confirmed active setts. The development will potentially result in the disturbance of OPS as a consequence of the use of heavy machinery during construction and would also result in a localised loss of other foraging habitat and in the absence of mitigation may result in the increased severance of OPS foraging habitat. The installation of an impassable central reservation would also result in an increased mortality risk for OPS attempting to cross the road.

The following mitigation measures are proposed to address the impacts of the proposed development upon OPS:

- Retaining the existing access under the A500 during the construction phase.
- Installation of mammal ledge in Englesea Brook Culvert.
- Installation of OPS fencing
- Incorporation of fruit bearing trees to provide compensatory food source.

The precise impacts of the development and the exact specification of the mitigation required would however depend upon level of OPS activity at the time of commencement of development. In the event that planning permission is granted the Councils Ecologist recommend that a condition is attached which requires the completion of an updated OPS survey and the submission of an updated OPS mitigation strategy prior to the commencement of development.

Brown Hare

This priority species was recorded within farmland adjacent to the A500. However the Councils Ecologist does not anticipate there being a significant impact on this species provided adequate compensatory habitat is provided for those habitats lost as a result of the proposed development.

Breeding Birds

A number of breeding birds were recorded including those considered to be a priority for conservation. The bird interest of the study area is considered to be of County value.

The ES states that impacts on breeding birds, in the absence of mitigation, would be significant at the local level.

Impacts on breeding birds could be mitigated through the imposition of a standard condition to safeguard nesting birds and also through ensuring that adequate compensatory habitat is provided in relation to that lost.

Wintering Birds

The submitted ES assesses the wintering bird interest recorded within the study area as being of County value. The ES anticipates a Local level adverse impact occurring in respect of wintering birds in the absence of mitigation. As the value of wintering birds was originally underestimated this may also be an underestimation of the effects of the proposals.

As with breeding birds impacts on wintering birds should be mitigated through ensuring that adequate compensatory habitat is provided in relation to that lost.

Barn owls

One barn owl breeding site and two roosts were recorded within the study area. The study area is considered to be of local value for barn owls. Major roads schemes, such as dual carriageways, can

have a significant adverse impact on barn owls populations due to mortality resulting from road traffic collisions. The removal of existing vegetation at the start of construction when the A500 remains operational has been identified as being likely to pose a significant risk to barn owls, as birds would respond by flying lower over the road bringing them into conflict with traffic. The proposals will also result in the loss of barn owl foraging habitat.

The proposed development is likely to have an adverse impact on barn owls that is significant at the Local level.

In order to minimise the risk of barn owls coming into conflict with traffic the ES recommends the provision of tall woodland or hedgerow planting where the road is at grade or on an embankment. Whilst this provision is annotated on the keys for the Environmental Master Plans it is not shown on the plans themselves due to its extensive nature. The Councils Ecologist recommends that details of this provision be dealt with by means of a condition in the event that planning permission is granted.

Water Vole

Evidence of water vole activity was recorded on Barthomley Brook on the northern side of the A500 and on Englesea Brook on both sides of the A500.

The proposed development would result in the loss of 148m of potential water vole habitat. There are increased lengths of culverts proposed for a number of water courses. Whilst the increased culverts on the water courses where water voles are currently present would not affect this species ability to move under the road to other favourable habitats. The increased length of culverts on other currently unoccupied watercourses is likely to limit the ability of water voles to move through the wider landscape in the future.

To address the impacts of the proposed development on water voles the following mitigation is proposed:

- Retaining the existing access along water courses under the A500 during the construction phase
- Provision of mammal ledges on existing box culverts
- Enhancement of retained habitats
- The creation of an additional length of water course.

If planning consent is granted The Councils Ecologist recommends that a condition be attached which requires the submission of a detailed water vole mitigation and conservation strategy to include detailed designs for the proposed habitat creation works.

Reptiles

No evidence of reptiles was recorded during the surveys undertaken to inform the Environmental Assessment. The proposed development is therefore unlikely to have an impact upon this species group.

Aquatic Invertebrates

A number of ponds were discounted as being suitable for lesser silver diving beetle (a protected species) because they were dry in July. This species only requires ponds to hold water for a relatively short period of time to breed successfully, so the Councils Ecologist does not consider this alone to be sufficient to discount the potential presence of this species at these ponds. Only one pond is however lost to the scheme and this held water at the time of the survey.

Crayfish

No evidence of White Clawed Crayfish was recorded during the submitted survey and the Councils Ecologist advises this protected species is not reasonable likely to be present or affected by the proposed development.

White letter hairstreak

This priority butterfly species was identified during the desk study. The Councils Ecologist recommends that in the event that planning permission is granted a condition should be attached which requires the incorporation of Wych Elm, the food plant for this species, into the landscaping scheme.

Hedgerows

Hedgerows are a priority habitat and hence a material consideration. The proposed scheme will result in a total loss of 4581m of hedgerow as a result of permanent works and an additional 204m lost to facilitate temporary works.

Losses includes 372m of hedgerow considered to be 'Important' under the Hedgerow Regulations.

To compensate for this loss 6557m of new hedgerow is proposed. This would lead to an overall increase in the length of hedgerow of 1772m. Newly created hedgerows take a number of years to mature and hedgerow plantings may fail with time. It is therefore usual practice for a greater length of hedgerow to be planted in relation to that lost.

Grassland Habitat Creation

The ES proposes the creation of over seventeen thousand square meters of species rich grassland and a significant area of marshy grassland as part of the proposed development. If planning consent is granted a method statement for the creation establishment of this habitat should be secured by condition. Habitats of this type are only viable if subject to continuous regular management. Management proposals for this habitat must therefore be included in the habitat management plan produced for the site which must also be secured by condition.

Lighting

The submitted ES states that operational lighting would be limited to the two roundabouts junctions. In the event that planning permission is granted the Councils Ecologist recommends a condition requiring a lighting strategy.

Biodiversity Net Gain

In order to determine whether the proposals deliver an overall gain for biodiversity in an objective measurable way, a calculation has been undertaken using the DEFRA Biodiversity Metric. Whilst there has been some discussion between the Councils Ecologist and the applicant's Ecological consultant regarding the inputs into the calculation, it has been agreed that the proposed development would result in the loss of 3.48 biodiversity units. It has been further agreed that this loss could be addressed through a payment of £32,144.86 which would be used to deliver off-site habitat creation.

Given that the Council cannot enter into a legal agreement with itself, it has been agreed that in the event that the Council resolves to grant planning permission it is proposed that permission be granted subject to this payment being made and that the payment be made prior to the issuing of a decision notice.

In the event that the consented development is not implemented the payment would be returned to the applicant. The funding would be used to facilitate the deliver of offsite habitat creation.

As a result it is considered that the harm caused by the proposal can be mitigated from an ecology perspective. over and above the existing situation subject to the suggested conditions.

Historic Environment

There are a total of 23 historic buildings in proximity of the site. These comprise:

- x1 Grade I Listed Building;
- x2 Grade II* Listed Buildings;
- x13 Grade II Listed Buildings;
- x2 Conservation Areas; and
- x5 undesignated historic buildings.

The application has therefore been supported by a Cultural Heritage Baseline Study. This confirms the proposal would not have any significant impact on the identified heritage assets given the separation distances involved.

This has been assessed and accepted by the Councils Conservation Officer who raises no objection on heritage grounds. Historic England have also raised no objection.

Cheshire Archaeology have also raised no objections subject to condition requiring a programme of archaeological work.

As a result it is considered that there are no significant impact to heritage assets.

Gas Pipelines/Explosives

The proposal is located in close proximity two high pressure gas pipelines which are designated as major accident hazard pipelines. As a result both National Grid and Cadent have been consulted and have raised no objection on the basis that work within the easement is agreed with National Grid before it takes place.

The Health and Safety Executive (HSE) also does not advise against the granting of planning permission, as long as any changes to the road network in the vicinity of the high pressure gas pipelines are in accordance with the appropriate standards (required by the relevant sections of 'Steel pipelines and associated installations for high pressure gas transmission', published by the Institution of Gas Engineers and Managers (IGEM)), or any detailed internal standards used by National Grid.

Flood Risk

The majority of the scheme lies in Flood Zone 1, with watercourse crossings located within Flood Zones 2 and 3. The A500 as on transport infrastructure is classed as 'essential infrastructure', which is compatible with Flood Zones 2 and 3 provided it meets the exceptions test.

A Flood Risk Assessment (FRA) has been undertaken, and found that the flood risk to the proposed scheme is low, and the proposed scheme will not significantly increase flood risk elsewhere. The

proposed scheme is also considered to meet the exceptions test. An assessment of the proposed scheme's compliance against the objectives of the Water Framework Directive (WFD) concludes that the scheme will have no short or long term impact on water quality. As such the proposed scheme will be compliant with the objectives of the WFD.

The Councils Flood Risk Team have been consulted and have raised no objection subject to conditions requiring the development to be carried out to the submitted FRA and a drainage strategy be provided for the management and maintenance of the site.

The Environment Agency have also been consulted who have raised no objection on flooding/flood risk grounds.

Therefore it would appear that any flood risk/drainage issues, could be suitably addressed by planning conditions.

Economic sustainability

With regard to the economic role of sustainable development, the proposed development would provide jobs in construction and economic benefits to the construction industry supply chain.

CIL Regulations

In order to comply with the Community Infrastructure Regulations 2010 it is necessary for planning applications with planning obligations to consider the issue of whether the requirements within the S106 satisfy the following:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

The development would result in the loss of 3.48 biodiversity units. In order to mitigate for the loss, a contribution of £32,144.86 is required which would be used to deliver off-site habitat creation. This is considered to be necessary and fair and reasonable in relation to the development.

Through the planning process the Council are not able to compel applicants to purchase land to deliver mitigation and compensation works. So whilst the Council would prefer applicants to own the land where works were being undertaken a management agreement would be acceptable in this instance.

The funding would be used to facilitate the delivery of offsite habitat creation. The following are candidate sites where the funding could be used, however this is not an exhaustive list just an illustration of where the funding might be used.

- Nature conservation land owned and controlled by Audlem Parish Council.
- Land purchase and Habitat Creation at Cheshire Wildlife Trusts Blakenhall Moss reserve.
- Habitat Enhancements along Forge/Wynbunbury/Checkley Brook as part of a Landscape scale conservation project in Partnership with Cheshire Wildlife Trust.
- Species rich grassland and marginal aquatic habitat creation at Queens Park, Crewe
- Species Rich Grassland Creation at Macclesfield Leisure Centre
- Hedgerow creation at Sutton

Of these site, the Sutton, Macclesfield Leisure Centre and Queens Park Projects, are fully developed and costed up. Preliminary habitat creation proposals for the Audlem site have been discussed with the parish councillors.

The habitats required as part of the A500 compensation works will take up to 20 years to achieve their target condition, but the Council expect them to be maintained long after this. It is a concern that any habitats on third party land would be very vulnerable to loss through actions of the land owner over whom the Council would have no control over. With this in mind the Council suggest the management agreement be in perpetuity (200 years)

As indicated above, the Council cannot enter into a s106 legal agreement with itself so a payment will be made prior to any grant of permission should that be forthcoming. However, taking a pragmatic view on the position it is still considered that the payment is compliant with the CIL Regulations 2010.

PLANNING BALANCE

The proposed development would have an impact on the openness of the Green Belt and constitute inappropriate development in the Green Belt which by definition would be harmful.

There is also other harm caused by the adverse impacts of the development which would be the loss countryside alongside some landscape and ecological impacts.

However in this case it is considered that very special circumstances exist to outweigh the harm caused namely:

- 1) Economic benefits
- 2) Assisting the delivery and unlocking the benefits of High Speed 2
- 3) Local transport benefits
- 4) Expansion of existing road with no other option viable
- 5) Social and environmental benefits

The development would provide benefits in terms of increasing capacity of the existing highway network, economic benefits and enhanced landscaping and ecological impacts thus representing betterment from the existing situation.

The development would have a neutral impact upon flooding, living conditions, design, air quality, right of way, public safety, historic environment and contaminated land.

Applying the tests within paragraph 11 it is considered that the benefits outweigh the dis-benefits. As such, on balance, it is considered that the development constitutes sustainable development and should therefore be approved.

RECOMMENDATION:

Minded to approve subject to consultation with the Secretary of State and the following heads of terms

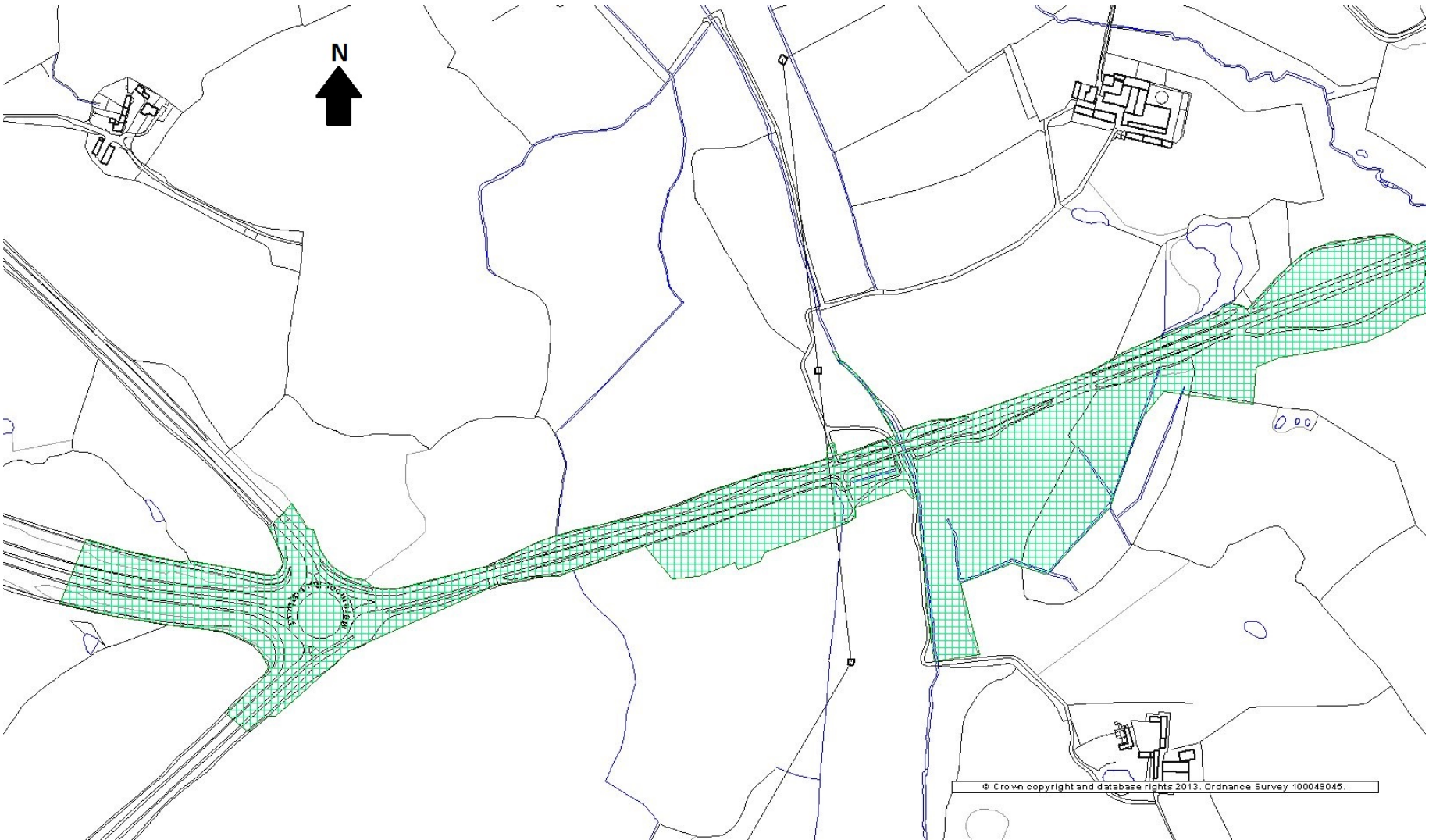
Heads of terms

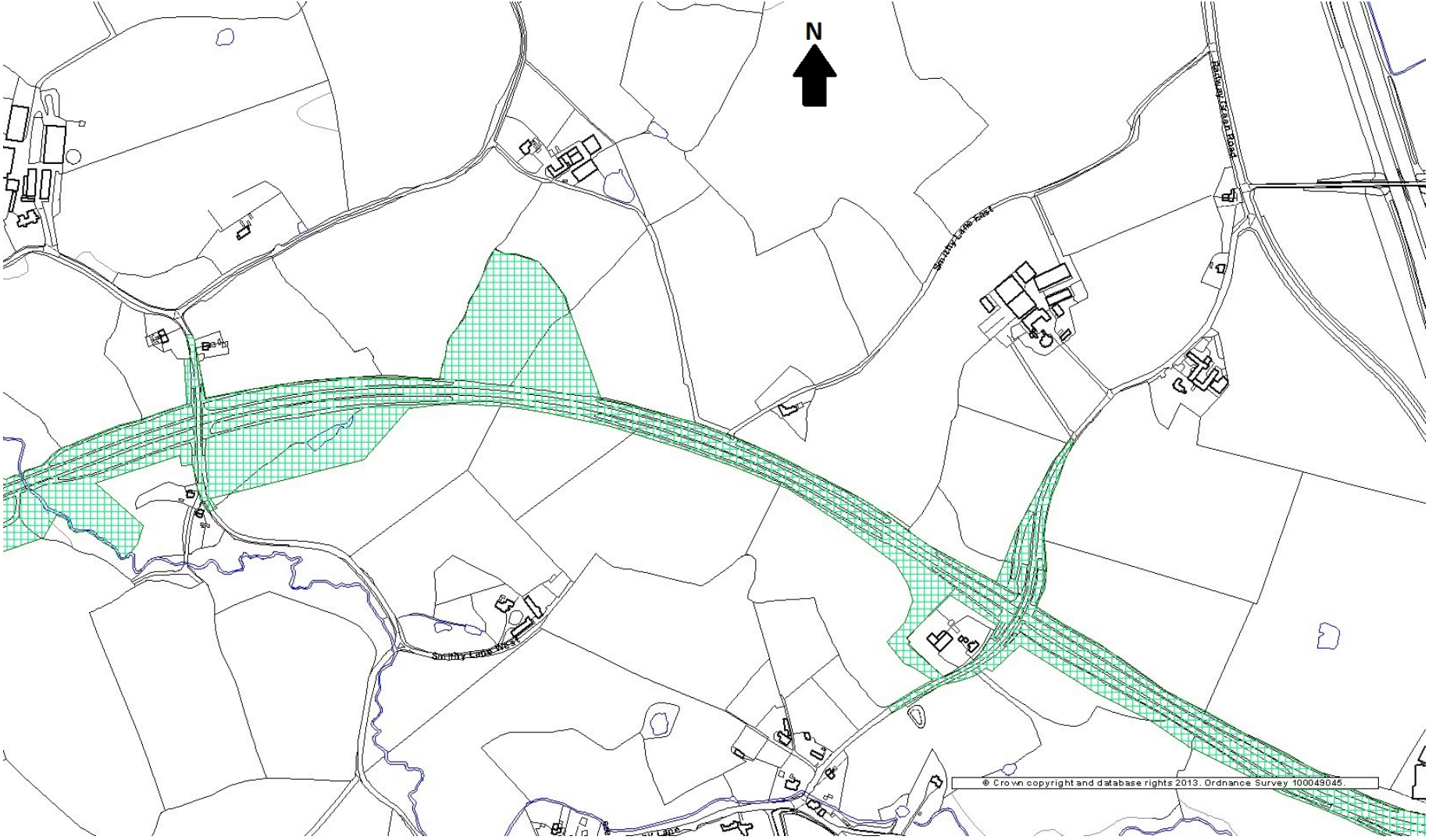
S106	Amount	Triggers
To deliver off-site habitat creation	£32,144.86	As the biodiversity impacts will be felt from commencement of development 100% of the contribution will be required prior to the issuing of a decision notice

In the event that the consented development is not implemented the payment would be returned to the applicant.

And the following conditions:

- 1. Time limit**
- 2. Plans**
- 3. Materials**
- 4. Drainage strategy**
- 5. Contaminated land**
- 6. Remediation strategy**
- 7. Verification report**
- 8. Ongoing contamination**
- 9. Foundation Design / Piling**
- 10. Management scheme of the PROW**
- 11. Landscaping scheme provided**
- 12. Landscaping scheme implementation**
- 13. Tree Protection measures**
- 14. Retention of existing trees/shrubs**
- 15. Detailed tree felling / pruning specification**
- 16. Programme of archaeological work**
- 17. The provision and management of proposed compensatory habitat creation Englesea Brook and Barthomley Brook**
- 18. 30 year landscape and ecological management plan**
- 19. Full design and construction details of any required improvements to M6 junction 16**
- 20. Carried out in accordance with the Flood Risk Assessment**
- 21. Construction Management Plan**







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Application No: 15/0016M

Location: LINDOW MOSS PEAT FARM, MOOR LANE, WILMSLOW, SK9 6DN

Proposal: Demolition of existing buildings and construction of 14 detached family dwellings with associated hard and soft landscaping

Applicant: Mr Bond and Rowland

Expiry Date: 21-Dec-2018

SUMMARY

The proposal is an inappropriate form of development in the Green Belt, which reduces openness and conflicts with the purposes of Green Belt through encroachment. There is also harm arising from the loss of trees and woodland on the site, the impact on highway safety, the absence of any significant variation in house types and the design and layout of the proposal not being in keeping with the established character of the area.

The factors in favour of the development, including some provision of affordable housing and the very significant ecological benefits arising from the early restoration of the adjacent Lindow Moss, are, on balance, considered to clearly outweigh the identified harm, to amount to the very special circumstances required to justify the development in the Green Belt.

SUMMARY RECOMMENDATION

Approve subject to conditions and a s106 agreement, and referral to SoS

DESCRIPTION OF SITE AND CONTEXT

The site is a 1.76 hectare site comprising a processing building and approximately 0.9 hectares of hardstanding, which has been used for the storage of peat extraction machinery and the stockpiling and processing of peat. The site currently has a disused appearance.

The application site is located off Moor Lane, approximately 2km west of Wilmslow town centre. It is part of a much larger site on which the extraction and processing of peat has been consented since 1959. The site is located within the Green Belt as identified in the MBLP, and the wider (adjacent) site is identified as a site of Nature Conservation Importance.

DETAILS OF PROPOSAL

This application seeks full planning permission for the demolition of the existing buildings and construction of 14 detached family dwellings with associated hard and soft landscaping.

An associated application for the restoration of the adjacent peat bog has also been submitted (15/0064M).

RELEVANT HISTORY

99/2249P – Renewal of planning consent 61345P for the use of the existing peat processing & bagging plant & related building & car park access

This application granted temporary permission for the use of existing peat processing and bagging plant and related buildings and car park access until 17 April 2013. The requirements of this permission are that upon expiry of the permission the building, plant and hardstandings are to be removed in accordance with the approved restoration scheme, within 9 months.

The permission has expired and the site has not been restored. However, the following application was submitted in February 2013 to renew this permission but has not been determined to date:

13/0842W - Application to vary Conditions 1 & 5 of Permission No. 5/99/2249P - Renewal of Planning Permission 61345P for the use of existing peat processing and bagging plant and related buildings and car park access.

POLICIES

Development Plan

Cheshire East Local Plan Strategy

MP1 Presumption in favour of sustainable development

PG1 Overall Development Strategy

PG2 Settlement hierarchy

PG3 Green Belt

PG7 Spatial Distribution of Development

SD1 Sustainable Development in Cheshire East

SD2 Sustainable Development Principles

IN1 Infrastructure

IN2 Developer Contributions

SC1 Leisure and Recreation

SC2 Indoor and Outdoor Sports Facilities

SC3 Health and wellbeing

SC4 Residential Mix

SC5 Affordable Homes

SE1 Design

SE2 Efficient use of land

SE3 Biodiversity and geodiversity

SE4 The Landscape

SE5 Trees, Hedgerows and Woodland

SE6 Green Infrastructure

SE7 The Historic Environment

SE9 Energy Efficient development

SE12 Pollution, land contamination and land stability

SE13 Flood risk and water management
CO1 Sustainable travel and transport
CO3 Digital connections
CO4 Travel plans and transport assessments

Macclesfield Borough Local Plan saved policies

NE11 Nature conservation
NE17 Nature conservation in major developments
NE18 Accessibility to nature conservation
RT5 Open space standards
H9 Occupation of affordable housing
DC3 Residential Amenity
DC6 Circulation and Access
DC8 Landscaping
DC9 Tree Protection
DC14 Noise
DC17 Water resources
DC35 Materials and finishes
DC36 Road layouts and circulation
DC37 Landscaping
DC38 Space, light and privacy
DC40 Children's play / amenity space
DC63 Contaminated land

Other Material Considerations

National Planning Policy Framework (The Framework)
National Planning Practice Guidance
Cheshire East Design Guide

Wilmslow Neighbourhood Plan

The Wilmslow Neighbourhood Plan has reached Regulation 14 (the pre-submission consultation) stage. Relevant policies of the draft plan include:

SP1: Sustainable Construction
SP2: Sustainable Spaces
SP3: Sustainable Transport
NE1: Countryside around the Town
NE4: Countryside Access
NE5: Biodiversity Conservation
TH2: Lindow Moss Historic and Cultural Landscape
TA1: Residential Parking Standards
TA5: Cycling in Wilmslow
H1: Approach to Housing Delivery
H2: Residential Design
H3: Housing Mix
H4: Location of Residential Development

CONSULTATIONS (External to Planning)

There have been 2 rounds of consultation for this application. The first was undertaken in February 2015 and the second in October 2018.

United Utilities:

2015 – No comments received

2018 – No objection subject to conditions relating to drainage

Natural England

2015 – No objection subject to conditions relating to a Construction Environmental Management Plan

2018 – As above

Environment Agency

2015 – No comments received

2018 – Comments not received at time of report preparation

Cheshire Wildlife Trust

2015 – No objection - development will result in a positive outcome for nature

2018 - The lack of transfer of ownership to a body which can guarantee in perpetuity management of the restored mossland is one of the issues we raise in our earlier responses and which undermines the argument of exceptional circumstances that would justify building in the greenbelt.

Housing Strategy & Needs Manager

2015 – Object on grounds that there is no justification for absence of affordable housing

2018 – No objection subject to financial contribution towards off site provision

ANSA

2015 – No comments received

2018 – No objections subject to provision of on site open space and contributions towards outdoor sport / recreation.

Flood Risk Manager

2015 – No objection subject to conditions relating to drainage strategy

2018 – Comments not received at time of report preparation

Head of Strategic Infrastructure

2015 – Further details required regarding the access for refuge vehicles and the proposed internal road width

2018 – No objection

Environmental Health

2015 – No objection subject to conditions relating to piled foundations, dust control, travel planning, electric vehicle infrastructure and contaminated land.

2018 - Comments not received at time of report preparation

Cheshire Archaeology Planning Advisory Service

2015 – No objection subject to a condition requiring a programme of archaeological work.

2018 – As above

Education

2015 – No objection subject to contribution to primary and secondary education

2018 – No objection subject to contribution to secondary education

Public Rights of Way

2015 - Unlikely that the proposal would affect the public right of way

2018 – As above

CEC Local Access Forum -

2015 – Raise concerns regarding the impact of the housing development traffic upon Restricted Byway No. 39, Wilmslow, and its users

2018 – As above

Mobberley Parish Council

2015 – Strongly object on grounds that there is no justification for building in the Green Belt, and strain on the road network.

2018 - Strongly object on the following grounds:

- The original condition held that once the peat extraction had been completed the buildings should be demolished. This condition should be adhered to. The applicant is now trying to circumvent the planning system by trying their hand at developing these buildings for their own gain.
- The access to the site is down a single-track country lane which is part of a Bridal route and is popular with dog walkers too. The lane also includes two blind bends and is not practical for the addition of 14 further houses.
- No affordable housing
- Peat bogs are a historical part of Wilmslow and the surrounding area and should be maintained in order to preserve their heritage and beauty, notwithstanding the wildlife activity that will be lost should this application be granted.

Wilmslow Town Council

2015 - Support the proposal subject to legal agreement linking the application to 15/0064M to ensure the permanent cessation of peat extraction from the entire site and the site returned to its natural state. The benefits of stopping the peat extraction presented the necessary exceptional circumstances. Local residents should be able to access the reinstated wetlands on completion.

2018 - Comments not received at time of report preparation

OTHER REPRESENTATIONS

2015

15 letters of representation have been received from local residents objecting to / raising concerns about the development on the following grounds:

- Impact upon character of area
- Road inadequate for extra traffic
- Impact on pedestrians, cyclists, horse riders, etc.
- Previous appeal for Gypsy site on adjacent land dismissed indicates development in Green Belt is not wanted
- Building is not redundant and the area does not require regeneration

- Application should be considered on its own merits, irrespective of what deals are on offer
- Enforceability of agreement to restore? Croghan Peat Industries Ltd to have a negative balance sheet at present and it could only afford to implement the reinstatement works IF planning permission is granted
- Lindow Moss area must be preserved for future generations
- Proposed reinstatement of the moss land which will involve 14 HGV trips daily of 28 tonne lorries along Moor Lane
- Will set a precedent
- Long-term management of the site requires careful consideration
- Houses could be design better to fit in with environment
- Loss of trees / impact on woodland
- Impact on local schools
- Proposal is a form of blackmail
- VSCs not demonstrated
- Croghan Peat should be made to put any money from the sale of the site / houses on the site in to a trust for the reinstatement of the land used for peat extraction and damage done to the local area
- Loss of section of wild, unspoilt land that is so vital to Wildlife
- Peat bog no longer viable
- Peat workers have said in the last few years there is nothing left worth harvesting
- Loss of privacy to neighbour opposite
- Not a brownfield site
- Is the site safe for housing due to local subsidence incidents?
- If the peat extraction stopped tomorrow it would take up to a minimum of two years for the water table to stabilise. It would also take 10 to 15 years to establish a wetland
- Croghan Peat has a net worth of minus £147,000.00
- The peat is of poor quality and one part of the bog is already into sand, (yet another breach of condition). Is time running out for the extraction of peat anyway?
- Properties within a wide radius (probably up to one mile predicted) of this once rare and handsome landscape are now at risk, many already suffering from subsidence

1 letter of representation have been received from a local resident / business making the following general observations:

- Peat extraction has resulted in subsidence and ground shrinkage to local properties
- Positive benefits in terms of recreational amenity and ecology
- Query how much peat is left in the site – sand is being extracted?

4 letters of representation have been received from local residents, the Residents of Wilmslow group and Transition Wilmslow supporting the development on the following grounds:

- Redevelopment of a brownfield site, protects wider Green Belt
- Contributes to housing figures
- Site currently appears derelict
- Will not close down openness
- Well designed and managed environment
- No noise or light pollution

- Traffic calming can address any pedestrian concerns
- Economic extraction of peat now come to an end
- Returns the Moss to its natural state as an historic wetland
- Wonderful opportunity for people living in the area and accessing it for leisure activities
- Should return the water table to its natural level and prevent any further structural damage to buildings close to the Moss.
- Measures to ensure compliance with 15/0064M are required
- Peat extraction has resulted in subsidence and ground shrinkage to local properties
- Positive benefits in terms of recreational amenity and ecology
- Note that view from public footpath towards housing not considered in LVA
- Tree T1 should be subject to TPO
- 15/0064M would bring an end to commercial peat extraction on Lindow Moss itself, a site of national significance for its archaeological interest, cultural heritage and ecological potential
- The land owners would cease commercial peat extraction, accept the revocation of inappropriate planning conditions requiring backfill with inert waste and restoration to agriculture, and initiate a programme of landscape restoration towards a complex of wetland habitats, with public access and provision for after-management amounts to the 'very special circumstances' needed to justify development in the Green Belt.

2018

8 letters of representation have been received from local residents, the Saltersley Common Preservation Society, and the Residents of Wilmslow group objecting to the proposal on the following grounds:

- Single track lane to this site is far too small to deal with the traffic, and no pavement
- All the schools in the area are over subscribed.
- Peat bogs are part of Wilmslow's heritage and should be protected not developed.
- Clearly not enough money in the budget to return the area to a wetland for the wildlife
- Impact upon character of area
- Should be handed over to National Trust
- Applicant should have been maintaining sluice gates and monitoring water levels – but this hasn't been done.
- Properties suffering subsidence
- Highway safety
- Drainage impact
- Impact on schools
- Wildlife impact
- Green Belt – existing buildings should be removed when no longer needed
- Submission is now out of date – revised Environmental Statement needed
- No economic valuation undertaken with respect to the restoration of the peat workings
- Necessary removal of Japanese Knotweed will the reduce monies available for restoration
- Owners of the peat workings have a restoration liability as a consequence of the earlier Planning Permissions
- Abundant loss of vegetation
- Impact on this stretch of Moor Lane for pedestrians, cyclists and horse riders
- This site should provide mixed housing including 30% Affordable units

- The proposed 14 semi prestigious family homes do not address the Wilmslow need for two and three bedroom houses
- Affordable housing should be provided on site
- Much more detail required of applications 15/0016m and 15/0064 before either can be approved
- How will raised wetland be achieved?

1 letter of representation from a local resident makes the following general observations:

- Much of the data presented in the application is now out of date

2 letters of support have been received from a local resident and the Transition Wilmslow group noting that:

- Building of houses is in exchange for the applicant restoring the remainder of the moss to wetland
- Otherwise the applicant can use the moss as a dump for inert waste.
- Housebuilding on a section of the site is clearly preferable to the destruction on the whole
- Decision is required urgently because the peat is drying through drainage via sugar brook at it's lowest level
- The woodland on the housing site must be retained as a screen so there is no hint of the moss being in an urban area.
- There should be a path through the wooded area with information boards about what is beyond.
- Older and key trees to the site should be permanently preserved so that they cannot be lopped to an unnatural shape or be killed.
- Compliance with conditions the council imposes is monitored and enforced with penalties
- Last year damaged peatlands in the UK discharged more than 10 million tons of CO₂ – Lindow Moss is a severely damaged peatland
- Current planning conditions permit peat extraction to continue up to 2042 and then for backfilling with inert waste and 'restored' to agriculture.
- This would irrevocably change the area's landscape character, destroy its ecological potential and compromise the findspot of Lindow Man.
- Bringing an end to commercial peat extraction and initiating a comprehensive programme of ecological restoration to a functioning wetland will turn Lindow Moss into a wildlife rich mossland, capturing rather than releasing carbon to the atmosphere amounts to very special circumstances
- However, concern is raised over woodland clearance – mitigation is required.
- Firm linkage between the two applications is required and immediate action to begin restoration work should 15/0064M be granted.
- It is now almost 4 years since the applications were submitted and during this time water has continued to drain from the moss in an uncontrolled manner, with concomitant drying and oxidation of the peat, culminating in a major peat fire in June, of this year
- Restoration scheme should properly recognise the Moss's cultural importance over millennia and the changing relationship between people and climate will benefit tourism and education, as well as recreation and exercise

- A restoration committee is needed, with its membership broadened to take account of the cultural and heritage aspects, together with an appropriate mechanism to engage with the wider community and keep informed of progress.
- In the longer term a commitment to transfer the restored site to some form of public or charitable ownership should be given

OFFICER APPRAISAL

Green Belt

Inappropriate Development

CELPS policy PG3 and paragraph 145 of the Framework state that the construction of new buildings within the Green Belt is inappropriate unless it is for one of the listed exceptions. The most relevant exception to the current proposal is:

- “g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:*
- not have a greater impact on the openness of the Green Belt than the existing development; or*
 - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority”.*

The definition of previously developed land in the CELPS and the Framework excludes *“land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures”.*

As noted above application 99/2249P granted temporary permission for the use of existing peat processing and bagging plant and related buildings and car park access until 17 April 2013. The requirements of this permission are that upon expiry of the permission the building, plant and hardstandings are to be removed in accordance with the approved restoration scheme, within 9 months. Given that provision for restoration is secured under this permission, the site is not considered to be previously developed land.

Accordingly, the proposed development is not for one of the identified exceptions listed in policy PG3 or the Framework and is therefore inappropriate development in the Green Belt, which is harmful by definition. Very special circumstances are therefore required to outweigh the harm to the Green Belt by reason of inappropriateness, and any other harm.

Other harm

Paragraph 133 of the Framework states that, *“The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence”.* 99/2249P was only granted on a temporary basis and has since expired. Condition 5 of this permission requires that provision is made *“for the removal of plant, buildings and hardstandings, where appropriate and for the reinstatement of the permission land to a condition capable of sustaining a beneficial afteruse”.* On this basis it is expected that a restoration scheme would return the land to an open agricultural field. The construction of a residential development comprising 14 dwellings stretching over 280 metres back from Moor Lane would significantly reduce the openness of the Green Belt.

In addition, two of the five purposes of the Green Belt are to check the unrestricted sprawl of large built-up areas and to assist in safeguarding the countryside from encroachment. The application site is located on the edge of the urban area of Wilmslow, and the proposal will conflict with these purposes by extending this built up area by encroaching into the countryside.

Any other, non Green Belt harm is identified in the sections below.

Very Special Circumstances

The applicant has submitted the following material considerations, which, when taken together, they consider amount to the required very special circumstances to outweigh the identified harm to the Green Belt:

- The re-introduction of wetland habitat to the restored peat extraction area, which is a Site of Nature Conservation Importance that will otherwise be lost to peat extraction;
- The significant environmental benefits arising from the rapid and early restoration of the peat extraction site;
- No further disturbance of the archaeological record on this nationally important site;
- The cessation of peat extraction activities (i.e. use of heavy machinery) and associated HGV movements along Moor Lane.

These matters are considered below in the Planning Balance section of this report.

Affordable Housing

Policy SC5 of the CELPS states that “in developments of 15 or more dwellings (or 0.4 hectares) in the Principal Towns and Key Service Centres at least 30% of all units are to be affordable; In developments of 11 or more dwellings (or have a maximum combined gross floorspace of more than 1,000 sqm) in Local Service Centres and all other locations at least 30% of all units are to be affordable.” As a full application for 14 dwellings, in order to meet the Council’s Policy on Affordable Housing there is a requirement for 4 dwellings to be provided as affordable units.

The SHMA 2013 showed the majority of the demand in Handforth and Wilmslow Per Year until 2018 is for 27x 3 bedroom and 1x 4 bedroom dwellings for General needs and 1x 1 bedroom dwelling for Older Persons. This can be via Bungalows, Flats or Cottage Style Flats. The SHMA shows an oversupply of 1 and 2 bedroom General Needs and 2 bedroom Older Person’s accommodation.

The number on the Cheshire Homechoice waiting list with Wilmslow as their first choice is 123. This can be broken down to 53x 1 bedroom, 44x 2 bedroom, 19x 3 bedroom and 7x4 bedroom dwellings, therefore a mix of 1, 2 and 3 bedroom dwellings for General needs and 1 bedroom Older Person’s dwellings on this site would be preferred.

No onsite affordable units are proposed, with the applicant stating in their original planning statement that “to do so would be inappropriate in this location” and due to the costs associated with the concurrent application (15/0064M), no off site provision was proposed. No explanation of why the provision of affordable housing on the site is “inappropriate” was provided.

Given the length of time the application has been with the Council, there have been some significant changes in policy during that time; notably the adoption of the CELPS. Policy SC5 of the CELPS states that affordable housing is required to be provided on-site, however, in exceptional circumstances, where it can be proven that on-site delivery is not possible, as a first alternative, off-site provision of affordable housing will be accepted; as a second alternative a financial contribution may be accepted, where justified, in lieu of on-site provision.

The applicant has provided a viability appraisal demonstrating the viability when providing the policy compliant 4 affordable units on site. This produces a negative profit of -3.19% profit on GDV. This appraisal includes construction costs which are the same for the affordable and open market units. However, the units as proposed do include a number of special works which are required to secure the sales prices that have been adopted in the viability report, which are not necessarily required for an affordable unit. Notwithstanding this point it is clear that the provision of 4 affordable units on site, in place of 4 open market units, would make the scheme unviable.

The applicant has demonstrated that the provision of just one of the proposed units as an affordable unit will make the scheme unviable, resulting in a profit of only 15.38%. Even if such a low profit could be accepted by the applicant, they have also explained that Johnnie Johnson Housing, a local Registered Provider based in Poynton have confirmed that they would not be interested in taking a single unit due to the difficulties/inefficiencies in managing single units.

The Strategic Housing Manager initially objected to the scheme due to the absence of any viability information justifying this position. The viability report that has now been submitted identifies that £300,000 is available for off site provision of affordable housing. As noted further below, an independent review of the viability information has been commissioned and the conclusions set out in this report are the agreed position between the parties.

The Strategic Housing Manager has confirmed that £300,000 is adequate to supply 4 dwellings in lieu of on site provision, and now raises no objections to the proposal.

Therefore in terms of policy SC5, it has been demonstrated and proven that on site delivery is not possible for viability reasons. However, this policy states that in these circumstances the first alternative to on site provision is off site provision, and the second alternative is a financial contribution. No information has been submitted to address the first alternative of off site provision. Therefore, whilst the £300,000 is sufficient to provide 4 affordable units in lieu of on site provision, the full requirements of policy SC5 have not been met due to the absence of information addressing the first alternative (off site provision).

Residential Mix

Policy SC4 of the CELPS states that new residential development should maintain, provide or contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities.

The proposed development comprises:

10 x 5 bed units

5 x 4 bed units

Taken together with the absence of any affordable provision on site, the proposed house types do not provide the mix of houses this policy seeks to secure. Added to this the explanatory text to policy H3 of the draft Wilmslow Neighbourhood Plan states that *“in all cases, residential developments must satisfy a range of housing requirements to accommodate first time buyers, whether they are young people, families, elderly or disabled, to ensure a mixed and sustainable community. The response received from the community during consultation strongly supported this approach, particularly the provision of homes for first time buyers and homes for the elderly”*.

It is therefore considered that the proposed residential mix does not comply with the objectives of policy SC4 of the CELPS.

Open Space

Policy SE6 of the CELPS sets out the open space requirements for housing development which are (per dwelling):

- Children's play space – 20sqm
- Amenity Green Space – 20sqm
- Allotments – 5sqm
- Green Infrastructure connectivity 20sqm

This policy states that it is likely that the total amount of 65sqm per home (plus developer contributions for outdoor sports) would be required on major greenfield and brownfield development sites.

No public open space is provided on site, and therefore a financial contribution would be required in lieu of on site provision. £3,000 for Public Open Space (POS) and £1,000 for Recreation & Outdoor Sport (ROS) per dwelling will be required. The contributions should be provided prior to commencement of development and will be subject to a 15year spend period once received by the Council.

The areas of spend will be:

- POS - The amenity element will be used at Lindow Common, Gravel Lane play area and open space at Gravel Lane and Fulshaw Recreation Ground. The Play (formal and informal) element will be used at Gravel Lane play area and open space at Gravel Lane and Fulshaw Recreation Ground.
- ROS - The Recreation and Outdoor Sport contribution will be used at Jim Evison as part of the wider redevelopment of the site and / or at one of the other Key Centre Sites identified within the Council's Playing Pitch Strategy

As noted above, a viability report has been submitted with the application. This outlines that the development can only support s106 contributions of £554,000. This has been notionally split as £300,000 for affordable housing and £254,000 towards the aftercare of the Peat Bog. Consequently this will mean that other requirements such as the above open space contribution cannot be provided. As a result, there is conflict with policy SE6 of the CELPS.

Education

Policy IN1 of the CELPS states that where new development creates a need for new or improved infrastructure, contributions from developers will be sought to make the development acceptable on the impact on local services.

In the case of the current proposal for 14 dwellings, this is expected to generate:

3 (14 x 0.19) primary children

2 (14 x 0.15) secondary children.

The development is expected to impact on secondary education only, resulting in a full claim for secondary.

$2 \times £17,959 \times 0.91 = £32,685.38$ secondary education

Therefore the total education contribution required for this development would be £32,685.38.

As noted above, a viability report has been submitted with the application. This outlines that the development can only support s106 contributions of £554,000. This has been notionally split as £300,000 for affordable housing and £254,000 towards the aftercare of the Peat Bog. Consequently this will mean that other requirements such as the above education contribution cannot be provided

Without this contribution of £32,685.38 Children's Services would raise an objection to this application. This position is on the grounds that the proposed development would have a detrimental impact upon local education provision as a direct cause from the development. Without the mitigation, 2 secondary children would not have a school place in Wilmslow, and the proposal would not comply with policy IN1 of the CELPS.

Residential Amenity

Saved policy DC38 of the MBLP states that new residential developments should generally achieve a distance of between 21m and 25m between principal windows and 14m between a principal window and a blank elevation. This is required to maintain an adequate standard of privacy and amenity between residential properties, unless the design and layout of the scheme and its relationship to the site and its characteristics provide a commensurate degree of light and privacy between buildings.

However the CE Design Guide states separation distances should be seen as guide rather than a hard and fast rule. The Design Guide does however acknowledge that the distance between rear facing habitable room windows should not drop below 21m. 18m front to front will also provide a good level of privacy, but if this applied too rigidly it will lead to uniformity and limit the potential to create strong streetscenes and variety, and so this distance could go down as low as 12m in some cases.

Within the site, the closest relationship between facing habitable room windows is 19.5m and 14m between habitable room windows and blank elevations, which is considered to meet the distance standards outlines above.

There are only two residential properties in the immediate vicinity of the application site; Foxholme Stables to the south and Paddock Chase to the east. Foxholme Stables is located

on the opposite side of Moor Lane to the application site, with a builder's yard between the site and this neighbouring property, which will minimise any impact upon this neighbour.

Paddock Chase is located approximately halfway along the eastern boundary of the application site and is set in its own substantial grounds. Two of the proposed dwellings do come very close to the shared boundary with this property and will undoubtedly be experienced visually by this neighbour. However, having regard to the distance to the neighbour's dwelling from these elevations, and the extent of private amenity space available to the neighbour, whilst obscure glazing to side facing windows will be required, there is not considered to be any significant impact upon the living conditions of this neighbour.

The proposal is therefore considered to comply with policies DC3 and DC38 of the MBLP.

Noise

The applicant has submitted a Noise Impact Assessment (NIA) to identify existing levels of noise across the site due to industrial noise from nearby sites.

There is a builder's yard / woodworking plant adjacent to the southern boundary of the application site, which does generate some industrial noise. The submitted noise report recommends mitigation measures including 2m and 2.5m acoustic screening to the southernmost part of the site, and glazing and ventilation specifications, which can be conditioned.

Environmental Health raises no objections to the proposal.

Air Quality

Policy SE12 of the Local Plan states that the Council will seek to ensure all development is located and designed so as not to result in a harmful or cumulative impact upon air quality.

There is a need for the Local Planning Authority to consider the cumulative impact of a large number of developments in an area. In particular, the impact of transport related emissions on local air quality.

Poor air quality is detrimental to the health and wellbeing of the public and also has a negative impact on the quality of life for sensitive individuals. It is therefore considered appropriate that mitigation should be sought in the form of direct measures to reduce the adverse air quality impact. This can be achieved by conditions relating to dust control, travel planning and the provision of electric vehicle infrastructure, which are accordingly recommended. Subject to these conditions, the proposal will comply with policy SE12 of the CELPS.

Highways (including public rights of way)

The part of Moor Lane which serves the application site is identified as a restricted byway (Wilmslow RB38) but is also a narrow single width section of adopted highway. Beyond the site RB38 turns into RB51, which continues towards Mobberley. The Public Right of Way is available to pedestrians, horse riders, cyclists and horse drawn carriages, all of which form vulnerable road users and would be affected by any construction traffic and post-development traffic. This is the case for all roads, but the specific concern with this particular section of road is its very limited width without any footway provision. This route also serves the

builder's yard adjacent to the site, the stables opposite, and a park home site comprising approximately 52 mobile homes, further to the west along Moor Lane.

The above uses have been in place for some time, and therefore whilst the traffic count (within the submitted Transport Statement) was conducted in 2011, it is still considered to be sufficiently relevant to the current situation. In 2011, peak hour trip movements on Moor Lane at the site access junction were between 24 and 27 two-way vehicle movements.

The standard of Moor Lane has to be acknowledged as being relatively poor and is generally not suitable to serve additional large developments. However, the existing use of the site needs to be taken into account, as there is a level of traffic generation associated with the peat extraction and this has been HGV use to remove the peat. For the 10 years preceding the application the Transport Statement states that peat extraction was undertaken at a rate of 8,000cu.m per annum. This has resulted in approximately 115 two way trips per annum.

The Transport Statement explains that if the site was fully operational, up to 40,000cu.m could be exported from the site per annum, which would mean HGV movements could be much greater. It states if the importation of infill material takes place at the same time as the exportation of peat extraction this could give rise to approximately 18 HGV trips per day (36 in total - 18 in / 18 out).

The proposed residential development is expected to generate a total of 73 vehicle movements daily (during the 12 hours between 07:00 and 19:00). This results in an additional 37 movements over and above the maximum (of 36) arising from the peat extraction / infill operations.

Adequate space exists within the site for the car parking in accordance with the parking standards set out in the CELPS. Revised access plans have been provided to demonstrate how a refuse vehicle can enter and turn within the site.

The Head of Strategic Infrastructure (HSI) states that the impact of the proposed residential development needs to be balanced against the cessation of the peat production. The amount of car trips will increase on Moor Lane but this will be offset by the reduction in large HGV's that can cause damage to rural roads. Overall, the HSI considers that the removal of the peat production is of benefit and that the proposals are acceptable.

Whilst these comments are acknowledged, it does have to be noted that the vehicle movements from the residential scheme will almost double the number of vehicles using this single car width stretch of road / restricted byway, thereby increasing the potential for conflict with other non motorised users of this highway.

Landscape

The location of the site is within National Landscape Character Area 61 Shropshire, Cheshire and Staffordshire Plain and within Landscape Type 12 Character Area M2 Lindow Moss of the Cheshire Landscape Character Assessment 2009. This character area is described as having a flat topography with many blocks of woodland, grassland plots used for horse grazing and commercial peat extraction near Saltersley Farm is noted.

The site is approximately 60-70m wide and 300m long fringed by a single line of trees along boundary ditches. To the south of the site, the builder's yard and workshops fronting onto Moss Lane are not part of the site and would remain. At the northern end of the site there is an Oak, Birch, and Willow woodland approximately 117m in length and it is proposed to fell approximately 65m of this woodland and place the northern most group of houses within this area. This will leave an approximate 52m length of woodland belt fringing the moss. At the western side of the remaining woodland the worked peat area returns virtually to the southern corner of the woodland. In the summer months the remaining woodland will screen most of the development from the moss, but in the winter months there will be filtered views of the development from the moss. If the block of land immediately south of restoration compartments 4 and 8 was ever cleared of the woodland and scrub which has regenerated on it, then there would be direct views of the two northern most groups of houses from the west of the moss and the footpath between Moor Lane and Saltersley Hall Farm. There may also be filtered views in winter months from this direction.

The proposed properties are located in three groups of 4, 5 and 5, with the northernmost group being within the felled woodland area. Cladding most outer facing walls in dark stained timber and having dark grey slate roofing will reduce the visual impact of the properties. The site is relatively narrow and the 3 groups of properties fill the width, consequently boundary trees growing along the ditches adjacent to the houses will have to be felled as indicated on submitted drawings. In the longer term there may be pressure to fell more trees adjacent to the proposed properties either because of poor social proximity and shading or because of safety concerns.

The proposed development will have a large visual impact on Paddock Chase – the property immediately to the east of the development site. The applicant's submitted Landscape and Visual Appraisal identifies this impact as significantly adverse. However, as noted above there is not considered to be such a significant impact upon the living conditions of this neighbour to justify a refusal of planning permission. The Landscape Officer has stated that *"Users of Rotherwood Road and Moor Lane may also have views of the development especially in winter months. The landscape character of the site will change from currently intermittent peat processing (appearance of disturbed agricultural field with processing equipment, trailers, tractors present at certain times) to an area of prominent housing."*

Whilst these comments are acknowledged, the housing is unlikely to be significantly prominent within the wider landscape. When viewed from Rotherwood Road, the remaining boundary trees, and other intervening vegetation will largely filter views of the new housing. The set back from Moor Lane and positioning to the rear of the existing builder's yard will lessen the prominence of the residential development. In addition the recent housing development at Ned Yates does already provide a residential incursion into the rural landscape in a more pronounced manner.

The surrounding area is generally very rural in nature, characterised by sporadic development. The proposal would introduce a form of development that would be out of character with the area, due to the elongated nature of the site and as a consequence the form and layout of the proposed development, however the relative lack of prominence of the development will help to mitigate this.

Trees

As noted above, there will be substantial tree removals required to accommodate the proposed development. Notably over half of the woodland to the north of the site will be removed, together with a good proportion of the boundary trees to the east and west of the site. The submitted arboricultural impact assessment categorises the trees as being of lower classifications, mainly C category, with one individual B category tree proposed to be removed. However, it is considered that the woodland to the north of the site does make a significant contribution to the amenity, biodiversity and landscape character of the site, the loss of which is not normally permitted under policy SE5 of the CELPS, except where there are clear overriding reasons for allowing the development and there are no suitable alternatives. The benefits of the associated application (15/0064M) are considered below in the planning balance section of the report. However, no mitigation, compensation or offsetting is proposed within the application site. It has also not been demonstrated that there are no suitable alternatives.

Ecology

Lindow Moss restoration

This application is linked to application 15/0064M for the restoration of Lindow Moss. The cessation of peat extraction and the restoration of Lindow Moss would deliver substantial environmental benefits not easily replicated by other development schemes.

Saltersley Moss (also known as Saltersley Common and Lindow Moss) is a remnant area of Lowland Raised Mire habitat, which is subject to peat extraction undertaken under a previous planning consent. The site covers 34 ha in total and is a Grade B site of Biological Importance.

Lowland raised Mires or bogs are a particular feature of cool, humid regions such as the north-west lowlands of England. Lowland Raised Mires are peat forming ecosystems which develop primarily in lowland areas. Mires form in locations where drainage is impeded and the resultant water logging provides anaerobic (little or no oxygen) conditions which together with the resulting acidity slows down the decomposition of dead plant material which leads to the formation of peat. Continued accrual of peat elevates the bog surface above the groundwater level to form a gently curving dome leading to a "raised" mire being formed. The depth of peat varies considerably but can sometimes exceed 12 metres as a result of up to 10,000 years of accumulated plant remains.

An estimated 94% of lowland bogs in England and Wales have been damaged or destroyed. In the Cheshire region 1,392ha of lowland raised bogs supporting semi-natural vegetation remain. All areas of lowland raised bog in Cheshire, with one exception, have been disturbed to some extent.

Wildlife

Raised mires are one of the most important habitats in the UK. They are a UK biodiversity priority habitat and are listed in section 41 of the Natural Environment and Rural Communities Act 2006 as being a habitat of principal importance for the conservation of biodiversity in England. The European Habitat Directive states that *"All areas of cutover peat capable of restoration to mossland within 30 years should be considered as of European Importance."*

Much of the ecological value of raised mires is a result of the diverse network of pools and hummocks found on the surface of the mire which provide habitats for a host of specialized

species of wading birds, insects and plants. Plant species can include bog rosemary, the carnivorous sundew and cranberry. Sphagnum mosses are particularly important as the principal peat forming species which give a bog its characteristic spongy feel.

Carbon Storage

As plants grow they take in carbon dioxide from the atmosphere. As decay is slow in peat land habitats, little of this carbon is released back into the atmosphere instead it is stored in the accumulating peat. Peatland habitats consequently function as a sink or store of atmospheric carbon. In total, the UK peat resource stores 5071 million tonnes of carbon the equivalent of 35 years of UK emissions.

The ability of peat based ecosystems to remove carbon dioxide from the atmosphere is however greatly dependent upon them being maintained in good condition. Once bogs dry out instead of storing carbon they begin to release it to the atmosphere. This situation is exacerbated significantly if peat is actively extracted from a site.

The table below provides a comparison between the 'carbon balance' of bogs in good and poor condition and those subject to peat extraction. These figures demonstrate that huge benefits in carbon can be achieved through the careful management of relatively small areas of habitat.

Land use/condition of Bog	Tonnes CO2 equivalent taken in/released (ha per year)
Wet bog (good condition)	Takes in 2.8 (but can vary from taking in 7.2 to releasing 5.9).
Dry bog (poor condition)	Releases 14 -28
Peat Extraction sites	Releases 600

Table 1: Carbon released per year from Bogs

Archaeology / paleoarchaeology

Peat preserves a unique and irreplaceable record of plant and animal remains and some atmospheric deposits from which it is possible to assess historical patterns of vegetation and climate change and land-use. Mires are consequently a significant source of scientific data on the climate since the end of the last ice age.

For all of the above reasons, the cessation of peat extraction on the neighbouring site, and the restoration of Lindow Moss would deliver substantial environmental benefits.

Bats and Buildings

The buildings and trees on site have been subject to a bat survey. Updated bat activity surveys were undertaken June and July 2017, and the results of the later bat survey are similar to those of the 2013 survey.

Evidence of bat activity in the form of a minor roost of a two relatively common bat species has been recorded within the building proposed for demolition. The usage of the building by bats is likely to be limited to small numbers of animals using the buildings for relatively short periods of time during the year and there is no evidence to suggest a significant maternity roost is present. The loss of the roosts at this site in the absence of mitigation is likely to have

a low impact upon bats at the local level and a low impact upon the conservation status of the species concerned as a whole.

Article 12 (1) of the EC Habitats Directive requires Member states to take requisite measures to establish a system of strict protection of certain animal species prohibiting the deterioration or destruction of breeding sites and resting places.

In the UK, the Habitats Directive is transposed as The Conservation of Habitats and Species Regulations 2010. This requires the local planning authority to have regard to the requirements of the Habitats Directive so far as they may be affected by the exercise of those functions.

It should be noted that since a European Protected Species has been recorded on site and is likely to be adversely affected by the proposed development, the planning authority must consider the three tests in respect of the Habitats Directive, i.e. (i) that there is no satisfactory alternative, (ii) that the development is of overriding public interest, and (iii) the favourable conservation status of the species will be maintained. Evidence of how the LPA has considered these issues will be required by Natural England prior to them issuing a protected species license.

Alternatives

The building on the site was only granted planning permission on a temporary basis and its removal is required as part of the restoration of the site once the peat processing has ceased. As such there are no known alternatives to the removal of the building.

Overriding public Interest

As noted above the proposal will bring forward the cessation of peat extraction on the adjacent site, and very significant ecological benefits. These benefits can be considered to be of overriding public interest.

Mitigation

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

The nature conservation officer advises that if planning consent is granted the proposed mitigation/compensation is acceptable and is likely to maintain the favourable conservation status of the species of bat concerned. The mitigation can be secured by condition.

Bats and Trees

A further bat survey has been undertaken of the trees on the application site. This survey included a daytime inspection of the trees and a dawn and dusk activity survey.

Four trees or groups of trees were identified as having potential to support roosting bats: G14, G15, T16, and G17. Tree T16 is to be removed as part of the proposal. Whilst this tree has potential to support roosting bats nothing was recorded during the surveys. Therefore whilst it would be beneficial to retain this tree it is not a major constraint on the development.

Great Crested Newts

The submitted Phase 1 Habitat survey has identified a pond within 250m of the proposed development that may be suitable to support great crested newts. A further survey of this pond has been undertaken, which has confirmed that great crested newts are unlikely to be present or affected by the proposed development.

Reptiles

A detailed reptile survey has been undertaken of the Lindow Moss site which is proposed for restoration as part of the accompanying application 15/0064M. This has confirmed the presence of a significant population of common lizard. A detailed survey has also been undertaken of the site of the proposed housing scheme and no evidence of this species was recorded. The updated reptile survey has not included the site of the proposed houses but instead concentrates of the area proposed for restoration. The site of the proposed houses is of less value for reptiles and therefore, on balance, the nature conservation officer advises that reptiles do not present a constraint upon the proposed housing development.

Common Toad

Evidence of this priority species was recorded on the application site during the submitted reptile survey. The proposed development will result in the loss of a relatively small area of terrestrial habitat utilised by this species. This loss would however be more than compensated for through the restoration of habitats associated with application 15/0064m.

Badgers

An updated badger survey has identified two outlying badger setts on the site. In order to avoid badgers being harmed during the development of the site it is likely that it will be necessary to close the setts under the terms of a Natural England license. This approach is acceptable, and if planning consent is granted a condition will be required for the submission of a detailed badger mitigation strategy.

Woodland

There is a loss of woodland habitat to the north of the proposed development site. The loss of woodland habitats and replacement with domestic gardens would be to the detriment of the nature conservation value of the application site. This loss would however be more than compensated for through the restoration of habitats associated with application 15/0064m.

SUDS

In order to avoid any contamination of the adjacent Lindow Moss which is proposed for restoration under application 15/0064m it is essential that the proposed residential development does not lead to any contamination of the Moss. The current SUDS scheme for the site involves discharge of surface water into the two ditches flanking the site. The ditch on the western boundary of the site flows into the adjacent Lindow Moss and so may result in the contamination of the restored Moss. The applicant's drainage consultant has suggested that a drainage scheme for the site could be developed that utilises the sites eastern ditch that flows away from the area of the proposed moss restoration. A condition is recommended to require the submission of a drainage scheme for the site which ensures no surface water enters the restored moss area.

Breeding birds

If planning consent is granted standard conditions would be required to safeguard nesting birds and ensure some provision is made for roosting bats and nesting birds.

Layout / Design

Amongst other criteria, policy SD2 of the CELPS expects all development to contribute positively to an area's character and identity, creating or reinforcing local distinctiveness in terms of:

- a. Height, scale, form and grouping;
- b. Choice of materials;
- c. External design features;
- d. Massing of development - the balance between built form and green/public spaces;
- e. Green infrastructure; and
- f. Relationship to neighbouring properties, street scene and the wider neighbourhood

Policy SE1 of the CELPS expects housing developments to achieve Building for Life 12 (BfL12) standard, and that development proposals consider the wider character of a place in addition to that of the site and its immediate context, to ensure that it reinforces the area in which it is located. These principles are also reflected in the CEC Design Guide. The relevant BfL12 headings are considered below:

Connections

The site is located within a rural location, detached from the built up area of Wilmslow. The site is accessed from a single point of access from Moor Lane. This section is also a restricted byway which connects to other restricted byways that lead in westerly and south-westerly directions towards Mobberley. Nearby public footpaths provide connectivity to the north. To reach the nearest shops / facilities, and Wilmslow town centre, access would be along Moor Lane and Chapel Lane.

Facilities and services

Local shops that would cater for most day to day needs are available at Lindow Parade on Chapel Lane, which is within walking distance of the site, as are the nearest schools. Wilmslow Town centre is approximately 3kms from the site, and the closest healthcare provision is again close to Wilmslow Town Centre at the corner of Bedells Lane and Chapel Lane. Local facilities are therefore considered to be accessible by a range of transport options from the application site

Public transport

The nearest bus stop is approximately 500 metres from the application site on Moor Lane.

Meeting local housing requirements

The mix of house types is very narrow, and only 4 and 5 bed detached properties are proposed. No information regarding tenures is provided however, it is anticipated that they will all be open market housing for sale. No affordable housing is proposed on site.

Character

The application site is very linear in its form. It is over 300m in length and between 65-70m in width. Such a linear encroachment into the Green Belt that will be provided on this site is at odds with the sporadic nature of development in the locality and surrounding land uses.

The design of the properties is rather suburban in character, whereas a more rural response to the site would be more appropriate. The precedent images within the Design & Access Statement are mainly buildings with a simple form and dark timber cladding reflective of the rural positioning of the site. This does not appear to have been fully carried through to the proposal.

Working with the site and its context

The woodland and the site boundary trees are the key landscape features of the site. Over half of the woodland to the north of the site is removed to accommodate the northernmost cluster of 5 dwellings and several of the trees along the east and west boundaries are also proposed to be removed. This limits the extent the scheme works with the site and its context. However, it is acknowledged that the positioning of the dwellings does maximise the possible solar gain by orientating each dwelling to make best use of the north/south direction of this linear site.

Additional information was requested regarding the scale of adjacent buildings and the context of the site to help to provide some background for the proposed design. Information relating to the approved developments at Yew Tree Farm and the former Riflemans Arms pub has been submitted. However, these are not adjacent buildings, both sites are approximately 800 metres from the application site and do not provide any context to the current proposals. Notably, no information has been submitted in relation to the bungalows on the immediately adjacent sites at Paddock Chase and Foxholme Stables.

Creating well defined streets and spaces

The site has a discrete access running alongside the neighbouring builder's yard. Only when you have passed the neighbour's buildings does the site currently open out. When it does the most prominent structures appear to be garage blocks, and blank, featureless gables front onto the access road. In addition, a 2m high acoustic fence will be required to run from the north west corner of the neighbouring site to the corner of the nearest new garage. The fence will run alongside the access road for a distance of 27 metres.

Easy to find your way around

Given the limited scale of the proposal and the single access road through the site, no issues in terms of difficulty in being able to find your way around are raised.

Streets for all

The meandering nature of the single access road will help to reduce vehicle speeds to some degree, allowing it to function as a shared space.

Car parking

Car parking is provided within each plot in addition to double garages. Due to the very low density of the development, the car parking is adequately integrated into the layout so that it does not dominate the street. It should be noted some of the shared courtyards/driveways are very large. The southernmost courtyard is approximately 13m wide and 30m long, which is a large area of hardstanding for the rural character of the area.

Public and private spaces

There appears to be very little public space within the site. The site area is divided up into clearly defined residential curtilages serving each property. At its southerly end, the access road does have a grassed verge.

External storage and amenity

Space for bins is not shown on the plans, but there is adequate space within each plot for this to be provided. As noted above, all the properties benefit from double garages which can provide external storage space.

Sustainable design

The design and access statement explains that the increased production of energy from renewable sources is imperative to the design of the dwellings and the scheme as a whole. The orientation of the properties contributes to this maximising solar gain, together with photovoltaic panels, insulation (surpassing building regulations) and solar chimneys. These details will need to be conditioned in the event that the application is approved.

Having regard to the above, some concern is raised with regard to: the mix of the properties proposed; the linear nature of the site and the associated elongated development projecting outwards from Moor Lane relative to the established character of the area; the suburban appearance of the dwellings; the significant loss of natural features (trees/woodland) within the site; some blank, featureless gables and fencing fronting onto the access road, and; the extent of some of the areas of hardstanding. Due to these concerns conflict with policies SD1 and SE1, and the CEC Design Guide can be identified.

Archaeology

The application is supported by an archaeological appraisal, which briefly notes the nationally significant discovery of a number of later prehistoric bog bodies from the area of peat bog to the north of the application area during the 1980s. The report is primarily concerned, however, with a consideration of the features of interest within the area that will be developed if the current proposals are approved.

The Council's Archaeologist agrees that there is no archaeological objection to the development or any justification for pre-determination work. However, it is recommended that if planning permission is granted, the features of interest should be subject to some further archaeological mitigation. This should consist of the recording of the remains of the peat processing plant and it is advised that this should be carried out to Level 2, as defined in current English Heritage guidance: *Understanding Historic Buildings: a Guide to Good Practice* (2006). In addition, excavation works which penetrate the deeper areas of peat should be subject to an archaeological watching brief, in order to identify and record any material of archaeological and, if appropriate, palaeoecological interest.

This is considered to represent an appropriate programme of work and that the mitigation can be secured by condition. Subject to this condition, the proposal is considered to comply with policy SE7 of the CELPS.

Flooding

The submitted FRA states that *"Surface water generated on site drains to ditches on its eastern and western boundaries. During a site visit, flow was not observed in the eastern ditch and it appeared that there had been no significant flow for some time (Plate 1506/FRA-*

04/P3). This ditch exits the site to the south and passes within a culvert beneath Moor Lane via a series of drains, eventually discharging into Whim Brook. Approximately two-thirds of the ditch on the western site boundary drains southwards and during the site visit it contained standing water (Plates 1506/FRA-04/P4 and P5). During periods of heavy rain this ditch occasionally floods onto the site. It is thought that this flooding on site is caused by blockage of the ditch which exits the site to the south and flows through a culvert under Moor Lane. This then flows through a culverted ditch, via a series of drains, eventually discharging into Whim Brook. The remaining third of the western ditch drains to the north of the site, passing through the Cheshire Wildlife Trust woodland and eventually discharging into the drainage system of the peat extraction works.”

The western ditch does have potential to drain into the moss. Achieving a drainage strategy that ensures no surface water enters the restored moss area is the key aspect of the drainage, and this can be secured by condition. The Flood Risk Manager raises no objections. Subject to this condition the proposal will comply with policy SE13 of the CELPS.

Contaminated Land

The Contaminated Land Officer has advised that since the application area has a history of peat extraction use the land may be contaminated; the site is within 250m of an area of ground that has the potential to create gas, and; the application is for new residential properties which are a sensitive end use which could be affected by any contamination present.

Accordingly, further contaminated land work is required, and therefore relevant conditions are recommended, including a Phase I report to assess the actual/potential contamination risks at the site to be submitted.

Subject to these conditions the proposal will comply with policy DC63 of the MBLP and policy SE12 of the CELPS.

Viability

A viability report has been submitted during the course of the application to demonstrate the maximum contribution towards s106 requirements and affordable housing that the scheme can viably support. The viability report was initially submitted in August 2016, and discussions have been ongoing until July 2018, with Keppie Massey (and WYG) acting on behalf of the Council.

The original viability assessment that was prepared on behalf of the applicant suggested that the development could support a S106 contribution to peat aftercare costs of £95,720 together with a S106 contribution to offsite affordable housing of £86,842. A total S106 contribution of £182,562.

The table below summarises the main areas of difference and the current position between the parties in terms of discussions:

Item	Applicant (Gerald Eve) (GE)	Council Keppie Massey (KM)	Current Position
GIA of houses	36,773 sq.ft	34,327 sq.ft	A sales area of 35,130 sq.ft and a

			gross internal area (inc garages) of 36,773 sq.ft have been agreed.
Land Value	£2,420,000	£1,944,675	This has been agreed on a without prejudice basis by GE at £1,944,675. There is obviously a concern that their existing use value of the site is much higher at £2,420,000.
Acquisition Fees	2.5%	1.8%	These are agreed at 1.8%
Total Construction Cost (inc fees and contingency)	£7,069,313	£6,028,022	<p>The applicant has now submitted a detailed cost report prepared by Appleyard and Trew which contains a total construction cost including fees and contingencies of £7,243,000. WYG have prepared a review of the costs contained in this and arrived at an assessment that is less than this by under 2%. They are therefore satisfied that the AYT costs are reasonable for assessing viability.</p> <p>They have however noted there are a number of special works contained in these costs and further details are contained in their cost summary which is attached. A number of these items will be required to secure the sales prices that have been adopted however in relation to some of the items, particularly externally, the Council will need to satisfy itself that any consent is conditioned to ensure that these elements are in fact delivered by the developer of this site.</p>
Historic Costs	£194,000	£0	Clearly this is a complicated site with significant history. The applicant is seeking to recover £194,000 of £258,248 in professional fees going back to 2008. This is acknowledged and whilst KM advises not prepared to agree to all of the fees, are willing to include an allowance of £100,000.
Profit	20%	18%	KM prepared to accept a profit of 19% of GDV
Development Programme			<p>There were significant differences between the parties in terms of the development programme however GE have now adjusted their appraisal to pick up the majority of points that KM have raised and hence finance costs are now reduced.</p> <p>The only outstanding matter is the point at which first sale takes place. GE have assumed this is month 11 and KM are at month 10. On balance month 11 is acceptable.</p>

Based on these changes the applicant's current position is that the development is able to support a total S106 contribution of £524,000 which at the moment is notionally split as £300,000 towards affordable housing and £254,000 towards the aftercare of the peat bog.

Based on the above it appears there are two matters at issue between the parties are:

- Developers Profit – the difference of 1% equates to £119,945 in monetary terms;
- Historic costs – this is a difference of £94,000.

Keppie Massey would on balance be persuaded to accept the historic costs in this case. This would then leave the point about profit to argue. However, given that this is a difference of 1% here, it is finely balanced. The applicant has provided various letters and emails from housebuilders including Elan Homes on the next door site (at Ned Yates, Nursery on Moor Lane), which state that as housebuilders they are seeking 20% of GDV as the profit level. Although it is directed at plan making, there is reference in the recent PPG to profits of between 15 and 20% as being a suitable return to developers.

The other point to note is that in relation to land value and the fact that the applicant may revert to the position that the site has more value in its existing use. The applicant does have a valuation in support of this and if this was an issue that Members felt strongly on, then the Council would need to consider commissioning its own assessment of the value of the peat operation.

On balance, having regard to the advice from Keppie Massey, it is concluded that the latest viability appraisal outlining that the development can support s106 contributions of £554,000 is accepted. How this is divided will ultimately be a decision for Members; however officers consider that the notional split of £300,000 for affordable housing and £254,000 for the aftercare costs of the restored peat extraction site are appropriate.

It should be noted that the applicant's viability appraisal includes £69,000 revenue from the sale of the Peat Bog site. It is understood that this was on the basis of Cheshire Wildlife Trust (CWT) offering to purchase the site for £1,000 per acre. However, CWT has stated that this was rejected by the developers. There is currently no agreement between CWT and the developer relating to transfer of ownership post-restoration of the Moss.

As a result this figure should be removed from the appraisals. However, the applicant is clearly aware of this position and they are standing by the proposed figure of £554,000 for s106 contributions.

The planning balance section below considers matters on this basis.

PLANNING BALANCE

The proposal is an inappropriate form of development in the Green Belt, which reduces openness and conflicts with the purposes of Green Belt through encroachment. This definitional and actual harm to the Green Belt attracts substantial weight, as stated in paragraph 144 of the Framework. In the event that the application is approved, it is recommended that permitted development rights are removed to avoid any further harm to the Green Belt and the character of the area.

There is further moderate harm arising through an increase in vehicular traffic utilising the very narrow section of Moor Lane serving the site, increasing the potential for conflict with other road users in vehicles, as well as pedestrians, cyclists, horse riders, etc. The removal of HGV access to and from the site is a positive aspect, but the increased traffic will outweigh that benefit.

Additional negative environmental impacts will result from the loss of trees and woodland within the site, which weighs moderately against the proposal in terms of its conflict with policy SE5. Some limited landscape harm is also anticipated due to the extent of trees losses that will reduce the screening to the application site. Similarly, whilst the impact upon protected species can be mitigated, there is still an impact upon roosting bats, which also attracts additional, albeit limited, harm.

Due to the mix of the properties proposed; the linear nature of the site and the associated elongated development projecting outwards from Moor Lane relative to the established character of the area; the suburban appearance of the dwellings; the significant loss of natural features (trees/woodland) within the site; some blank, featureless gables and fencing fronting onto the access road, and; the extent of some of the areas of hardstanding, the proposal is considered to conflict with policies SD1 and SE1, and the CEC Design Guide. This weighs significantly against the proposal.

In social terms, as noted above there is very little in terms of a mix of house types, with all 14 being relatively substantial detached dwellings. Furthermore, due to the viability of the proposal the required education and open space contributions cannot be provided. There will therefore be an impact upon local facilities that will not be mitigated.

Finally, in economic terms, whilst peat extraction is not necessarily a widely popular operation, it is a business, which if fully operational could employ a number of people and bring economic benefits to the area. Paragraph 205 of the Framework states that *“great weight should be given to the benefits of mineral extraction, including to the economy”*. This would be lost when the redevelopment of the site goes ahead.

The impacts on the living conditions of neighbours, noise, air quality, flood risk and contaminated land would be mitigated through conditions and are neutral factors in the planning balance.

Balanced against the identified harm, the provision of housing together with some provision for affordable housing in a sustainable location would deliver moderate social benefits. These social benefits are tempered somewhat by the fact that affordable units are not being provided on site, and the specific requirements of policy SC5, in terms of the first alternative to on site provision, has not been addressed. It is also not clear how the financial contribution approach to affordable provision contributes to the objective of creating mixed and balanced communities as referenced in paragraph 62 of the Framework (and policy SC5).

With regard to the economic role of sustainable development, the proposed development will help to maintain a flexible and responsive supply of land for housing as well as bringing direct and indirect economic benefits to Wilmslow including additional trade for local shops and

businesses, jobs in construction and economic benefits to the construction industry supply chain.

However, the most significant benefit will be the cessation of the peat extraction process on the adjacent site that will result from the approval of the accompanying application 15/0064M. This will be implemented in the event that planning permission is granted and implemented for the 14 houses proposed under this application.

The benefits associated with the restoration of the adjacent site are set out within the report for 15/0064M, but in summary the applicant has stated these to be:

- Cessation of peat extraction and its associated operational activities (including cessation of HGV movements);
- Removal of rights to infill any parts of the site with inert waste;
- Early restoration of the consented peat extraction site;
- Restoration would be to a naturalistic wetland habitat which would maximise areas of rare raised bog habitat and other complimentary habitats and protected species;
- The restoration would provide for an extended management period of 20 years;
- Restoration would protect and preserve the archaeological resource of the site which is of national importance;
- Re-creation of a natural hydrological system which over time would become self-sustaining;
- Restoration would restore the landscape character over what is currently a degraded minerals extraction site;
- Restoration would provide for managed, localised public access on a low-key basis;
- Restoration would lead to the significant enhancement of a Site of Biological Importance (SBI) and in longer term may lead to an increased level of protection for the site;
- Prevention of the release of carbon from the existing carbon sink by peat extraction and, if the long term target of creating active bog is achieved, sequestering further atmospheric carbon thus increasing the carbon sink.

Clearly the above points are very significant and the Nature Conservation Officer stresses that the potential ecological benefits of this restoration scheme cannot be overstated and identifies that this proposal is a unique opportunity in Cheshire East, which if successful, would lead to substantial ecological benefits in the regional and potentially national context.

With regard to the continued aftercare of the site, which is considered to be a fundamental part of the very special circumstances case, as noted above, the offer from Cheshire Wildlife Trust (CWT) to buy the site was rejected by the site owners. It is understood that this was due to funding not being in place at that time. The site owners are not ruling out the sale of the site to CWT at some point in the future, when funding is available and the restoration works are completed. For the purposes of the application it must be assumed that the current owners will continue to own the site in the long term, and it is for that reason that a 20 year after care period has been proposed. It is also confirmed that the applicants have experience in carrying out such restoration projects elsewhere in the country.

For the reasons set out above, there is considered to be more than substantial harm arising from the proposed residential development, of 14 dwellings, and it is acknowledged that this

harm is on a local scale. Under normal circumstances, this is not a development proposal that would be supported by officers. However, the stated benefits have the potential to be nationally significant, or even of “European Importance.” Therefore, on balance, it is considered that the significance of the benefits does outweigh the identified cumulative harm in this case.

S106 HEADS OF TERMS

Further to the comments above, a s106 agreement will be required to secure:

- Affordable housing contribution of £300,000 on commencement
- 20 year aftercare of restored peat bog
- Written notification of commencement of development
- Implement 15/0064M (restoration scheme) upon implementation of 15/0016M (residential)

CIL regulations

In order to comply with the Community Infrastructure Levy (CIL) Regulations 2010 it is necessary for planning applications with legal agreements to consider the issue of whether the requirements within the S106 satisfy the following:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

The provision of affordable housing, and the requirements for the implementation of permission 15/0064M, together with 20 year aftercare period are necessary, fair and reasonable to provide a sustainable form of development, to contribute towards sustainable, inclusive and mixed communities and to comply with local and national planning policy.

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

CONCLUSIONS

The proposal is an inappropriate form of development in the Green Belt, which reduces openness and conflicts with the purposes of Green Belt through encroachment. There is also harm arising from the loss of trees and woodland on the site, the impact on highway safety, the absence of any significant variation in house types and the design and layout of the proposal not being in keeping with the established character of the area.

The factors in favour of the development, including some provision of affordable housing and the very significant ecological benefits arising from the early restoration of the adjacent Lindow Moss, are, on balance, considered to clearly outweigh the identified harm, to amount to the very special circumstances required to justify the development in the Green Belt.

Accordingly a recommendation of approval is made subject to a s106 agreement and conditions.

Referral to SoS

Should Members be minded to approve the proposals, as an inappropriate form of development in the Green Belt, the application will need to be referred to the Secretary of State, under the requirements of The Town and Country Planning (Consultation) (England) Direction 2009: circular 02/2009.

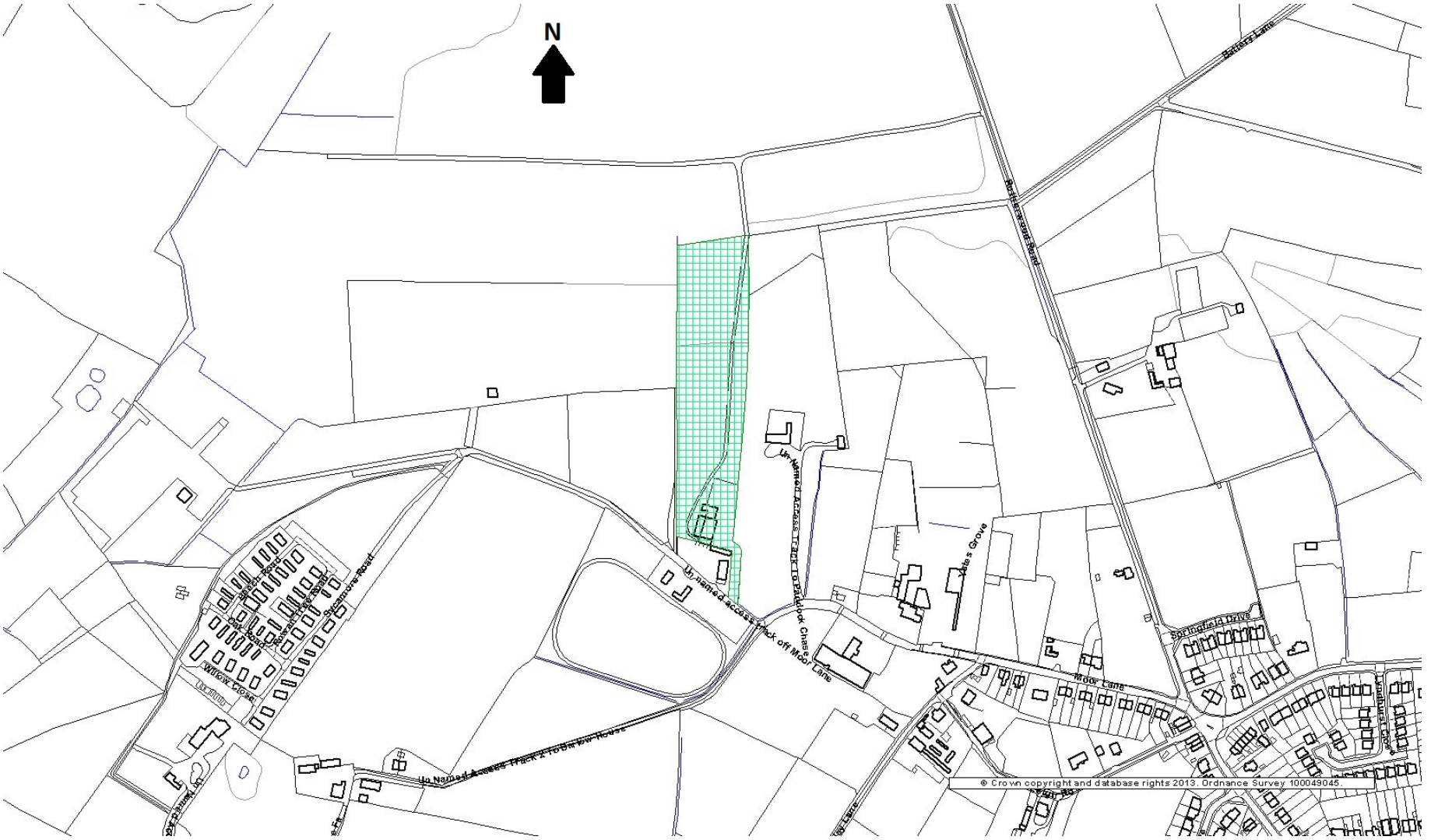
In the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions / informatives / planning obligations or reasons for approval/refusal) prior to the decision being issued, the Head of Planning (Regulation) has delegated authority to do so in consultation with the Chairman of the Strategic Planning Board, provided that the changes do not exceed the substantive nature of the Committee's decision.

Application for Full Planning

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

1. - Commencement of development (3 years)
2. - Development in accord with approved plans
3. - Materials as application
4. - Removal of permitted development rights
5. - Tree retention
6. - Tree protection
7. - Landscaping - submission of details
8. - Landscaping (implementation)
9. - Details of any required Pile Driving to be submitted
10. - Details of ground levels to be submitted
11. - Obscure glazing requirement
12. - Implementation of noise mitigation measures
13. - Scheme to minimise dust emissions arising from demolition / construction activities to be submitted
14. - Travel plan to be submitted
15. - Electric vehicle infrastructure to be provided
16. - Contaminated land Phase I report to be submitted
17. - Scheme of supervision for the approved arboricultural protection measures to be submitted
18. - Development to be carried out in accordance with the recommendation made by the submitted Bat Survey report
19. - Updated badger survey to be submitted

- 20. - Nesting birds survey to be submitted
- 21. - Scheme for the incorporation of features into the development suitable for use by breeding birds including house sparrow and roosting bats to be submitted
- 22. - Details of sustainable design features to be submitted
- 23. - Written scheme of archaeological investigation to be submitted
- 24. - Foul and surface water shall be drained on separate systems
- 25. - Surface water drainage details to be submitted



Application No: 15/0064M

Location: Peat Farm, MOOR LANE, WILMSLOW, SK9 6DN

Proposal: Variation of conditions of planning permission 5/97/0758P for restoration of peat extraction site

Applicant: Messrs Bond & Rowland

Expiry Date: 14-Apr-2015

Summary

This application seeks to vary the mineral permission at Lindow Moss peat site to cease commercial peat extraction and restore the site to a mosaic of habitats including raised bog.

The site consists almost entirely of internationally important lowland raised bog and heathland which are one of the most important habitats in the UK. This application would enable the restoration of the raised bog which presents significant and unique ecological benefits of at least regional significance. The site also has an international profile in archaeological terms and sits at the centre of one of Britain's best preserved medieval peat cutting landscapes; the value of which is being increasingly damaged through peat extraction. The application would prevent up to twenty five years of further damage to this important ecological and archaeological asset. The cessation of peat extraction also provides benefits in terms of climate change, preventing significant carbon dioxide emissions and supports central government and planning policy which no longer supports peat extraction.

The proposed methodology for the site restoration is considered acceptable by consultees and appropriate controls can be secured by planning condition for monitoring and review as the work progresses, to ensure that the works are undertaken to a satisfactory quality and in a timely manner. All relevant environmental impacts arising from the restoration works can be adequately controlled by planning condition and this would satisfy planning policy requirements.

A twenty year aftercare period is proposed by the applicant which consultees consider should be longer to ensure the habitat is viable in the future. This therefore creates a degree of uncertainty over how successful the raised bog habitat would be in the long term.

In view of the significant ecological, archaeological and climate change benefits presented by this scheme, and given that the site restoration would still present a number of ecological and archaeological benefits should the raised bog habitat be less successful than anticipated on completion of the aftercare period, it is not considered that there are sufficient grounds to warrant refusal of the scheme on this one matter.

Overall the proposal accords with the development plan policies and national planning policy and presents a significant improvement over the current permitted restoration scheme for the site. Therefore for the reasons identified above the application is recommended for approval.

Recommendation:

Approve subject to a legal agreement and conditions

SITE DESCRIPTION

The application site is the Lindow Moss raised peat bog which is currently used for commercial peat extraction. The 29ha application site is located to the west of Wilmslow and is accessed off Moor Lane through an area of hardstanding used for peat storage. Directly to the south of the site is a belt of woodland, part of which is managed by Cheshire Wildlife Trust. Rotherwood Road dissects the eastern extent of the application site, beyond which are fields and woodland which separate the site from the edge of Wilmslow. To the west of the site is agricultural land, and beyond this is Manchester Airport (circa.2km). Directly to the north is an artificial angling lake (Rossmere Lake), along with a mixture of agricultural and residential development. Lindow Common, an area of heathland designated as a Site of Special Scientific Interest (SSSI) lies to the north east.

Surrounding the site are areas of woodland, farmland and fields used for housing horses, horticulture, recreation, kennels and small scale residential development, the closest of which is approximately 50m from the site.

The site lies within the Green Belt. Lindow Moss is designated as a Local Wildlife Site (formerly Grade B Site of Biological Importance) and site of nature conservation importance due to its ecological value. It also has archaeological interest and was the site of the discovery of 'Lindow Man' a prehistoric bog body dating from the Iron Age.

PLANNING HISTORY AND CURRENT OPERATIONS

Planning History

The site was subject to a range of planning permissions for commercial peat extraction during the 1950's and 1960's. The planning conditions were updated under the Environment Act to bring them in line with modern environmental standards, and a new schedule of planning conditions was issued in 2003 (reference 5/97/0758P) under which the site is currently operated.

The permission allows for commercial peat extraction until 2042, with restoration by 2044. Planning conditions limit the depth of peat extraction until the next statutory review of conditions (which can be from 2018 onwards) and also require a minimum average depth of peat to remain in situ. The approved restoration scheme allows for three areas (covering approximately 42% of the site) to be restored to agriculture by backfilling with approximately 490,000 cubic metres of waste infill material (excluding waste food or vegetable matter/household wastes) with the final level of the restored land being no greater than the

adjacent Rotherwood Road. Areas on the south western boundary are to be restored to nature conservation.

Current operations and site condition

Peat is extracted by stripping and re-profiling fine layers of peat (up to 20cm) into areas separated by shallow drains of up to 2m depth. The peat is then turned until dry and removed to the processing area (outside the application site) where it is stockpiled for removal by HGV. Extraction typically occurs during the drier season (April to September) and whilst it is permitted across the whole site, the main areas worked are in the central parts of the site and small areas to the north west and on the southern boundary. Parts of the site to the east and south/south-west have been left unworked and contain refugium for sphagnum moss; whilst land on the north west boundary rises up to a sand hill area which is covered by heath vegetation and semi-mature woodland, and is the site of a Neolithic settlement. A main drain runs east to west across the site which has an outfall into Sugar Brook on the western boundary.

The land gradually declines from east to west across the site. Peat depths vary due to the underlying sand substrate and extent of historical working from 5m at the site margins to between 1.75m to 4m in the main worked areas, and 0.75m in the north west corner where the sand substrate rises. The milling of peat lowers the peat surface by up to 0.25m per annum (approximately). The applicant estimates that historical extraction rates were circa. 8,000m³ per annum. As of 2014 it was estimated that there was 500,000m³ of extractable peat remaining on site.

At the southern end of the site an access track runs east to west, with a further track running north to south broadly in the centre of the site. A network of public rights of way lie in the surrounding area, and Mobberley FP52 dissects the south west corner of the site. Wilmslow RB 34, a restricted bridleway runs along Rotherwood Road. Members of the public also make use of the access tracks and a path that runs along the norther perimeter of the site albeit these are not public rights of way.

PROPOSAL

This is an application under section 73 of the Town and Country Planning Act 1990 (as amended) to vary and remove conditions on the current permission to cease commercial peat extraction and restore the site to a raised peat bog and matrix of wetland habitats.

In order to facilitate the restoration proposals, the applicant has also submitted a separate planning application (reference 15/0016M) for residential development on the area of the site with consent for peat storage and processing adjacent to the southern boundary, which is being considered separately.

Proposed restoration scheme

The proposed restoration scheme seeks to maximise the extent of the site within which peat bog habitat has the potential to develop in the long term; and where this is not possible on the higher western parcels, restoration to intermediate heath/bog, with shallow fen/heath on the lower lying areas in the centre of the site, creating a mosaic of habitats. Existing areas of scrub and woodland away from the site boundaries would be managed to maximise the area of habitat that can be created; and the perimeter vegetation would be retained.

Proposed works

To create the right hydrological conditions to encourage peat formation, a series of compartments would be engineered using bunds and filled ditches to create terraces in which water levels would be maintained at or just below the surface to encourage peat bog formation (or just above the surface for restoration to fen or heath), using rain water or rain water fed from other compartments. The water levels would be controlled by over-spill points in the bunds and connecting pipes. The translocation of donor sphagnum from other areas of the site would assist with the process of peat formation. In the higher, drier areas where retention of water would be difficult, heath or intermediate heath/bog habitat is proposed by natural regeneration.

The precise design of each compartment would be determined by a tailored restoration scheme for each compartment agreed in advance with the Council (in conjunction with relevant consultees). The remaining peat already extracted and in the process of drying on site would be exported (not being suitable for restoration works) and some limited peat extraction would be required to create the desired landforms. No commercial peat extraction would however take place.

Restoration phasing and management

The works would be phased to follow a logical sequence for re-wetting. An estimated five working seasons would be required to complete the physical works at which point the land would be in an optimum condition to encourage raised bog habitat formation. Bog areas are expected to be substantially re-vegetated within ten years of the completion of the restoration, with heath and fen likely to take five years.

A twenty year aftercare period is proposed from the completion of the restoration works; which would be informed by tailored aftercare management plans for each compartment formulated in agreement with the Council. An appropriately experienced site manager would oversee the restoration and aftercare periods. Monthly inspections and reporting to the Council during the restoration works is proposed; and periodic mandatory reviews during the aftercare period. No significant physical works are anticipated as being necessary during the aftercare period with this primarily comprising monitoring and reporting progress.

Access and interpretation

The existing public rights of way would be retained throughout the works and on completion of the final restoration. The informal permissive pathway along the northern boundary would be retained and improved by localised tree removal and bridge improvements. The main east-west access track would be retained as a permissive path to provide the main route for public to access the restored site. Public access from the south would be discouraged by gated access. In this area a small parking area would be provided for maintenance vehicles or pre-arranged minibus visits for organised site visits.

The applicant proposes interpretation panels along the public rights of way and permissive paths to provide information on restoration, habitats and archaeological value of the site.

The application is accompanied by an Environmental Impact Assessment in accordance with the Environmental Impact Assessment Regulations 2011. The applicant also submitted further information in respect of the application in accordance with Regulation 22 of the

Environmental Impact Assessment Regulations 2011. The applicant has submitted a unilateral undertaking covering matters of:

- written notice to the Council of the commencement of development within 7 days of commencement;
- written notice to the Council of commencement of restoration within 7 days of commencement of the development;
- to implement the development immediately upon the implementation of the residential development (ref 15/0016M);
- following the completion of restoration works each restored compartment shall be subject to 10 years of after care comprised of five-year statutory period followed by an additional five-year period.

NATIONAL & LOCAL POLICY

Local Plan Policy

Cheshire East Local Plan Strategy (Adopted July 2017) (CELP)

Policy PG3 Green Belt
Policy SD1 Sustainable Development
Policy SE3 Biodiversity and Geodiversity
Policy SE4 The Landscape
Policy SE5 Trees, Hedgerows and Woodland
Policy SE7 The Historic Environment
Policy SE10 Sustainable Provision of Minerals
Policy SE12 Pollution, Land Contamination and Land Instability
Policy SE13 Flood Risk and Water Management

Cheshire Replacement Minerals Local Plan (CRMLP) (saved policies)

Policy 9 – Planning Applications
Policy 12 – Conditions
Policy 13 – Planning Obligations/Legal Agreements
Policy 15 – Landscape
Policy 17 – Visual Amenity
Policy 21 – Archaeology
Policy 25 – Ground Water/Surface Water/Flood Protection
Policy 26 – Noise
Policy 27 – Noise
Policy 28 – Dust
Policy 33 – Public Rights of Way
Policy 34 – Highways
Policy 37 – Hours of Operations
Policy 39 – Stability and Support
Policy 41 – Restoration
Policy 42 - Aftercare

Macclesfield Borough Council Local Plan (2004) (saved policies)

Policy NE1 – Landscape Protection and Enhancement
Policy NE11-14 – Nature Conservation
BE21, 23-24 – Archaeology
RT8 – Cycleways, Bridleways and Footpaths
DC3 – Amenity
DC13 – Noise
DC17, 19, 20 – Water Resources

Wilmslow Neighbourhood Plan has only reached regulation 7 and therefore carries no weight.

National Planning Policy and Guidance

The National Planning Policy Framework (NPPF) establishes a presumption in favour of sustainable development.

Other Material Considerations

National Planning Practice Guidance

CONSULTATIONS:

The Council's Nature Conservation Officer: the successful regeneration of the site could lead to considerable ecological benefits in the regional or potentially national context. Consider that long term management and maintenance should be secured beyond that proposed by the applicant. Recommend conditions in respect of restoration of compartment 10, safeguarding existing bog vegetation, and schemes for safeguarding protected species during the restoration works.

Landscape Officer: no objection. Some concerns regarding the potential for removal of woodland east of Rotherwood Road.

Archaeology Planning Advisory Service: no objection subject to conditions.

Flood Risk Manager: no objection. Recommend conditions in respect of monitoring the levels of the bunds, submission of drainage details for each compartment to be agreed prior to works in each compartment, and continuation of the groundwater monitoring scheme.

Public Rights of Way: no objections, advice is provided concerning developer obligations in respect of the public rights of way.

Environmental Protection: no objection subject to conditions in respect of hours of operation; noise level limits for restoration activities, maintenance and silencing of vehicles, plant and machinery and dust control.

Forestry: No objection.

Cultural Heritage: no objection.

Strategic Infrastructure: no objection

Cheshire Wildlife Trust: Support in principle the proposed methodology for restoring the site and wish to see the site restored. Whole heartedly support the restoration of Lindow Moss in perpetuity. Concerned whether the restoration will be undertaken to an adequate standard and consider that there should be a third party audit of restoration works and long term management; the Trust express their willingness to be part of any auditing mechanism. Consider that there should be appropriate legal mechanisms to ensure delivery of the restoration on grant of permission for the associated housing.

Natural England: Overall Natural England welcomes the proposal, and consider the proposed methodology to be acceptable. Advise that the aftercare timescales are important in the success of bog restoration and consideration should be given to securing long term management of the site with appropriate mechanisms to ensure the management is undertaken. Consider that the wet woodland should be retained.

Manchester Airport: No objection subject to securing a bird hazard risk assessment and management plan to be submitted for approval by Manchester Airport prior to development commencing.

Environment Agency: no objection. Recommend conditions continuing the existing groundwater monitoring scheme through the restoration works and for a period after completion, imposition of additional monitoring points between the site and adjacent processing plant site, and retention of the requirement for a fixed bed level control at the drainage outlet to Sugar Brook.

Heritage England: no comment

VIEWS OF THE PARISH / TOWN COUNCIL

Wilmslow Town Council: recommend refusal of this application pending the outcome of all outstanding associated planning applications because this application is inextricably linked to the outstanding application for housing.

Mobberley Parish Council: land is of national geographical and historical significance. Existing conditions of current permission should be upheld until 2042. Concerned about low key public access with future permissive use not guaranteed. Restoration to wet land would seriously affect the public's ability to enjoy the area. Proposals do not show any of the public footpaths/rights of way through the site.

OTHER REPRESENTATIONS A summary of the matters raised is as follows.

Transition Wilmslow:

1. Support the proposal in principle and consider the scheme will have major benefits to the wider Lindow Moss landscape;
2. Wish to see the Lindow Moss landscape designated as a Green Infrastructure Asset in the Cheshire East Local Plan, and highlights that the local community highly prioritise an accessible natural environment;

3. The scheme should balance more effectively restoration of priority habitats with impacts on landscape character, visual amenity, and heritage conservation. The importance of the site as a cultural landscape with potential for enhancing the visitor experience through environmental interpretation should be recognised in the proposals and given first priority;
4. A restoration committee should be secured and include positive community engagement;
5. Concerned that restoration to raised bog may not be feasible due to extent of remaining peat, the hydraulic regime and other environmental factors;
6. Some areas of the site are worthy of conservation for their biota and as exemplars of earlier 'sod-peat' working.
7. Recommendations are made in respect of woodland retention, final landforms and target habitats in some compartments, monitoring of water and installation of a sluice.
8. Compartment of 'Lindow Man' discovery should be left unworked to display the topography and method of working at the time of its discovery given its international significance in understanding the Lindow Moss landscape. Suggest a boardwalk is provided for public use with suitable interpretation detail.
9. Welcome retention of two permissive paths and proposal to consider formal adoption as Public Footpaths; would like greater access for visitors with special needs and access to the CWT nature reserve. Consider an interpretation strategy and plan should be developed with appropriate bodies given potential of site for scientific inquiry, education and interpretation.
10. Welcome aftercare but prefer a restoration committee to guide work during this period and consider the site should be transferred to a public or charitable trust to release the areas full potential as a visitor asset.

Cheshire East Local Access Forum: no objection. The retained public access on permissive footpaths should be enhanced to public bridleways or restricted bridleways. The proposed new public access routes should be public bridleways or restricted bridleways not just footpaths.

Representations from members of the public a summary of the matters raised is set out below.

- Application should be refused. The justification of housing development to deliver restoration is too tenuous. Restoration would have to be undertaken anyway on the existing permission at the cost of the operator.
- Historical non-compliance with conditions and failure to enforce conditions on hydrology, water voles and disturbed sand. This has caused impacted water levels in the area, caused settlement to surrounding properties and impacts on ability to sell the properties. Makes the proposed restoration impossible to achieve. Also impacted on water vole population and harmed their habitat on site.
- Peat reserves are nearly depleted;
- No economic evidence to demonstrate that the funding to complete the restoration would be forthcoming.
- Recommendations of Environment Agency (EA) cannot be enforced due to lack of historical technical data. The local planning authority is working against the EA.
- Other ways should be explored to cease peat extraction to prevent further environmental damage.

- Proposals are unsustainable;
- Potential for obstructing access to nearby caravan park which houses a number of less mobile residents;
- Noise, especially from traffic and machinery would harm quality of life of nearby residents and local community
- Concerns over highway safety, potential for congestion and risk of accident due to narrow roads, increased traffic and potential HGVs accessing the site. This will also be a risk to vulnerable road users;
- Support cessation of peat extraction.
- Associated housing development will only be approved if this application for the restoration of the site amounts to very special circumstances to justify development in the Green Belt and given that the existing permission includes for cessation of peat working and restoration of the site by 2042, this may not be the case.
- There are opportunities to review the planning conditions on the existing consent including those concerning restoration and aftercare under the existing legislation;
- Air quality issues from felling trees;
- There should be more greenspace provision for recreation;
- There needs to be reassurance that the funds are in place for the restoration through use of a bond;
- The restoration works need to be rigorously enforced and monitored.

Letters of support has been received raising the following points:

- Welcome the restoration of Lindow Moss to a wetland habitat as an asset to the natural environment and the people of Wilmslow.
- Rare natural features of the area are currently being stripped away but current activities;
- Sensitive restoration would reverse damage previously done to the site but there should be care to maintain diversity of habitat and extent of trees on site especially in compartment 10;
- The moss is a habitat, a carbon sink, a cultural landscape with rich history.

APPRAISAL

The key issues to be considered in the determination of this application are set out below.

Principle of the Development

Cessation of peat extraction

Commercial peat extraction at the site can lawfully continue until 2042 (subject to sufficient peat deposits remaining). As a result of this application, all further commercial peat extraction would cease which presents benefits in terms of climate change. Peatlands act as important natural carbon reservoirs, storing stocks of carbon in the soil and preventing it from being emitted as carbon dioxide. English peatlands are estimated to contain around 584 million tonnes of carbon which, if released, equates to 2.14 billion tonnes of CO₂ (approximately five years of England's total annual CO₂ emissions). The continued extraction of peat results in peat oxidation which is estimated to generate annual greenhouse gas emissions of at least 400,000 tonnes of carbon dioxide from UK extraction sites (DEFRA 2010).

This is recognised in planning policy and the NPPF and CELP Policy SE10 no longer permit any new peat extraction sites or extensions to existing peat sites. Central Government has also made it clear that the continued extraction of peat for horticultural use is unsustainable and the Natural Environment White Paper (2011) identifies the Government's commitment to reducing the reliance of peat in the UK and being peat free by 2020.

Whilst the economic benefits of mineral extraction should be given great weight (NPPF paragraph 205); this needs to be set in the context of the Government's current position which has indicated a clear move away from future peat extraction, and the impacts of continued extraction on climate change, biodiversity and cultural heritage. This proposal would enable the early cessation of peat extraction which would prevent significant amounts of CO₂ from being released into the atmosphere; and would protect and retain an important carbon store for future years. It would also prevent up to twenty five years of further damage to an important ecological and archaeological asset.

Alternative restoration to a raised bog

The permitted restoration scheme requires the land to be returned to nature conservation in the south west, amenity or agriculture in the west, with central and eastern sections restored to agriculture. In achieving the agricultural afteruse, the land can be infilled with waste. Should extraction on site not reach set thresholds set out in the permission whereby restoration schemes must then be implemented, the restoration of the site is not required to be completed until 2044. This application would prevent the site from being partially infilled with waste and returned to a mixture of uses including agriculture; and would secure an early restoration of the site.

Biodiversity considerations of restoring to a raised bog

In England, lowland peat bog covers less than one tenth of its original 38,000 ha and provide some of England's most scarce habitat for a range of native and migrating birds. Raised bogs are one of the most important habitats in the UK being listed in the Natural Environment and Rural Communities Act 2006 as a 'habitat of principal importance for the conservation of biodiversity in England'. Areas of cutover peat capable of restoration within 30 years such as the application site are considered to be of European Importance; however an estimated 94% of these areas have been damaged or destroyed.

Lindow Moss is a remnant area of Lowland Raised Mire Habitat. It consists almost entirely of internationally important lowland raised bog and heathland (European Annex 1 habitat and UK priority S41 habitat). A number of species characteristic of bog and heathland habitats have been recorded on site recently, one of which is categorised as being near threatened in England. These plant species are likely to benefit considerably from the proposed restoration works. Lindow Moss also has significant populations of the UK priority protected species including Common Toad, Common Lizard and Water Vole.

The Nature Conservation Officers stresses that the potential ecological benefits of this restoration scheme cannot be overstated and identifies that this proposal is a unique opportunity in Cheshire East, which if successful, would lead to substantial ecological benefits in the regional and potentially national context. Once restored, Lindow Moss would be the third largest active bog in Cheshire and could play a vital role in creating a viable ecological network of Lowland Raised Bog in the region. The Nature Conservation Officer also identifies that the ecological benefits of this scheme could not be easily replicated

elsewhere and whilst complete establishment of the bog habitat could take many years, substantial nature conservation benefits would occur within a short timescale. Natural England and Cheshire Wildlife Trust also highlight the significant opportunity to biodiversity presented by this proposal and support the principle of restoration of the site to a mixture of wetland habitats with priority for raised bog habitat.

Cheshire Wildlife Trust also identify that each further act of peat extraction which can lawfully be carried out under the existing planning permission jeopardises the conditions of restorability and brings the site closer to the point of no return; and consider that the successful restoration of the site is dependent on peat extraction ceasing with immediate effect.

Cultural heritage considerations

The site has an international profile as the last resting place of Lindow Man, a prehistoric bog body dating from the Iron Age. It sits at the centre of one of Britain's best preserved medieval peat cutting landscapes and the remains of a Neolithic settlement are located in the sand hill area in the north west of the site. Evidence from the past environment is also preserved within the surviving peat and wood deposits found on the site. The Archaeology Planning Advisory Service (APAS) identify that peat extraction has significantly reduced the archaeological interest of the site and the proposals will largely safeguard the surviving deposits; whereas the continued working of the site would result in the remaining archaeological and palaeoecological interest of the site being destroyed and as such they welcome the proposals.

The principle of the revised restoration scheme therefore accords with the NPPF, CELP Policies SE10 and SE3, and CRMLP in that it contributes to and enhances the natural environment by minimising adverse impacts and providing for net gains in biodiversity; and promotes the preservation, restoration and re-creation of priority habitats. It also accords with the approach of CELP Policy SE7 which seeks new development to make a positive contribution to the character of Cheshire East's historic environment.

Feasibility of the restoration scheme

Objectors have raised concerns over the depth of remaining peat and its quality in achieving the restoration scheme proposed.

The applicant's approach follows best practice experience and scientific guidance, including recent publications developed by Scottish Natural Heritage (SNH) (September 2016). They state that the depth and nature of the retained peat, and impermeable nature of the underlying mineral substrate indicate that the retention of water for restoration is unlikely to be problematic, and their methodology enables the water table to be at or just under the ground surface, as recommended by SNH. They consider that direct restoration to bog will be both feasible and more rapid than other potential approaches; and note that good ecological conditions for restoration still exist on Lindow Moss with key species such as sphagnum still surviving on the site. As such they consider the prospects for successful restoration to be good. It is also noted that the proposed contractors and the applicants company have extensive experience of peatland restoration in northern England and Somerset; including at Thorne Moors and Hatfield Moors in South Yorkshire, Wedholme Flow in Cumbria and Little Woollen Moss in Greater Manchester. The Councils Nature

Conservation Officer, Cheshire Wildlife Trust and Natural England agree that the restoration of the site is feasible based on the methodology proposed and the current site conditions.

Deliverability and management

Concern has been raised by objectors over the potential for poor quality restoration or site abandonment. A legal agreement would require the implementation of the restoration works immediately on implementation of the associated housing scheme (Ref: 15/0016M) and planning conditions would prevent further commercial peat extraction from being carried out. The compartment specific restoration scheme would stipulate the timescales for implementation and completion of restoration works in each compartment, and includes for the detailed designs of each stage of the restoration to be approved by the Council prior to work in that phase. This would enable up to date information on specific ground conditions, the nature of peat, micro-topography in each part of the site and requirements for the individual habitats to be factored into the design of each compartment.

The proposals also include for monthly monitoring and reporting to the Council during the restoration works, along with measures to address any failings or deficiencies in the works as it progresses. It is considered that these measures would ensure that the restoration works are undertaken to an acceptable standard and delivered in a timely manner. The site would be subject to statutory monitoring and the normal legislative planning enforcement powers would be available to the Council should a situation arise where this is deemed necessary. The applicant also highlights that further peat extraction required to create the landform in the restoration works is incompatible with the proposed residential development, as this would necessitate the use of the residential development area for loading peat into HGVs, therefore the residential development cannot be completed until peat removal has been completed. It is therefore in the applicant's interest to complete the works as soon as practicable.

Some objectors and consultees have also identified a preference for the site to be transferred to a suitable nature conservation body following completion of the initial restoration works. The applicant identifies that the future ownership of the site is not a matter for the planning system to address and it is considered that appropriate mechanisms could be secured through any grant of permission to ensure the site is appropriately managed during the aftercare period.

With respect to the suggestion of a financial bond by objectors, National Planning Practice Guidance makes it clear that a financial guarantee to cover restoration and aftercare costs will normally only be justified in exceptional cases; which include where there is reliable evidence of the likelihood of either financial or technical failure, but these concerns are not such as to justify refusal of permission. It is not considered necessary to seek a bond for this application as the range of conditions proposed would enable the Council to effectively monitor the progress made on site and seek amendments to the works being carried out where necessary. The aftercare requirements for the site would be secured by legal agreement and are not anticipated to be novel or untried, and are not particularly onerous financially. As such there are not considered to be any exceptional circumstances in this instance to warrant such an approach.

Long term management

With respect to the aftercare period, this has been extended from five years to twenty following negotiations with the applicant; comprising of five year statutory aftercare secured

by planning condition and fifteen years secured by legal agreement. The applicants propose to retain ownership of the site and be responsible for all future management requirements. Limited management is expected to be required after the initial restoration works as self-sustaining raised bog formation depends on climate and other external factors over which there is little control. The applicant considers that the bog areas will be substantially re-vegetated within ten years of completion of the restoration works and as such, they consider that the aftercare period would be primarily concerned with monitoring of progress. The details of monitoring and management would be agreed on a compartment by compartment basis, with measure for periodic review of progress to ensure the target conservation outcome is achieved in each compartment. The relevant consultees consider this approach to be acceptable.

With respect to the length of aftercare proposed, the Nature Conservation Officer advises that experience of other moss land restoration schemes suggest that on-going maintenance could be required over a number of decades to ensure the raised bog is viable in the long term; and considers that a commitment to the long term maintenance and management of the site should be secured. Natural England and Cheshire Wildlife Trust also raise no objections but make similar recommendations in respect of the period of aftercare.

The applicant however highlights that the other moss land sites referenced are not comparable because of the condition they were in at the point of restoration and unlike on other sites, this scheme would create a landform specifically designed to maximise the probability of successful restoration and minimise the requirement for long term management. As such, they consider that the management input beyond 10 years would be relatively limited and the aftercare period is sufficient for the requirements of this site. Furthermore they also note that experience of lessons learnt from previously restored sites has improved their methodology, reducing the potential for remediation measures to be undertaken to address problems on site, which have been required on other sites.

A disagreement remains between the applicant and relevant consultees over whether twenty years of aftercare would be sufficient although it is noted that there is no objection to the application raised by the consultees, and it is also noted that the aftercare requirement set out in the Town and Country Planning Act and CRMLP Policy 42 is for five years; whereas this scheme would secure an additional fifteen years beyond that. There does however remain the potential, specifically in relation to the raised bog habitat proposed, that the habitat may not be as successful as expected in the absence of a longer period of management, and as such the nature conservation benefits would be less significant. This should be weighed into the overall assessment of the proposal.

Impact on protected species and habitats

This application is about 600m west of Lindow Common Site of Special Scientific Interest (SSSI). Natural England are satisfied that the application, will not damage or destroy the interest features for which the site has been notified and advise that the SSSI does not represent a constraint in determining the application.

Water voles

A long established population of water voles are present on site. Whilst the restoration of the moss is likely to benefit the species, the restoration activities have the potential to result in an

adverse impact upon the water voles, particularly through flooding of burrows during the rewetting process.

The restoration scheme proposes a five year water vole management scheme to be submitted for approval prior to any restoration taking place in order to ensure that disturbance to the population is minimised during the restoration process. Additionally where potential water vole habitat is present in a compartment, each compartment would be surveyed by an ecologist and the results would inform the compartment restoration details scheme to be submitted prior to works in that area being undertaken with mitigation and reasonable avoidance measures put in place to facilitate the movement of populations in advance of any works, with the area also being surveyed prior to any works commencing in that phase. As the final landform following restoration is not known at this stage, where necessary replacement habitat will be provided in advance as part of the compartment specific restoration scheme, along with details of any scrub clearance to enhance water vole habitat. During the aftercare period, the results of the surveys would be reported to the Council and any requirement for remedial works would be implemented.

Badgers

Badgers are active on the site. The Nature Conservation Officer advises that the proposals are unlikely to have a significant adverse impact on badgers, however updated badger surveys are recommended prior to works commencing which would be undertaken as part of the work required to inform the compartment specific restoration scheme.

Reptiles/invertebrates

Compartments likely to provide habitat for reptiles will be surveyed prior to the submission of the detailed restoration designs for that area and the submission will incorporate any required mitigation and reasonable avoidance measures. The area would also be surveyed prior to any works in that phase with any necessary clearance works undertaken on a phased basis as advised by ecologist. Bi-annual reptile surveys will also be carried out to assess the outcomes of the restoration following completion of the works.

An invertebrate survey would be carried out on the sand hill area to inform the detailed restoration design for that compartment prior to any works commencing and where required would include mitigation and reasonable avoidance measures.

Birds

Potential areas of bird breeding habitat on the site would be surveyed prior to the submission of the detailed restoration designs in that compartment, with mitigation and reasonable avoidance measures incorporated into the detailed designs for that compartment. Other mitigation measures includes avoidance of vegetation removal within breeding bird season or alternatively bird surveys prior to habitat removal during the breeding season and implementation of a buffer zone to protect the species during works. Bi-annual breeding bird surveys will be carried out to assess the outcomes of restoration following completion of the works.

With respect to the restoration of the compartment east of Rotherwood Road which currently comprises a large block of wet woodland, the Nature Conservation Officer identifies that this could provide habitat for two species of bird which are quite rare in Cheshire which would be lost if restoration to raised bog is achieved. Two alternative restoration options have been

offered by the applicant; and the Nature Conservation Officer considers that the proposed breeding bird surveys to be undertaken to inform the compartment specific restoration scheme will enable the Council to determine the most appropriate restoration strategy for that specific compartment which offers least damage to the bird species.

Other habitats

The site still supports significant areas of remaining bog vegetation which provides a valuable resource of vegetation material. The proposals include for the safeguarding of existing bog vegetation, and the specific details of method of retention could be included in the compartment specific restoration scheme to be approved by the Council.

Overall the Nature Conservation Officer raises no objection subject to incorporating tailored mitigation for protected species into the compartment specific restoration scheme. As such the scheme is considered to accord with CELP policy SE3, and MBLP policies NE11-NE14.

Impact on Water Resources

The water control measures proposed would enable manipulation of the water depth to desired levels and provide a means by which erosion damage could be reduced. The majority of excess water would run down the system of terraces and channels and through the existing outfall at Sugar Brook. The specific details of the drainage arrangements would be submitted for approval by the Council as part of the compartment specific restoration scheme. Managed short term flood storage is included in the scheme which will reduce flows and allow discharge over time by gravity and this would avoid the need for an engineered sluice on the main outfall.

The bunds would be constructed higher than required so as to protect against flooding from shrinkage of the bunds caused by oxidisation or consolidation of peat and would be surveyed periodically as part of the site monitoring. The existing groundwater monitoring regime would continue during the restoration works and aftercare period, with an option to install further monitoring points should it be required and mechanisms to agree mitigation measures where necessary with the Council.

The Environment Agency raise no objections to the proposal but recommend provision of a fixed invert structure on the central drain to protect against any vulnerability to over-deepening in the future. The Council Flood Risk Officer however consider this unnecessary as there is no requirement to lower the invert level of the outfall to Sugar Brook below the existing level under the proposed scheme; and this issue would be controlled through the land drainage consent process. As this is not a Main River, the advice of the Council Flood Risk Management team, as the statutory responsible body, is noted and it is therefore not considered necessary to require this to be provided by planning condition.

Objectors make reference to potential for subsidence to local properties caused by groundwater impacts from the current peat extraction at the site. With regards to the proposed application it must be noted that there are no groundwater concerns raised by the relevant consultees and the mitigation measures detailed above to control water movement/flow are noted.

Subject to appropriate conditions being imposed to secure the monitoring and mitigation identified above, it is considered that the scheme would accord with Policy SE13 of CELP in that it would manage flood risk associated with or caused by the development and protect

surface and ground water quality. It would also accord with Policy 25 of CRMLP as no unacceptable adverse impacts on groundwater quality or supply and surface water quality and flow are anticipated.

Aviation Safety

The areas of open water in the restoration proposals have been significantly reduced by 85% following concerns raised by Manchester Airport over the potential for bird strike associated with large areas of open water which could provide habitat for waterfowl and waders. There remains the potential for some risk of bird strike associated with the areas of reedbed. Monitoring is therefore proposed on a compartment by compartment basis, and should increased bird activity be identified, mitigation measures would be submitted for approval to Manchester Airport to address this. Subject to securing a bird hazard risk assessment and management plan, no objections are raised by Manchester Airport.

Cultural Heritage

A grade II listed building lies to the south east of the site. Whilst there is some potential shorter term negative impacts arising from the restoration engineering works, the scheme as consented would present similar impacts if the site were worked more intensely and on completion of the scheme, the proposed mosaic of habitats would significantly enhance the setting of this building compared to the present situation as a peat extraction site.

With respect to archaeological impacts, some limited disturbance to the peat deposits are anticipated through the restoration process although this would be minimised as far as possible, especially in areas of sphagnum growth. Mitigation measures are proposed including mapping of peat to be removed, preservation of surviving sub-fossil wood and surviving evidence of peat cutting, management of tree growth to protect deep archaeological deposits, preservation of the sand hill, and the provision of information to the Historic Environment Record. The site aftercare plan will include the requirement for specialist archaeological advice to sought where necessary to inform the management of the relevant compartment.

Cheshire Archaeological planning advisory service raise no objection to the proposal subject to securing the mitigation identified by planning condition. As such the proposal is considered to accord with policy 20 of CRMLP, policy BE23 of MBLP, policy SE7 of CELP and NPPF.

Public Access and interpretation

Given that the scheme proposes to restore the land to a site with significant biodiversity value, low key public access is proposed. The existing rights of way would be available throughout the works and on its completion; and the pathway to the northern edge of the site would be retained and enhanced as necessary, whilst the main east to west access track across the site which provides access on a permissive basis would be retained and provide the main public access route across the site. No public access from the residential development areas to the south is proposed, with access controlled by a lockable gate. The scheme proposes a small informal parking area to the north of the gate for maintenance vehicles and organised educational visits by pre-arrangement only. Interpretation panels would also be provided along the public rights of way and permissive paths given the archaeological and ecological interest of the site. Cheshire archaeological planning advisory service consider that an appropriate level of public access is proposed.

Cheshire Wildlife Trust note that a detailed and costed plan for maximising the community benefit of the site as a cultural, recreation or tourism asset has not been provided. It is considered however that a careful balance must be achieved between public access for recreation/education and the conservation of the habitats created on site. The public access provisions included in the application are considered acceptable given the importance of the ecological habitats to be created and the scheme is therefore considered to accord with CELP policy SE10, CRMLP Policy 33 and MBLP Policy RT8.

Highways Impacts

Concern has been raised by objectors over the adequacy of the highway network given the relatively narrow nature of Moor Lane which serves the site. The site is permitted to have a maximum of 8 HGV movements a day (4 in and 4 out) for the removal of peat, and 4 (2 in and 2 out) on Saturdays. Additionally subject to the prior notification of the Council, and for a period amounting in total to 12 weeks in any one calendar year, an increased level of HGV movements totalling 34 (17 in and 17 out), with 18 (9 in and 9 out) on Saturdays are permitted. The site has however not been operated to this extent and the actual HGV movements associated with recent peat extraction operations are estimated at approximately 230 (115 in, 115 out) per annum. This would cease on implementation of this scheme. The applicant also notes that the current permission allows for restoration of the site by infilling which they estimated at 3453 trips (6906 HGV movements) per annum over a 19 year period which equates to 36 HGV movements per day (18 in and 18 out) which would also no longer be required should the scheme be approved.

The traffic generated by the proposal would involve a small number of vehicle movements associated with peat exportation in order to create the necessary restoration profiles; and on completion there would be occasional vehicle movements associated with local community/educational visits and site aftercare/maintenance requirements. The Strategic Infrastructure Manager raises no objections subject to securing a construction management plan by planning condition. On this basis, it is considered that the scheme accords with the policies of the development plan in that the volume and nature of traffic generated will not create an unacceptable adverse impact on amenity or road safety and can be accommodated within the existing highway network (Policy 34 CRMLP) and complies with the approach of the NPPF.

Landscape, visual and forestry impacts

The proposal would enable early cessation of peat extraction and restoration to a bog habitat which would conserve and enhance this important peat bog landscape. Whilst some short term visual impacts could arise from the re-profiling and use of plant, this would not be dissimilar to the impacts from the consented activities and on completion, long term benefits would arise from the early cessation of peat extraction. The Landscape Officer considers that overall the restoration proposals will have positive benefits for the landscape of the site and will restore the natural character of the landscape.

The nature of the restoration to a mosaic of bog and heath/fen habitat will result in some impacts to existing trees and vegetation. Such impacts are considered acceptable given the value of the ecological habitat to be provided on completion of the works. With respect to the options presented for the woodland east of Rotherwood Road, one involves the removal of the trees to create bog habitat. There are concerns over the interim visual impacts this could present given the length of time the bog habitat will take to resemble a natural feature. The

Forestry Officer does not however raise any concerns regarding the potential loss of this area of woodland and considers that the restoration of the site to a raised bog which is a habitat of principal importance would take precedence over the retention of the trees. On the basis of these comments, the proposals are not considered to present any significant landscape, visual or forestry impacts and would accord with policies SE4 and SE5 of CELP, policy 15 of CRMLP and policy NE1 of MBLP.

Pollution Control

Noise, disruption, and dust impacts

There is potential for impacts on amenity arising from the restoration activities due to the proposed engineering works required on site and use of plant and machinery. The Environmental Health Officer considers that the noise and dust impacts likely from this proposal would not be in excess of those generated by current peat extraction activities and would be acceptable subject to securing planning conditions in respect of restrictions over the hours of operation for restoration works, silencing of plant and vehicles, and implementation of best practical measures to control dust emissions. As such this is considered to accord with CELP policy SE12, CRMLP policies 26, 27 and 28 and MBLP policy DC3.

Other matters

With respect to the Green Belt, the site operates under an extant planning permission for mineral extraction which includes for restoration of the site (in part) to nature conservation which has previously been accepted as appropriate in the Green Belt. Additionally the NPPF makes it clear that mineral development is not considered to be inappropriate development in the Green Belt. As such the proposal is considered appropriate and accords with NPPF and policy PG3 of CELP.

Objectors to the scheme have noted that there exists an opportunity to agree detailed restoration proposals for the site under the provisions of the existing consent and as such this application is not necessary; and this mechanism should be used to secure an appropriate restoration scheme which does not include infilling. The current permission includes conditions which prescribe the nature of the afteruse for the site. Whilst the wording of the planning conditions state that parts of the site would be restored to agricultural afteruse following infilling 'unless otherwise agreed in writing with the planning authority'; the principle of agricultural restoration and use of infilling in some areas of the site has already been accepted.

Given that the Schedule of Conditions was issued under the Environment Act 1995 and not under the normal provisions of the Town and Country Planning Act 1990, it would be difficult for the planning authority to secure a restoration to a use significantly different from that prescribed in the current Schedule of Conditions given the restrictions on the legislation under which this schedule of conditions was granted. The restrictions on the Environment Act under which this schedule of conditions was issued, means that the Council could be liable to compensate the applicant if the authority seek to secure via the planning conditions a scheme which would restrict the working rights of the operator or the economic viability or asset value would be prejudiced to an unreasonable degree. As such if, for example the right to infill as part of the restoration which is lawfully permitted under the conditions on the site

was withdrawn or modified, the Council could be liable to compensation claims from the operator.

Reference is made by objectors to previous enforcement action against the operator and potential breaches of planning control from the current activities on site. As detailed above, the normal planning enforcement legislative powers would apply to this scheme should circumstances arise where this is necessary.

Conclusion

This application seeks to secure a revised restoration for the site to a mosaic of habitat including raised bog. This would result in the permanent cessation of all commercial peat extraction which can otherwise lawfully continue to 2042 (subject to sufficient peat deposits being available). It would also prevent the partial restoration of the site by infilling with waste. The cessation of peat extraction provides benefits in terms of climate change, preventing significant carbon dioxide emissions, and this would accord with the approach of central government and planning policy which no longer supports peat extraction. The proposal also prevents up to twenty five years of further damage to an important ecological and archaeological asset.

The application site consists almost entirely of internationally important lowland raised bog and heathland (European Annex 1 habitat and UK priority S41 habitat) which are one of the most important habitats in the UK. The Nature Conservation Officer stresses that the ecological benefits of this scheme cannot be overstated and this application presents a unique opportunity which could lead to substantial ecological benefits in the regional and potentially national context. The site also has an international profile in archaeological terms and sits at the centre of one of Britain's best preserved medieval peat cutting landscapes; the value of which is being increasingly damaged through peat extraction. The application would largely safeguard these surviving deposits.

The approach to the site restoration is considered acceptable by consultees and appropriate controls can be secured by planning condition for monitoring and review as the work progresses, to ensure that the works are undertaken to a satisfactory quality and in a timely manner. All relevant environmental impacts arising from the restoration works can be adequately controlled by planning condition and this would satisfy planning policy requirements.

There remains a disagreement between the consultees and applicant over the required period of aftercare which consultees consider should be longer to ensure the habitat is viable in the future. This therefore creates a degree of uncertainty over how successful the raised bog habitat would be in the long term. No objections are however raised by the relevant consultees, and the aftercare period is well in excess of the five years required under the Town and Country Planning Act and CRMLP Policy 42.

In view of the significant overriding benefits presented by this scheme as detailed above, and given that there would still be a number of ecological and archaeological benefits presented should the raised bog be less successful than anticipated on completion of the aftercare period, and the lack of objection from all relevant consultees; it is not considered that there are sufficient grounds to warrant refusal of the scheme on this one matter. It is also noted

that this restoration scheme presents significant environmental improvements over the current permitted restoration scheme for the site which would result in part of the site being infilled with waste and returned to agriculture.

On balance therefore, it is considered that the proposal accords with the development plan policies mentioned in the policies section of this report and national planning policy and guidance. For the reasons identified above the application is recommended for approval.

RECOMMENDATION

Approve subject to a legal agreement to secure:

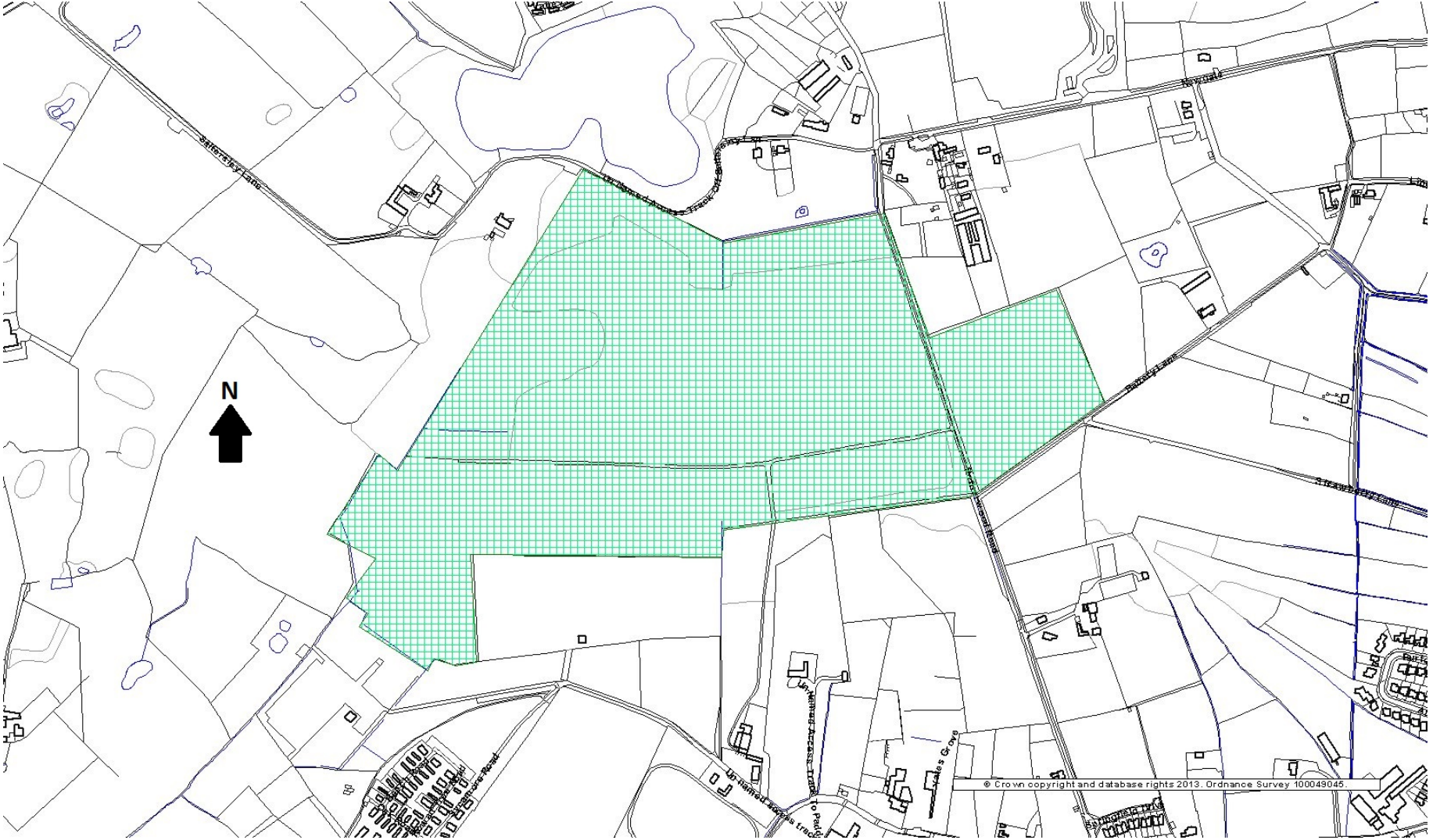
- Written notification of commencement of development
- Implement the development immediately upon implementation of the associated residential development
- Following completion of restoration works, each restored compartment shall be subject to 20 years aftercare comprising of five years statutory period and an additional fifteen year period

And the following conditions

- (1) following implementation, no further commercial peat extraction to take place
- (2) submission of bird hazard risk assessment and management plan within 6 weeks of implementation
- (3) written notification of implementation
- (4) development in accordance with approved documents including the restoration scheme version 4
- (5) submission of detailed compartment specific restoration scheme in accordance with the timescales set out in the restoration Scheme version 4
- (6) written approval from the MPA of each restored compartment
- (7) submission of detailed management and aftercare plan six months prior to each compartment being restored
- (8) continuation of groundwater monitoring through restoration and aftercare and additional monitoring points where necessary
- (9) periodic bund top level surveys
- (10) comply with HGV route scheme
- (11) hours of operation
- (12) vehicular access from Moor Lane only
- (13) sheeting of vehicles
- (14) restrictions on number of HGV movements
- (15) records of HGV movements
- (16) no materials imported other than for restoration purposes
- (17) no disturbance or removal of sand
- (18) no burning of material
- (19) pollution control for stored substances
- (20) height restrictions on stockpiled material
- (21) machinery and vehicles properly silenced

- (22) noise level limits
- (23) best practicable means to control dust
- (24) archaeological recording and access for archaeologists
- (25) five year aftercare
- (26) water vole management scheme
- (27) detailed plans for parking area

In the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Head of Planning (Regulation) has delegated authority to do so in consultation with the Chairman/Vice Chairman of the Strategic Planning Board, provided that the changes do not exceed the substantive nature of the Committee's decision.



Application No: 18/3245M

Location: Land At, GAW END LANE, LYME GREEN

Proposal: Outline planning application with all matters reserved except access for residential development of up to 330 dwellings, a site for a community building, public open space including a childrens play area and allotments, associated demolition and infrastructure

Applicant: Miss Lucy Atkins, Bovis Homes and Henshaws Farming LLP

Expiry Date: 03-Oct-2018

SUMMARY

Macclesfield is one of the principal towns and growth areas of the Borough where national and local plan policies support sustainable development. The proposal seeks up to 330 dwellings on part of a site allocated for around 300 dwellings under Policy LPS 17 within the Cheshire East Local Plan Strategy (CELPS). Through the adoption of the CELPS, the site has been removed from the Green Belt and the principle of developing the site for housing is acceptable. This proposal would bring economic and social benefits through the delivery of around 300 houses in a sustainable location. Cheshire East is able to demonstrate a 7.2 year supply of housing, however, this proposal will make a valuable contribution in maintaining this position.

The proposal provides the required amount of affordable housing and the impact on local infrastructure including education and healthcare provision would be mitigated by financial contributions. The development will not have a detrimental impact on the local highway network subject to financial contributions towards infrastructure improvements identified in the Macclesfield Movement Strategy. The impact on local air quality (including cumulative impacts) will be acceptable also.

The impact on designated heritage assets would be acceptable and with specific reference to the Macclesfield Canal, an appropriate buffer with the canal could be secured at reserved matters stage. Subject to the submission of reserved matters, and based on the principles shown on the indicative layout, the proposal would not materially harm neighbouring residential amenity and could (with amendment) secure a design compliant with the Cheshire East Design Guide. However, owing to the close relationship with Lyme Green Depot, it is recommended that a condition limiting the number of units to 310 and a condition requiring the provision of a buffer are imposed to safeguard the future amenity of occupants of the proposed development from operations at the Lyme Green Depot.

The impact on ecology including Danes Moss SSSI, Rayswood Nature Reserve, the Canal SBI would be acceptable owing to on site biodiversity enhancements. Appropriate public open space including a play area provision would be provided on site / off site and financial contributions would offset the impact on outdoor and indoor sports and recreation provision. The applicants have demonstrated general compliance with national and local guidance in a range of areas including trees, landscape impact and flooding and drainage.

On this basis, the proposal is for sustainable development which would bring environmental, economic and social benefits and is therefore considered to be acceptable in the context of the relevant policies of the adopted Cheshire East Local Plan Strategy, the saved policies of the Macclesfield Borough Local Plan and advice contained within the NPPF. In accordance with Sec.38 (6) of the Planning and Compulsory Purchase Act 2004 and paragraph 11 of the Framework, the proposals should therefore be approved without delay.

SUMMARY RECOMMENDATION

Approve subject to conditions and a s106 agreement.

PROPOSAL

This application seeks outline planning permission with all matters reserved (except for means of access), for a residential development of up to 330 dwellings on land at Gaw End Lane Macclesfield. The application also includes a site for a community building, public open space including a children's play area and allotments, associated demolition and infrastructure.

DESCRIPTION OF SITE AND CONTEXT

This application relates to a greenfield site lying to the south of Macclesfield, specifically Lyme Green Business Park. The site wraps itself round the southern boundary of the Council's Lyme Green Highways Depot. Gaw End Line dissects the site from east to west and junctions with London Road which runs to the east of the site beyond which there is residential development forming Lyme Green Settlement. To the south of the site is Rayswood Nature Reserve and to the west is a coach depot and dog kennels beyond which lies Macclesfield Canal. Surrounding uses include mainly commercial, residential and agricultural land. The site measures approximately 22.89 hectares in size. The site forms part of an allocated site for housing development under Policy LPS 17 of the Cheshire East Local Plan Strategy (CELPS).

RELEVANT HISTORY

20495P - RESIDENTIAL DEVELOPMENT (OUTLINE) – Refused 08-Jan-1980

20497P - LIGHT INDUSTRIAL DEVELOPMENT (OUTLINE) – Refused 11-Jan-1980

22508P - MARINA DEVELOPMENT – Refused 15-Oct-1980

20494P - LIGHT INDUSTRIAL DEVELOPMENT – Refused 08-Jan-1980

20498P - RESIDENTIAL DEVELOPMENT – Refused 11-Jan-1980

18/1405S - Request for EIA screening opinion for a residential-led development of up to 330 homes on the site, including public open space – EIA not Required - 25-May-2018

POLICIES

Development Plan

Cheshire East Local Plan Strategy (CELPS)

MP1 Presumption in favour of sustainable development

PG1 Overall Development Strategy

PG2 Settlement hierarchy

PG7 Spatial Distribution of Development

SD1 Sustainable Development in Cheshire East

SD2 Sustainable Development Principles

IN1 Infrastructure

IN2 Developer Contributions

SC1 Leisure and Recreation

SC2 Indoor and Outdoor Sports Facilities
SC3 Health and wellbeing
SC4 Residential Mix
SC5 Affordable Homes
SE1 Design
SE2 Efficient use of land
SE3 Biodiversity and geodiversity
SE4 The Landscape
SE5 Trees, Hedgerows and Woodland
SE6 Green Infrastructure
SE7 The Historic Environment
SE9 Energy Efficient development
SE12 Pollution, land contamination and land stability
SE13 Flood risk and water management
CO1 Sustainable travel and transport
CO3 Digital connections
CO4 Travel plans and transport assessments
LPS 17 Gaw End Lane, Macclesfield

Macclesfield Borough Local Plan (saved policies) (MBLP)

NE3 Protection of Local Landscapes
NE11 Nature conservation
NE17 Nature conservation in major developments
NE18 Accessibility to nature conservation
RT5 Open space standards
H9 Occupation of affordable housing
DC3 Residential Amenity
DC6 Circulation and Access
DC8 Landscaping
DC9 Tree Protection
DC14 Noise
DC15 Provision of Facilities
DC17 Water resources
DC35 Materials and finishes
DC36 Road layouts and circulation
DC37 Landscaping
DC38 Space, light and privacy
DC40 Children's Play Provision and Amenity Space
DC63 Contaminated land

Other Material Considerations

National Planning Policy Framework (The Framework) 2018
National Planning Practice Guidance
Cheshire East Design Guide

CONSULTATIONS

ANSA (Greenspaces and CEC Leisure) – No objection subject to onsite provision of Public Open Space (POS) and a Local Area of Play (LEAP) standard play area. The location of the

LEAP needs further consideration. There is a requirement to provide a financial contribution of £1,000 per open market family dwelling or £500 per 1 / 2 bed apartment towards Recreation and Outdoor Sport (ROS) and £58,500 towards Indoor Sport, but this will depend on the final housing numbers.

Cadent Gas – No objection subject to an informative advising the applicant that there is operational gas apparatus within the application site boundary and the applicant may need to divert such apparatus at their own expense.

Canal & River Trust – No objection subject to conditions that if any works are to be undertaken within 15 metres of the canal side, structural information is submitted to demonstrate the canal can bear the additional load. Other conditions are recommended relating to surface water drainage, construction environment management plan, contamination. Financial contributions are also requested for towpath improvements between the end of Gaw End Lane towards the Moss Head Farm swing bridge 47, where an existing PROW crosses the swing bridge. The towpath accesses at bridges 46 and 45 could also usefully be upgraded.

Cheshire Archaeology Planning Advisory Service – No objection subject to a condition requiring the submission of a written scheme of investigation for the implementation of a programme of archaeological work.

Countryside Service Development Manager – No objection subject to appropriate management and maintenance of the protected open space to maximise its value as a wildlife reserve.

Education – No objection subject to financial contributions of £672,470 towards primary, £800,792 towards secondary and £182,000 towards Special Educational Needs (SEN) school places = total contribution of £1,655,262

Environment Agency – No objection subject to consideration of land contamination and impact on controlled waters.

Environmental Protection – No objection subject to conditions / informatives relating to noise mitigation / provision of a bund / buffer with Lyme Green Depot, electric vehicle infrastructure, low emission boilers, construction environmental management plan, dust control, piling, contaminated land and construction hours.

Flood Risk Manager – No objection subject to clarification on preferred option of discharge.

Head of Strategic Infrastructure – No objection subject to financial contribution of £726,000 towards the Macclesfield Movement Strategy (MMS).

Housing Strategy & Needs Manager – No objection subject to 30% of the units being provided as affordable with a tenure split of 65% / 35% between social rent and intermediate tenure.

Natural England – No objection following the receipt of additional drainage information. There should be no significant impacts on the Site of Special Scientific Interest (SSSI).

NHS Eastern Cheshire Clinical Commissioning Group – Request a financial contribution of £332,640 to support the premises development of the Waters Green Medical Centre and development of additional primary care premises within Macclesfield.

Public Rights of Way – No objection subject to a condition requiring an information pack to promote the use of local cycle and footpath routes.

United Utilities (UU) – No objection subject to foul and surface water drainage being connected on separate systems and submission of a surface water drainage scheme and a sustainable drainage management and maintenance plan.

VIEWS OF THE TOWN AND PARISH COUNCILS

Sutton Parish Council (SPC) - Object on the grounds of:

- Proposed layout does not include all of the land allocated in the Local Plan
- Number of houses proposed is in excess of the Local Plan and will double the size of Lyme Green
- Parking of vehicles on London Road between Lindrum Avenue and Robin Lane limit visibility and cause obstruction for pedestrians by parking on the pavement. Proposal should incorporate parking into the roadway to resolve this
- The reduction in the speed limit is welcomed but should be extended to 'The Fools Nook'
- Would like to see traffic lights provided at the junction with Lindrum Avenue and light / roundabout at Winterton Way
- Pedestrian safety needs enhancing to the retail park and off-site play provision
- Any attempt to reduce affordable housing will be challenged
- Height of buildings needs further consideration i.e. two-storey next to existing bungalow
- Proposal show buildings sited over existing septic tanks
- The indoor sport and recreation contribution should be directed to Lyme Green not Macclesfield Leisure Centre
- Capacity of local dentists and doctors surgeries to accommodate new residents
- No capacity in local primary schools
- Welcome the provision of a community building but would wish this made a requirement of the s106 agreement
- Community building will need to be able to accommodate games and sport, meetings, social events, a stage, toilets with disabled facilities and kitchen and parking provision
- The areas of protected open space should be gifted to CEC or the Parish Council
- Financial contributions required towards the maintenance of open space and should be for a period of 20 years
- Play area is too close to commercial buildings and road
- Proposal should contribute towards canal towpath improvements
- Insufficient ecological information
- The Council's Lyme Green Depot needs further screening and its access would benefit from an additional strip of land
- Some house would further reduce visibility from Lyme Green Depot access

- Support the recommendations made by Natural England

Gawsworth Parish Council – comment that the proposal should provide for a walkers' car park and ensure that the SSSI, Danes Moss reserve and the important bridges are properly considered in the application.

OTHER REPRESENTATIONS

Representations have been received from 14 properties over the two periods of consultation and representations have also been received from Macclesfield Civic Society, an amenity group named 'Park 4all' who deal with Robin Lane play area and 'MECCA' which represents the adjacent 'Rayswood Nature Reserve' objecting to this application on the following grounds:

General Observations

- The allocated site should accommodate around 300 houses
- The development does not include all land allocated in the Local Plan, yet still shows a development of 330 houses
- Loss of countryside should not go ahead
- Application should be refused as does not comply with the CELPS both in terms of housing numbers and providing a comprehensive plan for the site
- MECCA has concerns that there was no engagement by Bovis Homes with adjacent landowners.
- Brownfield land sites in Macclesfield should be developed first
- No provision for a local community centre as pitched by Bovis Homes in 2013 plans
- High probability of members of the public trespassing into the adjacent nature reserve – a requirement for fence installation is needed
- Park 4all are supportive of the developer contributions and the traffic calming measures. They would welcome further involvement with the Section 106 agreement
- Macclesfield Civic Society support the level of affordable housing and S106 contributions, however, raise concerns with public transport access and impacts on traffic movement and air quality
- The development of housing is much needed in Macclesfield

Infrastructure, Access and Parking

- Proposal does not provide the on site community facilities identified in the site allocation and the Parish Plan (2012) contrary to the CELPS
- Funding should be secured through the s106 for the community centre
- Negative impacts on local highways as London Road has existing traffic issues
- Gaw End Lane has existing issues with the level of HGVs, vans and buses using it to access the industrial estate
- Proposed new junction on to the A523 will cause issues for existing residents to safely enter and exit driveways and will increase congestion
- As a pedestrian, the roads are not safe to cross
- Existing difficulties turning right from Robin Lane on to A532 due to parked cars creating poor visibility

- There are 7 substandard junctions between the canal bridge and southern end of the site requiring a more comprehensive solution to accommodate the 330 houses and industrial estate than is proposed
- Access to the housing site and access to Sutton via Lindrum Avenue need to be facilitated by linked pedestrian controlled traffic lights
- The Transport and Framework Travel Plan does not reflect the true picture – the five year analysis period should be at least 10 years
- Speed limit reductions and traffic calming measures on London Road will be welcomed and are needed

Flooding and Drainage

- Existing land is frequently waterlogged and development including hard landscaping will worsen this

Nature Conservation

- The area supports a lot of wildlife
- Disruption to many species in the nature reserve
- Several ecological surveys have not been undertaken or finalised
- Removal of livestock will result in loss of insects which are attracted to them, therefore loss of birds
- No consideration for impacts on the Danes Moss SSSI

Trees and Hedgerows

- Hedgerows on western boundary must be maintained by the landowner to the east, so an access strip for maintenance vehicles should be included
- Proposed native woodland will eventually crowd out the ancient hedgerow which marks the parish boundary

Protected Open Space

- Planting of woodland seems incompatible with protected open space designation
- The proposal should contribute towards the enhancement and improvement of Robin lane play open space / play area
- Contributions to LAP provision on Robin lane would be unsuitable as would require small children to travel across London Road
- Proposed play area is too close to London Road and would be unsafe

Design and Layout

- Failure to provide appropriate green infrastructure particularly along the Macclesfield Canal
- Application does not address Macclesfield Local Plan Policy DC38 regarding the spacing between buildings
- Dwellings adjacent the Macclesfield Canal on the layout plan do not appear to have gardens so may impact Conservation Area
- Landscape buffer needed between housing and the Council Depot to reflect guidance in Policy DC3
- Lack of information regarding the extent of the play area, it would be better located in the centre of the site away from the commercial area
- Number of 2-storey houses built in close proximity to existing bungalows

- 3 storey properties on higher land adjacent to the canal will dominate conservation area views
- No consideration for impacts on the Canal Conservation Area
- Application should be refused as it is contrary to MBLP Policies BE1 and BE3

Amenity of Existing Properties

- Concerns relating to noise and pollution as a result of development
- Impact of night time operations from Lyme Green Depot
- Amenities will suffer from noise, high level lighting, dirt, and heavy sander and grater lorries on a 24 hour basis during the winter months
- Buffer round Lyme Green Depot insufficient and
- Septic tank of existing properties likely to be damaged by heavy vehicles passing over the drain.
- Plans show a house built directly on top of the septic tank (and access to it) for Hills View house
- Loss of amenity due to loss of views and public footpaths
- Loss of privacy due to overlooking from new houses
- Impact statement recognises major impacts for residents of Gaw Lane, but no information about what will be done to offset this
- Application should be refused on amenity grounds as contrary to Policy DC3 of the MBLP

Local Services and Facilities

- Additional housing cannot be supported by local facilities such as the local leisure centre
- Increase in population could result in the return of bus services, but this has not been considered in traffic analysis

OFFICER APPRAISAL

Principle of Development

Macclesfield is identified as one of the principal towns in Cheshire East where CELPS Policy PG 2 seeks to direct 'significant development' to the towns in order to 'support their revitalisation', recognising their roles as the most important settlements in the borough. Development will maximise the use of existing infrastructure and resources to allow jobs, homes and other facilities to be located close to each other and accessible by public transport.

The application site is allocated as a Strategic Site for housing under Policy LPS 17 of the Cheshire East Local Plan Strategy (CELPS). When the Council adopted the Cheshire East Local Plan Strategy on 27th July 2017, the site was removed from the Green Belt.

Site LPS 17 states that the development of Gaw End Lane will be achieved over the Local Plan Strategy period through:

1. The delivery of around 300 homes;

2. Incorporation of green infrastructure which should include the following:
 - i. Green linkages to the wider footpath network, habitats and site LPS 13 including links to the north/south strategic link of the Macclesfield Canal. Land to the southwest of the site adjacent to the canal should remain undeveloped and is allocated for open space within site LPS 17;
 - ii. New public open space;
 - iii. Green buffers to London Road/Leek Road and Macclesfield Canal; and
 - iv. An area of protected open space adjacent Rayswood Nature Reserve as shown on the proposals map;
3. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
4. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities.

Additionally, the following site specific principles of development apply:

- a. Buffer zone of semi-natural habitats to be provided adjacent to the Macclesfield Canal SBI.
- b. Development must be sensitive to the conservation area and listed structures / buildings. The retention of open space on the western edge of the site would help safeguard the immediate context from urbanising development up to the canal edge, where it would most dramatically affect views and the sense of openness within the bend in the canal. Regarding the setting of Toll Bar cottage the impact could be lessened in the approach taken to the site's planning, by retaining the mature boundary landscaping opposite the property and also by using this south easterly part of the site as a pedestrian gateway into the scheme, with associated open space.
- c. This Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- d. The site will be developed only where it can be demonstrated that there is no significant harm on the Danes Moss SSSI, particularly in relation to changes in water levels and quality and recreational pressures. This should include a full assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure protection of the SSSI
- e. Any application would need to be supported by a full ecological appraisal. Ecological mitigation would be required to address any adverse impacts.
- f. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

Sec.38 (6) of the Planning and Compulsory Purchase Act 2004 states that planning applications and appeals must be determined "*in accordance with the plan unless material considerations indicate otherwise*". In light of LPS 17, which allocates this site for housing development, the principle of developing the site for around 300 dwellings is acceptable. Whilst this proposal does not include all of the land allocated under LPS 17 insofar as it does not include the land associated with Lyme Green Settlement, it is not a requirement that any applications submitted on allocated sites are done so in a single application. The important thing to note is that this proposal would not preclude the remaining part of the site allocation from being brought forward. Around 300 dwellings can be accommodated in compliance with LPS 17.

As per para 11 of the Framework and CELPS Policy MP 1, there is a presumption in favour of sustainable development taking into account the three dimensions of sustainable development (social, economic and environmental) and compliance with the Development Plan in accordance with Sec.38 (6).

SOCIAL SUSTAINABILITY

Housing Land Supply

The Cheshire East Local Plan Strategy forms part of the statutory development plan.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. This is the test that legislation prescribes should be employed on planning decision making. The 'presumption in favour of sustainable development' at paragraph 11 of the NPPF means: "approving development proposals that accord with an up to date development plan without delay"

The Cheshire East Local Plan Strategy is a recently adopted plan. Upon adoption, the Examining Inspector concluded that the Local Plan would produce a five year supply of housing land, stating that *"I am satisfied that CEC has undertaken a robust, comprehensive and proportionate assessment of the delivery of its housing land supply, which confirms a future 5-year supply of around 5.3 years"*.

The Council can now demonstrate a 7.2 year supply of land for housing, but it is important to note that this proposal would deliver 330 no. dwellings on an allocated site within the adopted Local Plan within one of the Principal Towns in the Borough. The Council needs to keep the supply rolling and proposals that bring forward the Council's strategic vision through the development of the allocated sites such as this one will assist in relieving pressure on other edge of settlement sites and the Green Belt / countryside. As such, this is a benefit of the scheme.

Affordable Housing

Policy SC 5 of the CELPS and the Councils Interim Planning Statement on Affordable Housing (IPS) requires the provision of 30% affordable housing on all 'windfall' sites of 15 dwellings or more. This relates to both social rented and/or intermediate housing, as appropriate. Normally the Council would expect a ratio of 65/35 between social rented and intermediate housing.

As this is an outline application for around 330 dwellings, 90 of the units will be required to be affordable, depending on the final number of dwellings on the site. To satisfy the required tenure split, 64 of the units would need to be provided as social rented accommodation and 35 of the units as intermediate tenure.

The site is actually located in the open countryside and the Parish of Sutton, however, it is adjacent to Macclesfield therefore the affordable housing need for Macclesfield and Macclesfield Rural has been looked at.

The Strategic Housing Market Assessment 2013 identified a net requirement for 239 new affordable homes each year until 2018, made up of a need for 109 x 2 beds, 139 x 3 beds, 010 x 4 beds, 82 x 1 bed older person's dwellings and 02 x 2 bed older person's dwellings.

(The SHMA identified an over-supply of 1 bed dwellings for General Needs dwellings).

There are currently 47 applicants on the Council's housing register applying for social rented housing who have selected Sutton as their first choice. These applicants require 26 x 1 beds, 12 x 2 beds, 7 x 3 beds and 2 x 4 beds. On this site, a mix of 1, 2 and 3 bed dwellings for general needs and a provision for older persons via flats, bungalows for example would be acceptable.

The applicant has confirmed that the proposal will provide 30% of the site as Affordable Housing with the required tenure split. The precise number, size, location and type of units will be secured at Reserved Matters stage. However, the receipt of an amended illustrative masterplan has shown a good spread / pepper potting of affordable units. On this basis, the Council's Housing Strategy and Needs Manager has no objection and the scheme is in compliance with Local Plan Policy SC 5 and criterion b of LPS 17.

Education

One of the site specific principles (no. 4) of the site allocation under LPS 17 is that the development of the site will require "contributions to education and health facilities".

In the case of the current proposal for 330 dwellings, the Council's Children's Services have advised that a development of this size would generate:

- 62 primary children (330 x 0.19)
- 49 secondary children (330 x 0.15)
- 4 SEN children (330 x 0.51 x 0.023%)

The development is expected to impact on both primary school and secondary places in the immediate locality. Any contributions which have been negotiated on other developments are factored into the forecasts undertaken by the Council's Children's Services both in terms of the increased pupil numbers and the increased capacity at schools in the area as a result of agreed financial contributions. The analysis undertaken has identified that there remains a shortfall in school places.

Special education provision within Cheshire East Council currently has a shortage of places available with at present over 47% of pupils educated outside of the Borough. Whilst it is acknowledged that this is an existing issue, the 4 children with special educational needs (SEN) expected from this development will exacerbate the shortfall.

To alleviate forecast pressures, the following contributions would therefore be required:

- 62 x £11,919 x 0.91 = £672,470 (primary)
- 49 x £17,959 x 0.91 = £800,792 (secondary)
- 4 x £50,000 x 0.91 = £182,000 (SEN)

- Total education contribution: £1,655,262

The applicant has confirmed acceptance of this requirement and therefore this application is compliant with criterion 4 of LPS 17 in this regard.

Healthcare

The NHS Eastern Cheshire Clinical Commissioning Group (CCG) has commented on the application. The NHS has noted that there are six NHS GP practices within Macclesfield, all located within one building at the Waters Green Medical Centre.

Based on the current local population, the Waters Green Medical Centre has sufficient capacity to manage currently registered patients. However, with the known planned housing developments, the local population is predicted to increase by approximately 17% over the next 10 years. In order to be able to continue to provide the current high level of primary care services to the local population, the six GP practices will be required to review their current model of working. A model of 'working at scale' will be required, in which the six GP practices work much more closely together to remove duplication and inefficiencies from the primary care system. Even with modifications to the existing Waters Green Medical Centre, it is anticipated that the GP practices and NHS Community Services will need to expand out into an additional building within the next 10 years.

To facilitate this, a financial contribution will be required as part of this application which will be used for the development of the Waters Green Medical Centre premises and development of additional primary care premises within Macclesfield. The financial contribution is based on a calculation consisting of occupancy x number of units in the development x £360. This is based on guidance provided to other CCG areas by NHS Property Services.

Where a planning application has not provided a breakdown of the dwelling unit sizes in the proposed development (as is the case with this outline application), it is proposed that the average occupancy of 2.8 persons is used in the initial health calculation until such time as the size of the dwelling units are confirmed, at which point a revised and more accurate calculation can be confirmed.

For this planning application, the CCG has requested a financial contribution towards health infrastructure via Section 106 of £332,640 based on a calculation of 2.8 persons x 330 dwelling units x £360. This provides an indication of the contribution required to comply with criterion 4 of LPS 17 of the CELPS. However, a formula based approach could be utilised in the s106 in order to secure the appropriate contribution once the details of the dwellings / occupancy has been fully detailed at the reserved matters stage.

Public Open Space and Recreation

The local plan allocation for this site and Policy SE 6 of the CELPS sets out that the open space requirements for housing development are (per dwelling):

- Children's play space – 20sqm
- Amenity Green Space – 20sqm
- Allotments – 5sqm

- Green Infrastructure connectivity 20sqm

This policy states that it is likely that the total amount of 65sqm per home (plus developer contributions for outdoor and indoor sports) would be required on major Greenfield and brownfield development sites. The indicative site plan shows areas for some on site open space. At 65sqm per dwelling, the total amount of on-site open space required could be up to 21,450 square metres. The indicative masterplan for the site shows an on site open space provision of approximately 28,623 square metres (excluding the pond areas), which would exceed the requirement. There would be sufficient opportunity to locate a Local Area of Play (LEAP) standard play area on site. The indicative layout shows that this could be located towards the western fringe of the site adjacent to the existing Coach Depot. It would be possible for the nearest dwellings to front out over the play area and provide good passive surveillance.

The indicative layout was amended to omit a second play area which was shown to be positioned along the eastern boundary with the A523. The Council's Greenspaces Officer has confirmed that it may be necessary to look at LAP provision at other locations within the site, integrated into the housing layout. This also applies to amenity open space. However, the Council could also consider a proportion of offsite provision by way of a commuted sum in lieu of the LAP (in this case at Robin Lane), providing the majority of play and amenity can be provided on site. This would enable and facilitate linkages with the existing settlement at Lyme Green and would be accessible by way of the proposed toucan crossing across London Road. The commuted sum would be calculated at a rate of £75 per sqm of shortfall in on site provision.

It should be noted that whilst the local amenity group 'P4all' have requested contributions further contributions towards the Robin lane play area to provide a LEAP equivalent facility, the size and scale of this proposal does not lend itself to provision of all of the play space off site. Further, London Road serves as a major physical barrier and whilst a toucan crossing will be delivered as part of the proposals, the Robin Lane open space / play area would not be suitable to accommodate the whole development. Developments can only be expected to mitigate the impact of the development itself. Consequently, the demand of the Park4all amenity group would not be reasonable or necessary and would not therefore meet the CIL tests.

There is a requirement to provide Recreation and Outdoor Sport (ROS) in line with Policy SC 2 of the Local Plan and the playing Pitch Strategy. The necessary outdoor sports and indoor sports facilities would be provided by way of a financial contribution towards off site provision. In this instance the developer has opted to make a contribution rather than on-site provision. This contribution will equate to £1,000 per family dwelling or £500 per 1 / 2 bed apartment (excluding the affordable properties) with the final contribution determined upon the final number of properties on site. The sum of money will be directed towards the Council's Key Centre at Congleton to help deliver a 3G pitch, improve and reorganise retained grass pitches and provide a new pavilion with changing, community room and health and fitness offer.

Indoor Sports Provision

The Council's Indoor Built Facility Strategy has identified that for Macclesfield there should be a focus on improvement of provision at Macclesfield Leisure Centre. In addition, the Strategy

targets the need to improve provision in South West Macclesfield at the Congleton Road Playing Fields outdoor facility to complement the Leisure Centre offer. Whilst new developments should not be required to address an existing shortfall of provision, they should ensure that this situation is not worsened by ensuring that it fully addresses its own impact in terms of the additional demand for indoor leisure provision. Furthermore, whilst the strategy acknowledges that the increased demand may not be sufficient to require substantial indoor facility investment through capital build (although some of the new population may use the existing swimming pool and sports hall facilities), there is currently a need to improve the quality and number of health and fitness stations at Macclesfield Leisure Centre to accommodate localised demand for indoor physical activity.

CEC Leisure has confirmed that based on a development of 330 dwellings, this could equate to a population increase of 531 and 227 additional 'active' population (subject to detailed reserved matters). Based on an industry average of 25 users per piece of health and fitness equipment this equates to 9 stations (£6,500 per fitness station) which would require a financial contribution of £58,500.

The application makes reference to the possible provision of a "site" for a community facility. There isn't however any evidence provided within the application to demonstrate that the provision of such a subsequently built facility will be achievable should such a site be provided, or future sustainability achieved in management terms. Further advice on this has been sought from the "Council's Community and Partnerships Team". If it can be demonstrated that a new build is both achievable and sustainable then the indoor sport contribution could be directed to this provision, but only **once built**, to support active sport and recreation. However in the absence of such evidence the contribution would be required as outlined above.

Subject to the above being secured by way of a legal agreement, the scheme is found to accord with MBLP Policies RT5 and DC40 and CELPS Policies SC 1 and SC 2.

ENVIRONMENTAL SUSTAINABILITY

Air Quality

Policy SE 12 of the Local Plan states that the Council will seek to ensure all development is located and designed so as not to result in a harmful or cumulative impact upon air quality. This is in accordance with paragraph 181 of the NPPF and the Government's Air Quality Strategy.

When assessing the impact of a development on Local Air Quality, regard is had to the Council's Air Quality Strategy, the Air Quality Action Plan, Local Monitoring Data and the EPUK Guidance "Land Use Planning & Development Control: Planning for Air Quality January 2017).

Air quality impacts have been considered within the air quality assessment submitted in support of the application. The report considers whether the development will result in increased exposure to airborne pollutants, particularly as a result of additional traffic and changes to traffic flows. The assessment uses ADMS Roads to model NO₂ and PM₁₀ impacts

from additional traffic associated with this development and the cumulative impact of committed development within the area.

A number of modelled scenarios have been considered within the assessment. These were:

- 2017 baseline – model verification
- 2028 – proposed opening year ‘do-nothing’
- 2028 – proposed opening year ‘do-something’

The assessment concludes that the impact of the future development on the chosen receptors not be significant with regards to NO₂, PM₁₀ and PM_{2.5} concentrations. However, some of the receptors are located within the nearby AQMA and it is view of the Council’s Environmental Protection Unit that any increase in concentrations within an AQMA is considered significant as it is directly converse to the Council’s local air quality management objectives, the NPPF and the Council’s Air Quality Action Plan.

The proposed development is considered significant in that it is highly likely to change traffic patterns and congestion in the area. Also there is a need for the Local Planning Authority to consider the cumulative impact of a large number of developments in a particular area. In particular, the impact of transport related emissions on Local Air Quality. Taking into account the uncertainties with modelling, the impacts of the development could be significantly worse than predicted.

Macclesfield has four Air Quality Management Areas, and, as such, the cumulative impact of developments in the town is likely to make the situation worse unless managed. Poor air quality is detrimental to the health and wellbeing of the public and also has a negative impact on the quality of life for sensitive individuals. It is therefore considered appropriate that mitigation should be sought in the form of direct measures to reduce the adverse air quality impact. In this case, this will be achieved by conditions relating to travel planning, dust control and the provision of electric vehicle infrastructure. Subject to this, the proposal will not have a detrimental impact on the air quality and thus accords with policy SE 12 of the CELPS.

Residential Amenity

Saved policy DC38 of the Macclesfield Borough Local Plan (MBLP) states that new residential developments should generally achieve a distance of between 21 metres and 25 metres between principal windows and 14 metres between a principal window and a blank / flank elevation. This is required to maintain an adequate standard of privacy and amenity between residential properties, unless the design and layout of the scheme and its relationship to the site and its characteristics provide a commensurate degree of light and privacy between buildings.

To the east of the site, there are residential properties on the opposite side of London Road. The indicative layout shows that the nearest properties proposed as part of this application would achieve a distance of at least 45 metres with these neighbours. This would be sufficient to protect their level of amenity.

Gaw End Lane provides vehicular access to 8 residential properties. The proposed development would envelop these existing properties. The indicative layout shows how the

proposed development could be arranged in relation to these existing properties. The first 3 properties situated towards the eastern end of Gaw End Lane would continue to be accessed by the existing junction with London Road / Robin Lane. Travelling further along Gaw End Lane, the remaining 4 properties would be served by the proposed internal access road which would take its access off London Road further to the north of the existing junction that they use.

The first three properties along Gaw End Lane would benefit from some green buffers to the north and west. The semidetached property at western extent of the first three has windows facing west across the site. The houses shown on the indicative layout would appear to have a frontage looking over to this property. However, a separation of 25 metres would be achieved. The proposal would meet with the recommended separation distances in relation to the first three properties.

Further along Gaw End Lane, there are 2 semidetached cottages and 2 detached properties on the southern side (the most northerly is a bungalow). The semi-detached cottages do not contain any principal windows within their side elevations and the nearest properties shown on the indicative plan would exceed the recommended separation distances. The next property along is a detached two-storey dwelling and whilst it has no windows in its southern elevation, it does benefit from a side facing dormer window in the northern elevation facing Plot 225. However, Plot 225 appears to be 'side-on' to the neighbouring property and as it is slightly offset, it is considered that a detailed layout could avoid potential impact on amenity. With respect to the bungalow, this also benefits from a side facing window in its north elevation; however, a small pocket of open space would facilitate a separation to the nearest property of around 17 metres which would be set at an angle. At the end of Gaw End Lane is a detached dormer bungalow on the northern side which also has side facing windows. However, the nearest properties shown would meet with the recommended separation distances.

It is important to note that the detailed layout and appearance of the scheme are reserved matters for consideration at a later stage. However, having regard to the indicative layout, it is considered that a scheme of this size (notwithstanding and without prejudice to noise considerations as explored later in this report) could be accommodated on the site, whilst maintaining the required separation distances between neighbouring properties and the proposed dwellings, and between the new dwellings within the development itself. Sufficient private amenity space for each new dwelling could be secured at reserved matters stage. No significant amenity issues are raised at this stage with regard to loss of light, direct overlooking or visual intrusion.

Noise

The applicant has submitted an acoustic assessment in support of the application. The impact of the noise from the A523 London Road and surrounding industrial and commercial uses on the proposed development has been assessed in accordance with BS8233:2014 Guidance on Sound Insulation and Noise Reduction for Buildings and BS4142:2014 Methods for rating and assessing industrial and commercial sound. This is an agreed methodology for assessing noise of this nature.

The report states that mitigation will be designed to ensure that occupants of the properties are not adversely affected by road traffic noise and industrial noise. However, the report does not adequately detail mitigation for the proposed properties close to the Lyme Green depot which is used for winter gritting operations. This involves night time operations.

Following discussions with the operatives of the depot the operations for 2017/2018 were as follows:

- 115 days with operations
- 7,431 individual movements in total, which include the shunting & loader movements

In addition there are operatives arriving and departing in their own vehicles to site and consideration has not been given to the lighting for the depot and lights off the vehicles. It is deemed that these activities will only increase not reduce in the future.

The Council's Environmental Protection Unit (EPU) therefore recommends that this is reviewed by the applicant with the intention of providing appropriate bunding and/or screening and an adequate standoff distance between the yard and the proposed housing to reduce any potential noise and light impact on the amenity of future occupants. As such, and in accordance with the acoustic report, the following conditions are necessary:

- Full details of mitigation for all residential properties close to the A523 to be submitted to and approved
- A review of the noise report to take greater consideration of the Lyme Green depot and for mitigation measures to be submitted to and approved by this Division.

Although the indicative plan shows the position of dwellings close to the boundary with the Lyme Green Depot, the detailed design and final layout is reserved for approval as part of a later application. However, what is clear is that the indicative layout proposes a layout which would result in a poor relationship between the Lyme Green Depot and the nearest proposed dwellings. This poor relationship would give rise to noise and light impacts which without mitigation, would serve to undermine the residential amenity afforded to future occupiers of the proposed development.

In order to ensure that future occupants of the development do not suffer a substantial loss of amenity due to noise, a noise impact assessment report will be required at the Reserved Matters stage, demonstrating that all the residential properties can achieve appropriate standards. This will require the provision of an appropriate buffer / standoff. Whilst an amended indicative layout has been received which shows the provision of a landscape buffer along the boundary with the depot, this has been at the expense of some of the gardens and remains inadequate. Accordingly, there is a need to secure the space for such which will require a reduction in the number of units. Without such buffer / reduction, it is not possible to demonstrate that 330 units can be accommodated on the site without compromising residential amenity whilst respecting other site constraints. There are 20 no. properties shown to adjoin the Lyme Green Depot. These would preclude the provision of an appropriate buffer. Consequently, it is recommended that a condition limiting the number of units to 310 and a condition requiring the provision of a buffer are imposed. Subject to this requirement, it is

considered that the proposal will comply with Policy SE12 of the CELPS and DC14 of the MBLP relating to noise and soundproofing.

Highways

The highways infrastructure requirements were considered during the allocation of this site under the Local Plan process and its subsequent adoption. The proposed vehicular access to the site would take the form of a priority junction with the A523 London Road that incorporates a right turn lane. Gaw End Lane would be stopped up to through traffic. Properties that are located to the west of the new access road will have a new junction with the spine road and would use the new junction at the A523 London Road. The remaining properties would continue to use the existing Gaw End Lane junction with London Road / Robin Lane.

The scope of impact of the proposal has been agreed with the applicant based upon the distribution of traffic where the vast majority of trips will be made to and from the site in a northbound direction. A number of capacity assessments have been undertaken at the following locations:

A523 London Road/Site Access
A523 London Road/Gaw End Lane/Robin Lane
A523 London Road/Lindrum Av
A523 London Road/Moss Lane
A523 London Road/Mill Lane/Byrons Lane
A523 Mill Lane/A523 Silk Road/Mill Lane
A523 Silk Road/Brook Street
A523 Silk Road/A537 Buxton Road/Waters Green

The committed development that affects this site is the South Macclesfield Development Area (SMDA) and this has been included in the assessments. As this site is located close to the SMDA, the same residential trip rates have been used in this assessment. Using these rates, the development is predicted to generate 199 am trips and 208 pm trips in the peak hours. Assessments have been undertaken in 2020 and 2028.

The proposed site access with the ghost right turn lane has been shown to operate within capacity in both the assessment scenarios. Whilst, a priority junction design is not the preferred junction type to access this site there are no capacity problems identified and as such no reasons to object to the access on highways grounds.

The capacity of the other junctions assessed indicates that some junctions can easily accommodate the development flows whilst others have an impact and increase existing congestion levels. There are no capacity problems at the Robin Lane and Lindrum Avenue junctions with London Road. These are both priority junctions.

The other junctions assessed are all existing signal controlled junctions along the A523 into Macclesfield. The results indicate that all of the junctions (with the exception of the Mill Lane junction) operate at or above capacity with the development added to the base flows. The queue lengths vary at each junction with some longer queues at the Waters Green and Brook Street junctions with the A523. The key junction of the A523 London Road/Moss Lane that will form the southern junction to the SMDA has been assessed. Capacity tests have shown that

the proposed signal junction arrangement can accommodate the flows from this application but will be operating at capacity levels in 2028. The development will increase delay at the signal junctions and whilst these may not be considered to be significant increases they still result in longer delays at the junctions. There are no mitigation measures proposed by the applicant at the signal junctions.

Improvements to highway infrastructure in Macclesfield have been identified at key congestion points in order to deliver the proposed level of growth identified in the Local Plan which this site forms part of. Having regard to the additional trips that this proposal would add to the local highway network, there is a requirement for a financial contribution to the provision of infrastructure improvements as outlined in the Macclesfield Movement Strategy (MMS). Based on 330 no. units, this would equate to a commuted sum of £726,000 (£2,200 per unit), which has been agreed with the applicant.

Whilst Gaw End Lane will be stopped up, an emergency access will be provided. This will be from the end of the stopped up section of Gaw End Lane to the new internal spine road. Although a footway/cycleway was initially requested by the Head of Strategic Infrastructure (HSI – Highways) alongside London Road, the remote pedestrian/cycle path will be retained within the site and maintained by the applicant. There is no objection to this proposal as the pedestrian/cycle path will still provide the necessary linkages to the site. The revised development proposals have clarified the access to the site and are considered acceptable. No objections are raised to the application subject to the S106 contribution. The proposals are considered to be acceptable and would provide suitable mitigation against the impacts of the development proposed. The scheme is compliant with criterion '4' of LPS 17.

Accessibility and Public Rights of Way

Policy LPS 17 of the CELPS requires the creation 'green linkages to the wider footpath network, habitats and site LPS 13 including links to the north/south strategic link of the Macclesfield Canal' as well as 'pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities'. The proposed indicative layout is shown to promote and facilitate these linkages.

The site is not currently connected to the pedestrian/cycle footway network on London Road and there are a number of improvements proposed to improve pedestrian accessibility as part of this application. A new internal footway is proposed to run alongside the A523 London Road that links to the existing footway at the northern end of the site and Gaw End Lane to the south. It was the preference of the Highway Authority that the footway be provided along London Road and the boundary hedge replanted behind the footway. However, it is considered that the visual and biodiversity harm of removing the entire existing well established frontage hedgerow and transposing it would not be outweighed by the highway benefit of having the footway alongside the edge of the carriageway rather than further into the site. As the proposed footway is remote, it will not be adopted by the Council and will remain private.

A toucan crossing is proposed on the A523 London Road just south of Lindrum Avenue. However, on the development side there is no pedestrian/cycle link to the toucan crossing indicated. Whilst only indicative, officers have requested that this link be shown on the indicative masterplan. As part of the right turn lane design a pedestrian refuge is proposed to

provide an additional crossing point on London Road. These features will assist in connecting the proposed development with the existing residential areas to the east and associated amenities and facilities. The indicative layout supports this concept and as such, the proposal at this stage is found to adhere to part 4 of LPS 17.

The nearest bus stops to the site are located on the A523 London Road and additional bus stops are located on Lindrum Avenue. There are two separate bus services, the 14 that runs hourly and the 109 that runs every two hours. The hourly service is a local service to Macclesfield from Langley and the two hourly service runs between Macclesfield and Leek.

Whilst the proposal will not directly affect any public rights of way, it sits close to a number of footpaths namely Public Footpaths Sutton Nos. 46 & 1 and Gawsworth Nos. 5 & 31. The Council's Public Rights of Way Unit (PROW) have not objected to the application subject to conditions requiring the provision of a pedestrian signage scheme and information packs for residents to promote and encourage local walking and cycling routes for both leisure and travel purposes.

Canal Towpath Improvements

The Canal and Rivers Trust have commented on the need to 'improve the overall connectivity of the walking and cycling network within the Borough, which is explicitly acknowledged to include canal towpaths. In this context, the Canal and Rivers Trust consider that the towpath in the vicinity of the application site needs to be upgraded in order to fulfil the role identified. The Trust considers that towpath improvements are required between the end of Gaw End Lane towards the Moss Head Farm swing bridge 47, where an existing PROW crosses the swing bridge. The towpath accesses at bridges 46 and 45 could also usefully be upgraded.

Whilst it is acknowledged that the canal is an important piece of "blue infrastructure" in the area, allowing occupiers of the site to access areas to the west, there are concerns regarding the request from the Canal and Rivers Trust for financial contributions to improvement works. Further the Canal and Rivers Trust have not cited a sum of money that they would need. The canal, in the vicinity of the site is in relatively good condition, with an all weather footpath surface. Further, the site would not be reliant on the canal towpath to access areas to the east of the site as it achieves this through its access strategy to London Road. Accordingly, the request for financial contributions is not adequately justified and would not meet the CIL tests.

Trees

LPS 17 states that the development of the site will be achieved 'through the incorporation of green infrastructure including green linkages, allocation of public open space to the south west, new public open space, green buffers to London Road / Leek Road and the Macclesfield Canal and an area of protected open space adjacent to Rayswood Nature Reserve to the south of the site and Danes Moss SSSI'.

The Macclesfield Canal Conservation Area located to the west and south west of the site was designated in part for canal side trees and hedgerows and its role as a wildlife corridor. Trees

within the Conservation Area are given pre-emptive protection under s211 of the Town and Country Planning Act 1990.

The application is supported by an Arboricultural Survey Report and Impact Assessment which surveyed 60 individual and groups of trees. The majority of trees surveyed were found to be of moderate to poor quality value with 16% assessed as being of high quality (assumed A category trees) forming dominant features within the landscape. Three low (C) category trees Ash (T10), Ash (T24) and Oak (T38) have been identified for removal to accommodate a proposed internal access.

As this is an outline application the proposals are indicative only apart from the provision of access from London Road. The proposed layout shows most of the existing trees for retention either within areas of open space or along the boundary of residential areas. The sustainable retention of trees will rely upon adherence to above and below ground constraints. Site layout plans should adhere to the requirement of BS5837:2012 Trees in Relation to Design, Demolition and Construction (Recommendations) where Root Protection Areas (RPAs) represent below ground constraints. Above ground constraints including due allowance for incompatibility between buildings and trees (shading/available daylight and social proximity) need to be taken into account as part of the design and future reserved matters.

It should be noted that due to the topography of the site, the design and layout of the development will require addressing in terms of achieving desired levels having regard to the Root Protection Area (RPA) of retained trees and their juxtaposition to development. This is evident where a proposed access interfaces with trees T53 and T54 and in relation to the location of the proposed plot adjacent to T56 where low daylight and sunlight levels due to adjacent trees will require further design consideration.

Trees within the site have recently been protected by the Sutton - Gaw End Lane Tree Preservation Order 2018. The indicative layout appears to respect those specimens afforded protection under the TPO, however, an updated Arboricultural Impact Assessment including an evaluation of all tree constraints and a draft Tree Protection plan and Method Statement will need to accompany any future reserved matters application/s. Subject to this, The Council's Principal Forestry and Arboricultural Officer considers the application to be acceptable in principle and therefore in accordance with Policy SE 5.

Hedgerows

Seven hedgerows are identified in the submitted Ecological Report. These comprise of a long continuous length of hawthorn and occasional blackthorn hedgerow adjacent to London Road; a short stretch along Gaw End Lane comprising of Hawthorn and ash and elder and five hedgerows south of Gaw End Lane which are comprised predominantly of Hawthorn and occasional mature trees of Oak, Ash and Beech.

The Report states all the hedgerows are dominated by Hawthorn, with none qualifying as 'Important' under the hedgerow regulations. The report qualifies this statement and advises that due to the low number of woody species and species-poor field layer the hedgerows do not meet the ecological criteria under the Hedgerow Regulations.

A Hedgerow Regulations Assessment has identified that a section of the western/southern boundary of the site marks the historic boundary between the ancient parishes of Gawsworth and Prestbury and forms the boundary of a pre-1600 AD estate or manor and is therefore deemed 'Important' Criterion 1 and 4a of the Hedgerow Regulations.

Hedgerows forming the boundary with London Road (A523), the boundary with Gaw End Lane, the western site boundary and hedgerows within the boundaries of Gaw End Lane, the Macclesfield Canal and Rayswood Nature Reserve are recorded as an integral part of a field system pre dating the Inclosure Act and are deemed 'Important' under Criterion 5a of the Regulations.

In terms of this outline application, the existing hedgerow adjacent to London Road will be affected by the proposed vehicular access and a new pedestrian/cycle access. Whilst the Assessment states that this hedgerow will be breached in two sections, further losses may be required to accommodate highway visibility requirements. Taking into account the fact that the roadside hedgerow qualifies as an 'Important' hedge on historic criteria, the impact of a loss of a section of the hedge is a material consideration in the determination of this application.

The provision of the required visibility splays would affect a section of hedgerow stretching in the order of 129 metres along the London Road frontage. Part of this section would require removal and pruning to achieve the required visibility. Whilst such losses are regrettable, it is considered that these would be outweighed by the delivery of an allocated site and potential mitigation planting to translocate / replace some of the hedgerow deeper into the site. The site can only realistically take its access along this section of London Road as the existing junction at Gaw End Lane is substandard and not capable of delivering the desired visibility. The partial loss of the roadside hedgerow is therefore inevitable and necessary if the development of this allocated site is to be realised. Subject to conditions, the scheme is considered to be acceptable in this regard.

Landscape

As part of the application a Landscape and Visual Appraisal (LVA) has been submitted. One of the key visual receptors is from the adjacent Macclesfield Canal. The canal is a valuable site asset. It is recommended that the development edge should be set further back from the canal than is shown on the parameters plan in order to provide sufficient space for public access (e.g. a footpath with seating), any SUDs features and to allow adequate separation from private frontages. Further, levels fall towards the canal so cross sections will be required at reserved matters stage to assess the relationship between the location and height of the proposed development and the Conservation Area/Local Wildlife Site.

The Council's Landscape Architect also recommends a landscape buffer around the perimeter of the Lyme Green Depot in order to screen the industrial buildings, the floodlighting and any acoustic fencing that may be required. At the reserved matters stage, the layout should provide sufficient space for an adequate depth of planting and access for ongoing maintenance. Screen planting along the boundary with the works depot to screen the unsightly buildings is also recommended.

At the reserved matters stage the layout must be carefully designed from the outset to take the undulating site levels into consideration in order to avoid excessive changes in level,

particularly in the vicinity of the canal, the site boundaries and the retained trees and hedges. High and prominent retaining structures must be avoided. Subject to this coming forward through to the reserved matters application/s, the landscape impact of the proposals is deemed to be acceptable at this stage.

Ecology

The application has been supported by an ecological assessment in accordance with criterion e of the site allocation. The assessment deals with the following species / designations:

Statutory Designated Sites - The application site falls within Natural England's SSSI impact risk zones associated with Danes Moss SSSI. Natural England have been consulted on the additional information submitted in support of this application and have advised that the proposed development should not result in any adverse effects on nearby SSSIs. The Council's Nature Conservation Officer (NCO) concurs with this view and also confirms that the proposed development is unlikely to have an adverse effect on Danes Moss's designation as a Local Wildlife Site.

Non-Statutory Designated Sites - The Macclesfield canal which abuts the application site in two locations is selected as a Local Wildlife Site. The existing drainage for the site discharges into the canal. The Council's NCO has advised that it must be ensured that surface water draining into the canal from the proposed development be treated to remove contaminants prior to being discharged. This matter may be dealt with by means of a condition.

Grassland Habitats - An updated botanical survey has been undertaken including the grassland habitats on site. Whilst the grassland habitats on site have some value, none are of Local Wildlife Site quality and as such present a significant constraint on the proposed development.

Wet Woodland - The Council's NCO has advised that the wet woodland is likely to qualify as a priority habitat. Habitats of this type are a material consideration. In addition, a plant species by the name of 'Water Aven' was found on this part of the site and is considered to be vulnerable. The Council's NCO has advised that this habitat must be retained as part of the development of this site. Proposals will also be required to ensure that this part of the site retains a wetland character to ensure the viability of the existing habitats. Given that the rear gardens of some of the plots extend into this area, it is recommended that a condition requiring retention of this part of the site is imposed.

National inventory of priority habitats - The application site is listed on the national inventory of Coastal and Floodplain Grazing Marsh. Habitats of this type are a material consideration. The habitats present on the application site only partly meet the description of this habitat type. Much of the nature conservation value of grazing marsh habitats is however associated with the related ditches. The Council's NCO therefore advises that the retention of the ditches in both the northern and southern halves of the site should be maximised. The applicant has proposed that new ditches would be provided to compensate for any lengths of ditch unavoidably lost to the development with the intention of delivering a total greater length of ditches on site. This approach is acceptable and this matter may be dealt with by means of a condition.

Great Crested Newts - The submitted great crested newt survey was constrained by lack of access to a number of off-site ponds. However, based on the available information the Council's NCO has advised that Great Crested Newts are not reasonable likely to be affected by the proposed development.

Breeding and Wintering Birds - Snipe was observed within the marshy grassland in the centre of the site. Sites which support regular occurrences of wintering Snipe are considered to be of county importance. In this case as only one years survey data is available, it is impossible to confirm whether the species occurs regularly. There is however no reason to suspect that this is not the case.

Whilst the marshy grassland, where the snipe was recorded, is shown as being partly retained on the parameters plan, it will be modified by the installation of SUDS and this habitat would be disturbed by the proposed residential and access roads which would be likely to lead to its abandonment by snipe. In order to compensate for the loss of snipe habitat it is recommended that a shallow marsh area be constructed in the safeguarded open space area. A drainage basin is shown on the submitted masterplan, which could be used by snipe if designed correctly. If planning consent is granted it is recommended that a condition be attached which requires details of the design of this feature to be submitted as part of any future reserved matters application.

A number of Priority Bird species were recorded as being likely to be breeding on the site. One of these species was recorded in a hedgerow in the safeguarded open space area and so would not be directly affected by the proposed development. Two other species were recorded associated with trees on Gaw End Lane. Retention of these trees would reduce the impacts of the proposed development upon these species and as both of these species are often associated with residential properties, the provision of features for these species could be incorporated into the detailed design of the scheme. This could be dealt with by means of the ecological enhancement condition.

Badgers - A detailed badger survey has been submitted in support of this application. Limited badger activity was recorded on site and as such the proposal would not have a significant adverse impact upon badgers. However as the status of badgers on site can change, a condition should be attached which requires any reserved matters application to be supported by an updated badger survey.

Bats and Barn Owls - A number of trees on site have been identified as having potential to support these protected species. However, no evidence of these two species roosting on site was recorded. As the status of these species may change over time, it is recommended that an updated survey be secured by condition.

Water Vole and Otter - The Otter and Water Vole Survey undertaken in support of this application was undertaken outside the optimal water vole survey season and only a single visit was undertaken. The level of survey effort undertaken is insufficient to establish presence/likely absence of water voles. However, the Council's NCO has undertaken water vole surveys of the Macclesfield canal in the past which did not record any evidence of this species. Considering the nature of the proposed development, which would not involve any direct impacts on the canal or other significant otter or water vole habitat, it is considered

that neither water vole or otter are reasonable likely to be affected by the proposed development. No further surveys for these species are therefore required.

Ponds - There are a number of ponds on the application site. Two of the ponds (listed as 2 and 4) appear to be of particular nature conservation value supporting a number of aquatic plants and common amphibian species. Only one pond (pond 5) was permanent during the surveys. The ephemeral nature of the ponds on site does not however reduce their nature conservation value. The current layout would result in the loss of ponds 1 and 2. It is considered that replacement ponds should be provided for the loss of any ponds. These should be located in the safeguarded open space area. The submitted layout plan has now been amended to show the creation of two compensatory ponds. To avoid any contamination of the ponds, wildlife ponds should not be used to attenuate water from the highways network or parking areas associated with the development. Similarly there should be no contamination of the ditch within the secured open space area as this discharges in the adjacent woodland. This matter may be dealt with by means of a condition.

Reptiles - No evidence of reptiles were recorded during the submitted survey and therefore this species group is unlikely to be present or affected by the proposed development.

Hedgerows - Native hedgerows are a priority habitat. In addition, the hedgerow on London Road is Important under the Hedgerow Regulations. The proposed development will result in the partial loss of this hedgerow to facilitate the site access and also a loss of hedgerows around the semi-improved grassland (target note 14). Any unavoidable losses of Hedgerow should be compensated for by means of replacement native hedgerow planting, with a significantly greater length of new hedgerows proposed in relation to that lost.

Biodiversity Offsetting - Local Plan Policy SE 3(5) requires all developments to aim to positively contribute to the conservation of biodiversity. The Council's Ecologist recommended that an assessment of the residual ecological impacts of the proposed development using the Defra biodiversity offsetting 'metric' methodology be undertaken. The applicant's consultant has completed a Biodiversity Impact Calculator in accordance with the Defra Biodiversity Metric methodology. The results of this calculation show that, provided all proposed habitat creation measures are implemented, the proposed development would result in an overall gain for biodiversity. This would align with the requirements of Policy SE 3 and site specific principles d and e of LPS 17.

In the event that outline planning permission is granted, a condition must also be attached which requires any future reserved matters application to be supported by proposals for the incorporation of all of the habitat creation measures proposed at the outline. Also, a long term habitat management plan will be required at the detailed design stage. The possibility of the Secured Open Space being transferred to the Council and put under appropriate long term management by the Council's Countryside Officer is recommended and could be secured as part of the s106 agreement. Lighting conditions are also recommended.

The Council's NCO has confirmed that if planning consent were to be granted, the proposed mitigation/compensation is acceptable. Subject to the proposed mitigation measures, the scheme is found to be acceptable in terms of its ecological impact and accords with MBLP Policies NE11, NE17 and CELPS Policies SE 3 and LPS 17.

Design

As this is an outline application with matters relating to layout, scale and appearance reserved for approval at a later stage, there is an indicative plan to show how a development of 330 houses could be accommodated on the site. The proposal would be served by a new access point taken from London Road situated in at a midpoint between the junctions of Lindrum Avenue and Robin Lane. This would feed a primary access road running into the site which would then meet with a number of tertiary roads as well as linking in with Gaw End Lane, which would be dissected and closed to vehicular traffic a short distance (approximately 110 metres) from its junction with London Road.

The dwellings would be arranged around the internal road network with pockets of public open space to the west and east extremities of the site as well as central areas of open space and corridors. This would also facilitate the provision of a comprehensive internal footpath network and corridors of green and open spaces interconnecting with existing footpath connections. Further, green buffers are shown to be incorporated along the boundary with London Road and to the adjacent Macclesfield Canal (with amendment) and the area of protected open space to the south designated under the site allocation would be respected as would the adjacent Raywsood Nature Reserve. The indicative layout shows a general mix in the size of units.

The Council's Urban Designer has commented that whilst the initial illustrative layout plan shows that it is possible to achieve 300 units within the site as a traditional layout, it does not comply with the CEC Design Guide, having a number of fundamental design issues. However, the Urban Designer considers that these issues can be resolved at reserved matters stage with innovative and bespoke solutions that reflect the unique characteristics of the site (canal side development). The parameters plan and D&A statement show the concept and intention of the development. However, a more bespoke solution will be required to meet the high expectations and requirements of the Council and to create a unique sense of place.

The general principles and parameters shown on the illustrative plans shows a decent spread of development with well overlooked spaces. Provided that similar principles are carried through to the reserved matters stage with a more bespoke design solution, the proposal would achieve a well designed residential development which would accord with LPS 17 and the Cheshire East Design Guide.

Impact on Heritage Assets

Macclesfield Canal Conservation Area bounds the site to the north and west with the grade II listed canal bridge providing access across to the canal towpath on the other side. To the east of the site, on the opposite side of London Road is Toll Bar Cottage which is grade II listed beyond which is the grade II listed Lyme Green Hall.

With respect to the impact on the canal conservation area, concerns have been raised in terms of the way the western fringe of the proposed development would interact with the canal side setting. LPS 17 part 2, criterion iii) and site specific principle b advises that future development should provide a green buffer to the canal / heritage assets. The indicative layout does show a green 'edge' to the boundary with the canal, however, it will be important to secure a high quality of design for not only the units which will face out to the canal, but

also the public realm in between. The layout does show capacity to provide a green buffer and with well designed units providing an attractive canal side frontage (secured at reserved matters stage), the impact on the canal conservation area and indeed the listed canal bridge could be acceptable.

Turning to the heritage assets situated towards the south east of the site, the proposed development on the indicative layout tapers off from the existing Gaw End Lane / London Road junction. The application also excludes the 'Lyme Green Settlement' field situated directly opposite. The indicative layout also incorporates a green buffer along the London Road frontage which will assist in minimising harm to the setting of both Toll Bar Cottage and Lyme Green Hall. As such, the proposal is found to be acceptable and in accordance with the part 2, criterion iii) and site specific principle 'b' of LPS 17.

Flooding and Drainage

A Flood Risk Assessment has been submitted. The site is located within Flood Zone 1 as defined by the Environment Agency indicative flood maps and as a result the chance of flooding from rivers or sea is 0.1% (1 in 1000) or less.

The surface water (SW) should be drained within site boundary and discharged at greenfield run-off rate without causing adverse flooding to existing or proposed properties. Subject to the proposed mitigation, and conditions, the proposed development will adequately mitigate the residual risk of flooding of surface water and will not increase the risk of flooding to neighbouring properties and is therefore acceptable.

The Council's Flood Risk Manager and United Utilities have been consulted on this application and have no objection subject to conditions. Therefore the development is considered to be acceptable in terms of its flood risk and drainage impact and will comply with policy SE 12 of the CELPS.

Contaminated Land

The submitted Phase I Preliminary Risk Assessment has been assessed by the Council's Environmental Protection Unit, who have no objection. Any risk from unidentified contamination can be dealt with by appropriate conditions. Consequently the proposal complies with policy DC63 of the MBLP and CELPS Policy SE12.

ECONOMIC SUSTAINABILITY

With regard to the economic role of sustainable development, the proposed development will help to maintain a flexible and responsive supply of land for housing as well as bringing direct and indirect economic benefits to Macclesfield including additional trade for local shops and businesses, jobs in construction and economic benefits to the construction industry supply chain.

S106 HEADS OF TERMS

A s106 agreement is currently being negotiated to secure:

- **Affordable Housing comprising 30% (65% of which will be for affordable rent and 35% for intermediate tenure)**
- **Education contributions of £672,470 (primary) £800,792 (secondary) and £182,000 (Special Educational Needs) = total of £1,655,262**
- **NHS contributions of £332,640 towards Waters Green Medical Centre / development of additional primary care premises within Macclesfield**
- **Public Open Space on site including provision of LEAP and LAP or in absence of onsite LPA contribution towards offsite provision (£75 per square metre shortfall)**
- **Management Plan for the on-site public open space and LEAP and / or LAP**
- **Contribution towards Recreation Open Space of £1,000 per open market family dwelling or £500 per 1 / 2 bed open market apartments**
- **Contribution towards indoor recreation of £58,500 towards Macclesfield Leisure Centre**
- **Highways Contribution of £2,200 per unit (towards infrastructure improvements in the Macclesfield Movement Strategy) = £682,000 based on 310 units**

CIL Regulations

In order to comply with the Community Infrastructure Levy (CIL) Regulations 2010 it is necessary for planning applications with legal agreements to consider the issue of whether the requirements within the S106 satisfy the following:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

The provision of affordable housing, public open space, indoor and outdoor sport (financial) mitigation, and healthcare (financial) mitigation are necessary, fair and reasonable to provide a sustainable form of development, to contribute towards sustainable, inclusive and mixed communities and to comply with local and national planning policy.

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

Having regard to the additional vehicle trips that that this proposal would add to the local highway network, there is a requirement for a financial contribution to the provision of infrastructure improvements as outlined in the Macclesfield Movement Strategy (MMS). These are necessary in order to mitigate the highway impacts that this development would generate.

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

Other Matters

Part of the north-western corner of the site near to the canal has been the subject of some recent unauthorised works. These works have involved the laying of hard-core for the storage of vehicles. These works are currently the subject of investigation by the Council's Planning Enforcement Section. This is separate to this application and is not for consideration as part of this application. This application needs to be considered on its own merits.

CONCLUSIONS

The principle of developing this site for residential purposes has been deemed to be acceptable through the adoption of the Local Plan Strategy. The allocation of the site under LPS 17 will enable a sustainable and planned housing land release which will facilitate and assist the delivery of the Council's 5 year housing land supply.

The proposal seeks to provide up to 330 dwellings on part of a site allocated within the CELPS for around 300 dwellings. The comments received in representations have been given due consideration, however, subject to the satisfactory resolution of the s106 negotiations, and a limit on the number of units to 310 with the provision of a buffer with Lyme Green Depot, the proposal complies with all relevant policies of the development plan and is therefore a sustainable form of development.

In accordance with Sec.38 (6) of the Planning and Compulsory Purchase Act 2004 and paragraph 11 of the Framework, the proposals should therefore be approved without delay. Accordingly a recommendation of approval is made subject to conditions and the prior completion of a s106 agreement.

RECOMMENDATION

APPROVE subject to conditions and a S106 Agreement making provision for:

S106	Amount	Triggers
Affordable Housing	30% (65% Affordable Rent / 35% Intermediate)	In accordance with phasing plan. No more than 80% open market occupied prior to affordable provision in each phase.
Education	Primary £672,470 Secondary £800,792 SEN £182,000 (Macclesfield Academy or new school)	50% Prior to first occupation 50% at occupation of 51st dwelling
Health	£332, 640 (Waters Green Medical Centre / development of additional primary care premises within Macclesfield)	50% Prior to first occupation 50% at occupation of 51st dwelling

	(average – based on occupancy)	
Indoor recreation	£58,500 (Macclesfield Leisure Centre)	Prior to first occupation
Recreation Open Space	(£1000 per market dwelling and £500 per 1 / 2 bed market apartment) (Key Centre at Congleton to help deliver a 3G pitch, improve and reorganise retained grass pitches and provide a new pavilion with changing, community room and health and fitness offer)	On occupation of 51 st dwelling
Public Open Space	Private Management Company for Allotments Other Areas of Open Space transferred to the Council Provision of a LEAP on site Provision of commuted sum in lieu of LAP towards Robin Lane Play Area (£75 per sqm of shortfall in on site provision) or provision of LAP on site	On first occupation On occupation of 51 st dwelling
Highways Contribution	£2,200 per unit (towards infrastructure improvements in the Macclesfield Movement Strategy)	On commencement of development

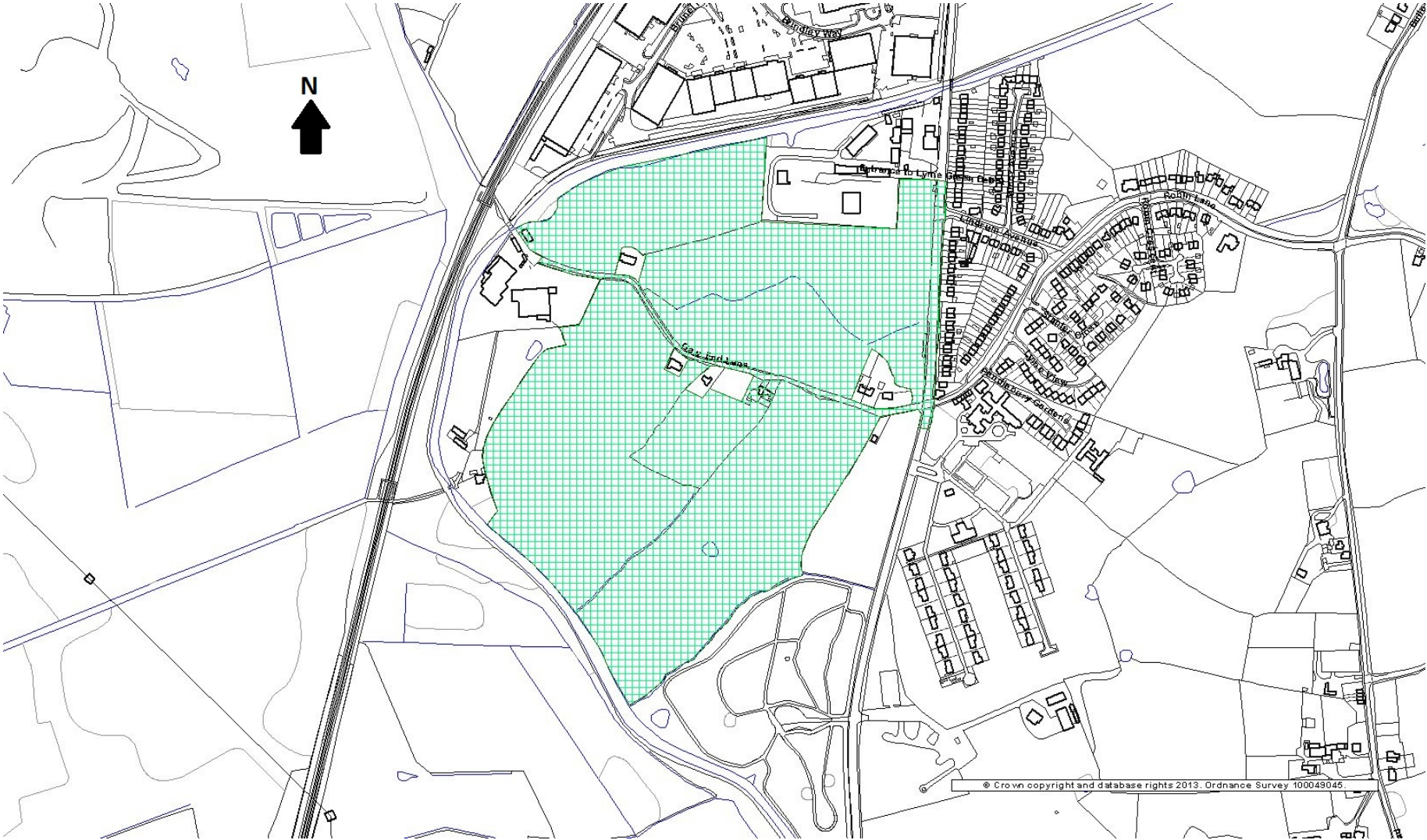
And the following conditions:

1. Standard Outline Time limit – 3 years
2. Submission of Reserved Matters
3. Development to be limited to a maximum of 310 units
4. Access to be constructed in accordance with approved plan prior to first occupation
5. Toucan crossing on London Road to be provided prior to first occupation
6. Reserved matters application/s to include the provision of a buffer and / or bund round the perimeter of Lyme Green Depot
7. Accordance with submitted Travel Plan
8. Provision of electric vehicle infrastructure (charging points) at each property with private off road parking prior to first occupation

9. Construction Environmental Management Plan submitted, approved and implemented
10. Scheme of Piling works to be submitted, approved and implemented
11. Submission of a Phase II contaminated land survey
12. Remediation of contaminated land
13. Submission of soil verification report prior to first occupation of units to which they relate
14. Dust control scheme to be submitted, approved and implemented
15. Development to be carried out in accordance with submitted Flood Risk Assessment
16. Scheme of foul and surface water drainage to be submitted, approved and implemented. Foul and surface water drainage shall be connected on separate systems
17. Submission of a detailed drainage strategy / design, associated management / maintenance plan
18. Reserved matters application to be supported by structural information should any works be carried out within 15 metres of the canal side
19. Accordance with submitted Ecological Assessments
20. Reserved matters application/s to be supported by a strategy for the incorporation of features to enhance the biodiversity value of the proposed development (in accordance with outline) and to mitigate and compensate for any adverse effects arising from the development.
21. Long term habitat management plan to be submitted, approved and implemented
22. Reserved matters shall include the retention of wet woodland at Target Note 9
23. Reserved matters shall include details of the provision of marshy drainage feature for Snipe
24. Reserved matters application to be supported by an updated Badger Survey, and Bat and Barn Owl Survey
25. Submission and approval of a written scheme of investigation for the implementation of a programme of archaeological work
26. The drainage scheme must not discharge any water from the road network or parking area in any new or retained ponds or the existing ditch network
27. Noise survey and mitigation scheme to be submitted with the application/s for reserved matters
28. Detailed lighting scheme to be submitted in support any future reserved matters application
29. Reserved matters to be supported by detailed finished ground and floor levels
30. Nesting Birds Survey to be carried if works are to be carried out during the bird breeding season
31. Proposals for the incorporation of features into the scheme suitable for use by nesting birds to be submitted, approved and implemented
32. Reserved matters application to be supported by an updated Arboricultural Impact Assessment, Tree Protection Plan and Method Statement
33. Reserved matters to include a signage scheme directing users to local cycle and footpath routes

**34. Details of boundary treatments to submitted with reserved matters
(including detail of treatment with Rayswood nature Reserve)**

In the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions / informatives / planning obligations or reasons for approval/refusal) prior to the decision being issued, the Head of Planning (Regulation) delegated authority to do so in consultation with the Chairman of the Strategic Planning Board, provided that the changes do not exceed the substantive nature of the Committee's decision.





Working for a brighter future together

Version
Number:

Strategic Planning Board

Date of Meeting: 19 December 2018

Report Title: Cheshire East Planning Statement of Community Involvement – Consultation Responses

Portfolio Holder: Cllr Ainsley Arnold

Senior Officer: Sean Hannaby, Director of Planning & Environment

1. Report Summary

- 1.1. This report seeks the views of the Strategic Planning Board regarding the final draft Statement of Community Involvement (SCI), attached as Appendix 2. The SCI sets out how the Council will engage with stakeholders and the wider public on all of its principal planning functions.
- 1.2. The SCI has been the subject of a six week consultation to ensure that the standards that the Council adopts have been the subject of public comment and scrutiny.
- 1.3. The document has generally been well received, subject to the addition of some specific groups to the appropriate consultation lists, and some minor alterations to address typos and additional minor amendments. These are summarised in the table below as well as being attached in full in Appendix 1.

Table 3.1	<p>Add <u>Sport England and Manchester Airport</u></p> <p>to the list in of Specific consultation bodies</p>
Paragraph 6.11 6.14 6.15	<p>Add <u>the publication of some material may be restricted by law e.g.: material containing racist or other offensive comments, or falling within statutory exemptions or protected by confidentiality</u> in line with the Anti-social Behaviour Act 2003</p> <p>Add Further information on Committee decisions can be found on the Council</p>

	<u>& Democracy web page Add hyperlink</u>
Para A3.1	change Canal and River Trust to Canal & River Trust
Appendix 3	Add <u>Active Cheshire, Sustrans and Residents of Wilmslow Group</u> to the list of bodies that may be consulted on planning applications

2. Recommendations

- 2.1. To consider the revised draft Statement of Community Involvement.
- 2.2. That the Housing, Planning and Regeneration Portfolio Holder be recommended to approve the Statement of Community Involvement December 2018 attached at Appendix 2.

3. Reasons for Recommendation/s

- 3.1. The updated SCI will ensure and evidence that the standards that the Council adopts have been the subject of public comment and scrutiny.

4. Other Options Considered

- 4.1. The Council is obliged to prepare a Statement of Community Involvement under section 18 of the Planning and Compulsory Purchase Act 2004.

5. Background

- 5.1. The first SCI for Cheshire East was prepared in the early years of the Council in 2010. Accordingly it is appropriate to review the document and bring it up to date.
- 5.2. Since 2010 the nature of development plans has changed considerably, with the advent of Neighbourhood Planning and the introduction of the NPPF. In addition, the scale and nature of development proposals received by the Council has also changed over the past 8 years, with Cheshire East receiving the second highest number of residential 'major' planning applications of any Council in England.
- 5.3. Over the same period, the nature of personal communication has evolved significantly, with the rise of social media and the widespread availability of smart phones. In turn, there is markedly less reliance on paper based communication and media. Taking all of these factors

together, there is a need to revise and update the SCI so it is better suited to current demands and requirements.

- 5.4. The revised document has been slimmed down and simplified – and covers both planning policy and development management functions. It is always open to the Council to do more than is set out in the SCI, but it can never do less. Consequently there may be occasions where it is necessary and appropriate to adopt a more detailed level of engagement where circumstances dictate.
- 5.5. In terms of planning policy there is less reliance on providing paper copies of documents and greater flexibility as to approach through the different stages of plan making. There is also a dedicated section on Neighbourhood Planning and the duty to cooperate. This reflects the importance of Neighbourhood Planning within the suite of development plans and its growing role in decision making.
- 5.6. In terms of Development Management, the principles of the previous SCI remain the same but updates have been made to the legislative background to the publicity afforded on various types of planning applications. Emphasis has been placed on the use of the Council's website to view applications and to signpost the public to the website to monitor any additional information and updates. The current *Publicity on Planning Applications Protocol* will also be updated alongside the SCI and made available on the Council's website.

6. Implications of the Recommendations

6.1. Legal Implications

- 6.1.1. The preparation of a Statement of Community Involvement is a requirement of section 18 of the Planning and Compulsory Purchase Act 2004. The Statement should set out the Council's policy as to how people who have an interest in the development in their area can be involved in our principal planning functions.
- 6.1.2. Section 6 of the Neighbourhood Planning Act 2017 requires Local Planning Authorities to set out in their SCI the policies for giving advice or assistance on proposals for the making, or modification, of Neighbourhood Development Plans.

6.2. Finance Implications

- 6.2.1. The policies adopted by the Council on Community Involvement can have potential financial implications for the whole of the Planning department. Obligations to supply hard copy documents, send letters

by post or place public notices in newspapers involve a direct financial cost. Others, such as the placing of site notices involve a cost in staff time and resources. Overall, electronic communication such as email notification, web based consultation and social media have lesser financial implications.

6.2.2. In drawing up appropriate policies for community involvement in planning, the Council needs to balance the cost of each form of engagement with the benefit that it accrues to stakeholders and the public.

6.3. Policy Implications

6.3.1. The SCI prescribes the Council's policies on how it will involve people in its planning processes. These policies involve a combination of mandatory and discretionary activities.

6.4. Equality Implications

6.4.1. The Council needs to ensure that its policies and processes for planning engagement enable all sections of the community are involved. The SCI considers if there are any barriers to engagement and how these can be overcome.

6.4.2. Under the Council's public sector equality duty, the authority needs to consider the effect of its policies on members of society with protected characteristics

6.5. Human Resources Implications

6.5.1. There are no direct implications for human resources

6.6. Risk Management Implications

6.6.1. There are no direct implications for risk management

6.7. Rural Communities Implications

6.7.1. The new requirement to include policies on assisting Neighbourhood Plans will assist rural communities.

6.8. Implications for Children & Young People

6.8.1. There are no direct implications for children and young people.

6.9. Public Health Implications

6.9.1. There are no direct implications for public health.

7. Ward Members Affected

- 7.1. All Wards – implications are Borough Wide

8. Consultation & Engagement

- 8.1. The draft SCI has been subject to six weeks consultation period which ran concurrently with the consultation on the second stage of the Local Plan – the Site Allocations & Development Policies Document. Following this, all comments have been considered and revisions proposed, as set out in Appendix 1 before a final version of the SCI is prepared for approval.

9. Access to Information

- 9.1. The Council's website includes the current [SCI](#) as well as our policies for assisting [Neighbourhood Plans](#).

10. Contact Information

- 10.1. Any questions relating to this report should be directed to the following officer:

Name: Adrian Fisher

Job Title: Head of Planning Strategy

Email: adrian.fisher@cheshireeast.gov.uk

Appendix 1

Statement of Community Involvement

Summary of comments and proposed changes 2018

Name & Organisation	ID	Title/ Number	Overall view	Comments	CEC Response
Mrs Debbie Jamison	SCI5	Paragraph 1.1	Comment only	Does this replace the previous ambition for all in the LPS?	This SCI updates the previous Statement of Community Involvement from 2010. No change
Mrs Debbie Jamison	SCI6	Paragraph 1.7	Comment only	The review should include a public call to groups/ bodies to be considered for inclusion on the consultee list. You will see in later comment that some bodies have been created since the lists were last done. e.g. Active Cheshire.	Noted See suggested changes in the relevant sections
Mrs Debbie Jamison	SCI7	Paragraph 2.2	Support	the key word is 'early' Too often community groups are left till last and that slows the application process to committee and makes the discussions too long at that last stage. All planning applications should demonstrate early community engagement.	Noted No change
Mrs Debbie Jamison	SCI8	Paragraph 2.4	Support	AND both the Council and the applicants should look to address issues raised by community groups not just ignore in summary officer reports when it seems that the Council and applicant are agreed.	Noted "take account of" means the same as "address" here No change
Mrs Debbie Jamison	SCI9	Paragraph 2.5	Support		Noted No change
Mrs Debbie Jamison	SCI12	Paragraph 2.6	Comment only	Consultees are only fatigued because it requires so much repetition of submitting views in the planning process to get points across. When people are	Noted This paragraph seeks to address the issue No change

Name & Organisation	ID	Title/ Number	Overall view	Comments	CEC Response
				still having to speak at Planning committee meetings this must show you that the current community process is not working in delivering acceptable compromises. .	
Mrs Debbie Jamison	SCI10	Paragraph 2.7	Support	The public and general interest groups should be included in the conversations and compromises and be of at least equal weight to WARD councillors who may have conflicting interests with their public and party demands.	Noted No change
Mrs Debbie Jamison	SCI11	Paragraph 2.8	Support		Noted No change
Mrs Debbie Jamison	SCI13	Paragraph 3.2	Object	TWO key statutory consultees have been omitted from the list - SPORTS ENGLAND & PUBLIC HEALTH ENGLAND	Sport England and Public Health England are not identified in national planning policy and guidance as statutory consultee for strategic planning issues. Sport England are statutory consultees for planning applications. Add Sport England to the list in Table 3.1 of Specific consultation bodies. Public Health England is already on the list.
Mrs Debbie Jamison	SCI14	Consultation bodies and consultees Table 3.1	Object	SPORT ENGLAND should be on specific consultation bodies list.	Add Sport England and to the list in Table 3.1 of Specific consultation bodies
Mrs Debbie Jamison	SCI16	Consultation bodies and consultees Table 3.1	Object	Active Cheshire should be added to a list	The list of Other Consultees , lists “types” of groups that will be consulted. This includes Sports Clubs/ Bodies . Paragraph 3.3 sets out that “The following list of organisations will be informed of any consultation being undertaken, as appropriate”.

Name & Organisation	ID	Title/ Number	Overall view	Comments	CEC Response
					In Appendix 3 add <u>Active Cheshire</u> to the list of bodies that may be consulted on planning applications
Tim Bettany-Simmons Area Planner NW & N Wales / Cynlluniwr Ardal Gogledd Orllewin a Gogledd Cymru Canal & River Trust	SCI3	Consultation bodies and consultees Table 3.1		The Canal & River Trust (the Trust) have reviewed the Statement of Community Involvement. We welcome the inclusion of the Canal & River Trust within Table 3.1 under 'Other Consultees' who may be consulted on Local Plan/Planning Policy related matters.	Noted No change
Mrs Debbie Jamison	SCI15	Consultation bodies and consultees Table 3.1	Comment only	Cycling infrastructure and footpath bodies should be added to the list. Sustrans RAMBLERS	The list of Other Consultees , lists "types" of groups that will be consulted. This includes Infrastructure and service providers as well as sports clubs/ bodies. Paragraph 3.3 sets out that "The following list of organisations will be informed of any consultation being undertaken, as appropriate". Add Sustrans to the list of bodies consulted on planning applications in Appendix 3 (3.2) The Ramblers Association is already on the list
Mr David Whitworth	SCI33	Consultation bodies and consultees Table 3.1	Comment only	Cheshire Brine Subsidence Compensation Board should be included.	The list of Other Consultees , Lists "types" of groups that will be consulted. This encompasses bodies such as the Cheshire Brine Subsidence Compensation Board. Paragraph 3.3 sets out that "The following list of organisations will be informed of any consultation being undertaken, as appropriate". Cheshire Brine

Name & Organisation	ID	Title/ Number	Overall view	Comments	CEC Response
					Subsidence Compensation Board is already included in Appendix 3.2 No change
Mrs Natalie Belford Manchester Airports Group	SCI38	Consultation bodies and consultees Table 3.1		<p>Thank you for consulting and inviting comments from Manchester Airport on your draft Statement of Community Involvement (SCI). We are supportive of the general approach to consultation set out in the document and of the intention to encourage greater community involvement in the planning process. However, we would request that Manchester Airport is listed as a specific consultation body within Table 3.1. Manchester Airport is the largest UK airport outside of London, with annual passenger throughput surpassing 27 million. The Airport serves more than 225 destinations worldwide and enjoys significant cargo operations. As the primary international gateway for the North, Manchester Airport provides crucial links with overseas markets and is recognised as a key driver of the North West economy. During 2017/18, the Airport directly contributed around £1.55 billion to the North West region and directly supported around 25,000 jobs.</p> <p>Manchester Airport has a significant impact and influence on Cheshire East, in terms of economic benefit, transport connectivity and environmental impact. Parts of the Airport's Operational Area also lie within Cheshire East. It is therefore important for Manchester Airport to be involved in the</p>	<p>Manchester Airport is listed in Appendix 3 Under Development Management consultees</p> <p>Add Manchester Airport to the Specific Consultation bodies in Table 3.1</p>

Name & Organisation	ID	Title/ Number	Overall view	Comments	CEC Response
				<p>consultation process when you are preparing planning documents. This will allow appropriate consideration of how the Airport impacts upon Cheshire East, and how development within the borough may impact upon the Airport, ensuring that a suitable policy framework is put in place.</p> <p>Manchester Airport also has an influential role in the development management process due to our aerodrome safeguarding procedures and role as acting Aerodrome Safeguarding Authority. Manchester Airport is officially safeguarded to ensure that the safe operation of aircraft and its future development potential is not compromised in any way by potentially hazardous development and activity at or in the vicinity of the airport. Legislative provisions regarding the process of Aerodrome Safeguarding are set out in the Town and Country Planning (Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002 (ODPM Circular 1/2003). In order to determine the safety implications of a proposal there is an established safeguarding process between local planning authorities and safeguarded aerodromes. Safeguarding maps (which are issued to LPA's by the CAA) show the extent of the safeguarded area and set out the requirements for statutory consultation with the Airport. Cheshire East is located within Manchester Airport's safeguarded area and the</p>	

Name & Organisation	ID	Title/ Number	Overall view	Comments	CEC Response
				LPA must therefore consult Manchester Airport as statutory consultee on any planning application that falls within the remit of Circular 1/2003 and criteria indicated on the safeguarding map. Thank you again for providing Manchester Airport with the opportunity to comment on your draft SCI. We trust that our comments have been useful and would be grateful if you could inform us when the SCI is adopted.	
Mr David Whitworth	SCI37	Consultation bodies and consultees Table 3.1	Comment only	Cheshire Brine Subsidence Compensation Board should be included.	<p>The list of Other Consultees lists “types” of groups that will be consulted. This would encompass Bodies such as the Cheshire Brine Subsidence Compensation Board. Paragraph 3.3 sets out that “The following list of organisations will be informed of any consultation being undertaken, as appropriate”.</p> <p>Cheshire Brine Subsidence Compensation Board is already included in Appendix 3.2</p> <p>No change</p>
Mrs Debbie Jamison	SCI20	Paragraph 5.1	Comment only	All consultations should undertake a stakeholder scoping exercise before agreeing the blend of communication methods and deadlines for response.	<p>Noted</p> <p>No change</p>
Mr David Whitworth	SCI34	Development Plan Documents consultation methods Table 5.1	Object	All periods should be 6 weeks minimum excluding bank holidays. The Christmas/New year period should be avoided.	<p>This is implicit assuming bank holidays are avoided Where CEC has discretion from strict planning regulations, bank holidays are avoided.</p> <p>No change</p>

Name & Organisation	ID	Title/ Number	Overall view	Comments	CEC Response
Mr David Whitworth	SCI36	Development Plan Documents consultation methods Table 5.1	Object	All periods should be 6 weeks minimum excluding bank holidays. The Christmas/New year period should be avoided.	This is implicit assuming bank holidays are avoided. Where CEC has discretion from strict planning regulations, bank holidays are avoided. No change
Mrs Debbie Jamison	SCI17	Development Plan Documents consultation methods Table 5.1	Object	All consultations duration on major planning documents should be six weeks excluding Bank holidays. Excluding bank holidays - should mean excluding bank holiday weeks, in particular to launch or close the consultation. . So this would be Christmas and Easter fortnights. If the consultation concerns schools or things that would affect families with school age children - then school holidays should be excluded - this is in line with national best practice consultation guidance.	School holidays are always avoided where possible. No change
Mrs Debbie Jamison	SCI18	Neighbourhood plans consultation methods Table 5.2	Comment only	Consultation methods Local papers and specific consultees should be sent information directly.	Noted No change
Mrs Debbie Jamison	SCI19	Supplementary planning documents consultation methods Table 5.3	Object	draft SPD - excluding bank holidays	This is in compliance with planning regulations 19/20. Where CEC does have any discretion, bank holidays are excluded otherwise they are included. No change
Mrs Debbie Jamison	SCI22	Paragraph 6.3	Comment only	The planning development process is heavily weighted in support of development proposals that produce a quantity of development but not much attention to quality of place.	Noted. Consultation takes into account the entire range of views from all consultees. No change
Mrs Debbie	SCI21	Paragraph 6.3	Comment only	More haste less speed. It would be helpful if the	Consultation results are always reviewed and

Name & Organisation	ID	Title/ Number	Overall view	Comments	CEC Response
Jamison				council published their considered response to the main points raised and showed where proposals had been amended following consultation feedback. It was particularly disappointing that the playing field and indoor facilities strategies were not reviewed following consultation comment and the summary report is not mentioned now in the evidence documents in the SAD PD. The view prevails that the Council is trying harder and harder to show how it has given people the opportunity to take part in consultation but usually at a point beyond which the comments will make any difference.	comments taken into account. No change
Mrs Debbie Jamison	SCI23	Paragraph 6.6	Object	Pre-app discussions seem to be the place where the Developer and Council agree things before the community has had chance to see plans and comment. Pre-apps should insist that evidence of community consultation has taken place prior to application submission and it should demonstrate where changes have been considered and made. Council support for community ideas for a better development should be demonstrated	Paragraph 6.5 sets out that the onus is on the applicant to seek early public engagement/ opinion. The Council cannot make public plans until an official application is made. No change
Mr David Jefferay Member Residents of Wilmslow	SCI1	Paragraph 6.7	Comment only	Councillors should always be included in pre-application discussions on significant or major applications, not "may".	Noted No change
Mr David Whitworth	SCI35	Paragraph 6.11	Object	The period should be adjusted or restarted if material changes or	Applications are consulted on for a statutory period. The LPA has discretion to

Name & Organisation	ID	Title/ Number	Overall view	Comments	CEC Response
				evidence is introduced partway through or after the public consultation period.	accept comments after the formal deadline. If the LPA accepts revised plans and additional information in relation to a planning application it has discretion on whether to re-consult depending on the significance of the amendment. No change
CEC legal		Paragraph 6.11		Add <i>"the publication of some material may be restricted by law eg: material containing racist or other offensive comments, or falling within statutory exemptions or protected by confidentiality"</i> The SCI should include a proposal to add a link from each planning application documents page to the (Council & Democracy) committee page	Add <i>"the publication of some material may be restricted by law eg: material containing racist or other offensive comments, or falling within statutory exemptions or protected by confidentiality"</i> in line with the Anti-social Behaviour Act 2003 Add Further information on Committee decisions can be found on the Council & Democracy web page Add hyperlink
Mrs Debbie Jamison	SCI28	Paragraph 6.14	Object	Delegated decisions - the officer's recommendation should be available for comment for 1 month (21 working days) to allow scrutiny and challenge.	The current system is in line with planning regulations, 6.15. The decisions of the LPA can be challenged through judicial review. Decisions are also accountable through the Council's complaint process and Local Government Ombudsman. There is no third party right of appeal in planning legislation. No change
CEC legal		Paragraph 6.14		Add <i>"the publication of some material may be restricted by law eg: material containing racist or other offensive comments, or</i>	Add <i>"the publication of some material may be restricted by law e.g.: material containing racist or other offensive comments, or</i>

Name & Organisation	ID	Title/ Number	Overall view	Comments	CEC Response
				<p><i>falling within statutory exemptions or protected by confidentiality"</i></p> <p>The SCI should include a proposal to add a link from each planning application documents page to the (Council & Democracy) committee page</p>	<p><i>falling within statutory exemptions or protected by confidentiality"</i> in line with the Anti-social Behaviour Act 2003</p> <p>Add</p> <p>Further information on Committee decisions can be found on the Council & Democracy web page</p> <p>Add hyperlink</p>
Mrs Debbie Jamison	SCI31	Paragraph 6.14	Comment only	Where an Officer has clearly not highlighted and or dealt with information arising then there should be an appeals process for the public. At present it relies on Councillor call in and this is not adequate scrutiny.	<p>This is in line with current planning legislation.</p> <p>No change</p>
Mrs Debbie Jamison	SCI29	Paragraph 6.15	Comment only	The Officers report should be publicly available 2 weeks before the committee decision to allow time for representation particularly in relation to 106 agreements	<p>The current system is in line with planning regulations. Representations on planning applications should be made within the statutory consultation period.</p> <p>No change</p>
CEC legal		Paragraph 6.15		<p>Add</p> <p><i>"the publication of some material may be restricted by law eg: material containing racist or other offensive comments, or falling within statutory exemptions or protected by confidentiality"</i></p> <p>The SCI should include a proposal to add a link from each planning application documents page to the (Council & Democracy) committee page</p>	<p>Add</p> <p><i>"the publication of some material may be restricted by law eg: material containing racist or other offensive comments, or falling within statutory exemptions or protected by confidentiality"</i> in line with the Anti-social Behaviour Act 2003</p> <p>Add</p> <p>Further information on Committee decisions can be found on the Council & Democracy web page</p> <p>Add hyperlink</p>
Mrs Debbie Jamison	SCI30	Paragraph 6.16	Comment only	<p>Referee recently planning committee decisions have been made contrary to the development plans and planning policy.</p> <p>The material consideration -</p>	<p>Member training and Officer RTPI Continual Professional Development (CPD) is on going.</p> <p>No change</p>

Name & Organisation	ID	Title/ Number	Overall view	Comments	CEC Response
				we can stuff in a quantity of housing or employment is over riding all other policy consideration. The Development planning team should have a training day looking at the LPS & SAD PD. This should also be an exercise undertaken with planning committee members who still seem to be deciding on emotion.	
Mrs Debbie Jamison	SCI32	Paragraph 6.18	Object	If the applicant can appeal then also groups and members of the public who have made representation should have the right of appeal. The current system only allows Councillor call in and this is not adequate scrutiny and oversight.	Elected Councillors are the mechanism to voice public concerns. This is in line with the NPPF No change
Tim Bettany-Simmons Area Planner NW & N Wales / Cynlluniwr Ardal Gogledd Orllewin a Gogledd Cymru Canal & River Trust	SCI4	Paragraph A3.1		We also welcome being specifically listed as a statutory consultees to the development management process within Appendix 3 at A3.1. We would however ask that the Trust are listed as Canal & River Trust (as we are at Table 3.1) not Canal and River Trust as currently drafted.	Agree Change <u>and to &</u>
Mrs Debbie Jamison	SCI24	Paragraph A3.1	Object	. Not sure if regional sports council exists but ACTIVE CHESHIRE should be added. Consider fields in trust and Open spaces society. Knutsford civic society doesn't exist. Add Public health England and clinical commissioning groups.	The list of Other Consultees , lists "types" of groups that will be consulted. This includes Sports Clubs/ Bodies . Paragraph 3.3 sets out that "The following list of organisations will be informed of any consultation being undertaken, as appropriate". In Appendix 3 add <u>Active Cheshire</u> to the list of bodies that may be

Name & Organisation	ID	Title/ Number	Overall view	Comments	CEC Response
					consulted on planning applications
Mr David Jefferay Member Residents of Wilmslow	SCI2	Paragraph A3.2	Comment only	Please add "Residents of Wilmslow Group" to the list of non-statutory consultees	The list of General Consultation Bodies , lists "types" of groups that will be consulted. This includes Voluntary Bodies which would include Residents groups. Paragraph 3.3 sets out that "The following list of organisations will be informed of any consultation being undertaken, as appropriate". In Appendix 3 add Residents of Wilmslow Group to the list of bodies that may be consulted on planning applications
Mrs Debbie Jamison	SCI25	Current Cheshire East protocol Table 4.1	Object	Cheshire East protocol needs to be better. All types of planning application should go to Town or Parish council. Public rights of way should go to local walking and cycling & equestrian groups. Newspaper adverts should be more prominent and give an email address for response not just an address to write to. Licensing applications should be viewable online like development applications. Departures from development plans should go to community groups.	The protocol is based on statutory legislation and does not preclude any of these suggestions. No change
Mrs Debbie Jamison	SCI26	Paragraph A4.10	Comment only	News paper advert is not prominent enough hidden in the classified columns.	Emphasis has been placed on the use of the Council's website to view applications and to signpost the public to the website to monitor any additional information and updates. The current Publicity on Planning Applications Protocol will also be updated alongside the SCI and made available on the Council's

Name & Organisation	ID	Title/ Number	Overall view	Comments	CEC Response
					website No change
Mrs Debbie Jamison	SCI27	Paragraph A5.1	Support	Great Extra advice needed now on what a CIL policy will mean re 106 for off site mitigations - eg leisure centre contributions, sports pitches. Should Neighbourhood plans have CIL project lists?	Noted No change

Appendix 2

Statement of Community Involvement December 2018



Statement of Community Involvement

August 2018

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1 Introduction

Role of Statement of Community Involvement

- 1.1 The Statement of Community Involvement (SCI) sets out how Cheshire East Borough Council intends to involve all sectors of the community in the planning process. It relates to the preparation of planning policy and the determination of planning applications.
- 1.2 The SCI explains how and with whom the Council will consult when carrying out its planning duties. Whilst this document relates only to planning functions it is intended to dovetail with the Council's wider approach to community engagement.

Status of Document

- 1.3 The Statement of Community Involvement reflects the requirements of the Town and Country Planning (Local Development) (England) Regulations 2004 .
- 1.3 The National Planning Practice Guidance states that:

Local Authorities have discretion about how they inform communities and other interested parties about planning applications. Article 15 of the Development Management Procedure Order sets out minimum statutory requirements.....In addition, local authorities may set out more detail on how they will consult the community on planning applications in their Statement of Community Involvement, prepared under section 18 of the Planning and Compulsory Purchase Act 2004.

Publishing information online in an open data format can help facilitate engagement with the public on planning applications.

Paragraph: 004 Reference ID: 15-004-20140306

Revised Statement of Community Involvement

- 1.4 The first Cheshire East Statement of Community Involvement was adopted by the Council in June 2010. This update reflects current statutory requirements and national planning policy and guidance.
- 1.5 It is proposed that the Draft SCI be subject of consultation alongside other planning policy documents in the Autumn of 2018.

Monitoring and Review of the Statement of Community Involvement

- 1.6 The Council will review its Statement of Community Involvement from time to time in the light of any changes to statutory requirements, national policy or guidance and good practice.

2 Community Involvement in Planning

National Policy

- 2.1 The NPPF stresses the importance of engaging the community in plan making and decision taking:

The Framework states that Local Plans should be

shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees; [Paragraph 16]

It also stresses the benefits for development and planning processes that arise from effective engagement:

Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community. [Paragraph 39]

The Framework also emphasises the role that community involvement can play in securing good design:

The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process [paragraph 124]

Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot [Paragraph 128]

Local Principles and Linkages with Other Strategies

- 2.2 Cheshire East Borough Council recognises and appreciates the positive contribution that community involvement can have in all aspects and areas of planning. The Statement of Community Involvement explains how the local and wider community (including stakeholders and specific, general and other consultation bodies such as statutory consultees) will be engaged and consulted on planning issues.
- 2.4 To avoid stakeholders suffering from “consultation fatigue”, the Council will use joint consultations on the Local Plan and related documents with other strategies wherever possible.
- 2.5 It is important to consult a broad range of groups during the preparation of each planning policy document and at various stages thereafter. In general terms, key stakeholders include:
- Ward Councillors
 - General public – residents and people who undertake business, leisure activities or have a general interest in the area;
 - Town and Parish Councils;
 - Business interests and major landowners including developers and agents;
 - Government departments and statutory bodies;
 - Infrastructure providers;
 - Interest groups - environmental, amenity, community and voluntary groups at a local, regional or national level.
- 2.6 In the production of planning policy documents, the Council will aim to achieve the following:
- Ask for views at an appropriate stage;
 - Provide sufficient information to enable an effective response to any consultation;
 - Provide details of how to respond to any consultation and in what time period;
 - Avoid jargon and include a glossary of terms where required;
 - All comments will be made publicly available and the Council will report on all consultation stages;
 - Publicise any consultation events on the Council’s website and hold them at appropriate locations in the Borough that are accessible with appropriate disabled access.

3 Duty to Cooperate

- 3.1 As part of the statutory Duty to Co-operate, neighbouring councils and other relevant organisations must work together across boundaries on strategic planning issues that affect them all. In future such cooperation will be formalised within the forthcoming Statements of Common Ground.
- 3.2 In accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012, the Council will work together on strategic planning issues with the following organisations:

Duty to Co-operate Bodies

1. Environment Agency
2. English Heritage
3. Natural England
4. Civil Aviation Authority.
5. Homes and Communities Agency
6. Clinical Commissioning Groups.
7. NHS England
8. Office of the Rail Regulator
9. Highways Agency
10. Integrated Transport Authorities
11. Highway Authorities
13. Local Enterprise Partnerships
14. Neighbouring and other relevant Local Authorities
15. The Greater Manchester Combined Authority.

- 3.3 In addition to the above, the Council is required to consult 'specific' and 'general' consultation bodies and other consultees including the community, business and third sector groups when consulting on planning policy documents. The following list of organisations will be informed of any consultation being undertaken, as appropriate.

Specific Consultation Bodies	General Consultation Bodies
Adjoining Local Authorities (including the Peak District National Park) Other relevant Local Authorities with strategic policy links to Cheshire East e.g. on minerals and waste matters All parish councils within and adjoining the boundary of Cheshire East Cheshire Constabulary The Coal Authority The Environment Agency Historic England Natural England The Secretary of State for Transport Electronic Communications Operators Telephone Operators	Voluntary Bodies Ethnic/Racial/National Groups Religious Groups and Churches Disabled Groups Local Businesses Business Support Agencies
	Other Consultees Health Agencies Learning Agencies Schools Transport Bodies and Groups Sports Clubs/Bodies Recreation Bodies

<p>Electricity Operators Gas Undertakers Sewage Undertakers Water Undertakers The Homes and Communities Agency Network Rail Highways England Public Health England Electricity and Gas Companies Sport England Manchester Airport</p>	<p>Infrastructure and Service Providers Design/Townscape/Urban Conservation Bodies Nature Conservation/ Countryside Bodies Environmental Groups Planning Consultants and Agents The Development Industry The Canal & River Trust Other miscellaneous bodies</p>
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4 Planning Policy Documents

The Cheshire East Local Plan

- 4.1 The Cheshire East Local Plan is the principal statutory development plan for the Borough. It comprises three distinct documents – and once adopted each forms the benchmark for planning decision making in the Borough.
- 4.2 The three parts of the Local Plan are
- Cheshire East Local Plan Strategy sets out the overall vision, objectives and strategy for how Cheshire East will develop between 2010 and 2030, including strategic sites. This Plan was adopted in July 2017.
 - Cheshire East Site Allocations and Development Policies Document contains a suite of detailed policies to support the delivery of the Local Plan Strategy alongside more detailed and localised development proposals / site allocations. A Policies Map on an Ordnance Survey base will show proposals, designations and site specific policies. This Plan is currently in production.
 - Cheshire East Minerals & Waste Development Plan Document which will set out policies for dealing with Minerals and Waste and identify specific sites and areas. This Plan is currently in production.

Area Action Plans

- 4.3 An Area Action Plan is a Development Plan Document that relates to specific areas of significant development or dynamic change.
- 4.4 It is proposed within the 2018 Local development Scheme that an Area Action Plan be prepared for Crewe Railway station and its environs.

Neighbourhood Plans

- 4.5 A Neighbourhood Plan is a Planning Policy document that sets out policies for the area in question and can be used to influence the shape and form of development that will take place in the Neighbourhood Plan area. A Neighbourhood Plan can also allocate sites for development including land for housing and employment.
- 4.6 There has been a considerable take-up of Neighbourhood Plans across the borough.

Supplementary Planning Documents

- 4.7 These documents cover a range of issues, both thematic and site specific. They provide more detailed guidance on how Development Plan policies are

to be applied or design guidance for the development of a site or area. Supplementary Planning Documents will be a “material consideration” in the determination of planning applications.

5 Planning Policy - Consultation and Engagement

- 5.1 This section details the process involved in the production of documents contained within the Local Development Framework. The legal requirements for consultation and engagement for the Local Development Framework are set out within the Town and Country Regulations (Local Planning) (England) 2012.

Development Plan Documents

- 5.2 The following table sets out a summary of the consultation stages and methods that the Council will use when consulting on a Development Plan Document.

Development Plan Document Stage	Consultation Duration	Consultation Methods
Scoping Consultation (Regulation 18-Town and Country Planning Regulations (Local Planning) 2012)	Minimum of 6 weeks (excluding Bank Holidays)	<ul style="list-style-type: none"> • Written/Email consultations with statutory consultees, general consultees on our database, other relevant stakeholders, individuals and organisations who have expressed a wish to be consulted or have previously made comments and;
Preferred Option Consultation (Regulation 18-Town and Country Planning Regulations (Local Planning) 2012)	Minimum of 6 weeks (excluding Bank Holidays)	<ul style="list-style-type: none"> • Consultation document available on the Council's website and hard copies available at the Council's offices at Macclesfield Town Hall, Westfields in Sandbach and Delamere House in Crewe.and
Publication version Consultation (Regulation 19/20-Town and Country Planning Regulations (Local Planning) 2012)	6 weeks consultation (including Bank Holidays)	<ul style="list-style-type: none"> • Consultation documents will also be available for viewing in Council libraries (in the case of an Area Action Plan only libraries within the affected settlement) and; • Inviting representation on the document through press advertisements (publication stage only) and a notice on the Council's website and; • Public & Parish Council consultation events as appropriate.

- 5.3 Further Information on the Cheshire East Local Plan can be found on the relevant section of the Council's [website](#).

Neighbourhood Plans

- 5.3 Consultation on the early stages of the Neighbourhood Plan preparation is carried out by the Town or Parish Council preparing the Neighbourhood Plan. A Statement has to be submitted along with the draft Plan indicating what

consultation has been carried out and how it has informed the preparation of the draft Plan.

- 5.4 Once the Neighbourhood Plan is submitted, the Council is required to consult on the draft Neighbourhood Development Plan as set out below.
- 5.5 Following receipt of the Examiner's report and before the Neighbourhood Plan can be 'made' by the Council, a referendum must be held for the community to approve the Plan in its final form. A simple majority of the votes is required before Cheshire East Council can formally 'make' the Plan so that it becomes part of the Development Plan.

Neighbourhood Plan Stage	Consultation Duration	Consultation Methods
Neighbourhood Area Designation consultation	Minimum of 6 weeks (excluding Bank Holidays) Where a neighbourhood area application is coterminous with an existing parish boundary, there is no requirement to consult on the application.	<ul style="list-style-type: none"> • Written/Email consultations with statutory consultees, general consultees on our database, other relevant stakeholders, individuals and organisations who have expressed a wish to be consulted or have previously made comments • Consultation document available on the Council's website and hard copies available at the Council offices and libraries closest to the relevant Neighbourhood Area.
Submission Consultation & Publicity of a plan	6 weeks consultation (including Bank Holidays)	<ul style="list-style-type: none"> • Notice on the Council's website. • Inviting representation on the document through social media advertisement.

- 5.6 The Council will publish any decision notices relating to the designation of a Neighbourhood Plan area, as well as all Examiner's reports on its website.
- 5.7 The Council will also update details of the progress of each Neighbourhood Development Plan (including details of examination or referendum arrangements) on the same section of its website
- 5.8 The website also details the support that the Council is able to provide to Town & Parish Councils undertaking Neighbourhood Plans. The Current support package (January 2018) is set out in Appendix 5 and will be reviewed and updated annually

Supplementary Planning Documents

- 5.9 When preparing Supplementary Planning Documents (SPD) and other Non-Development Plan planning documents the Council will use the methods to engage with the local community as set out in the table below.

- 5.10 It is generally expected that one stage of consultation will be necessary, since the SPD will expand upon adopted Development Plan policy which has already been subject to extensive engagement. However, exceptionally, a preliminary consultation may be necessary to scope out the form or content of an SPD.

SPD Stage	Consultation Duration	Consultation Methods
Initial / Scoping consultation (where necessary)	Minimum of 4 weeks (excluding Bank Holidays)	<ul style="list-style-type: none"> • Written/Email consultations with statutory consultees, general consultees on our database, other relevant stakeholders, individuals and organisations who have expressed a wish to be consulted or have previously made comments and;
Draft SPD consultation	6 weeks consultation (including Bank Holidays)	<ul style="list-style-type: none"> • Consultation document available on the Council's website and hard copies available at the Council offices and libraries in settlements affected by the relevant SPD and; • Inviting representation on the document through a notice on the Council's website.

6 Planning Applications

- 6.1 Development Management is a positive and proactive approach to shaping, considering, determining and delivering development proposals. It is led by the Local Planning Authority (LPA), working closely with those proposing developments and other stakeholders. It is undertaken in the spirit of partnership and inclusiveness, and supports the delivery of key priorities and outcomes.
- 6.2 The Council is committed to engaging both individuals and the wider community in the decision making process. The scale and scope of the consultation process will depend on the nature of the application.
- 6.3 No system for publicising planning applications can be totally effective, however extensive. A balance needs to be struck between providing a reasonable opportunity for people to comment on applications, and the cost and speed of decision-making.

Consultation on planning applications

- 6.4 The Council undertakes appropriate consultation with statutory and other consultees on the majority of applications received. While not exhaustive these are listed within Appendix 3

Pre-application Advice

- 6.5 The Council strongly encourages applicants to undertake pre-application discussions prior to the submission of planning applications., and/or related applications (e.g. Conservation Area Consent applications, Listed Building Consent applications and Tree Works applications).
- 6.6 Pre-application discussions are critically important and benefit developers, the Council and the wider community in ensuring a better understanding of the existing, and potential, objectives and constraints to a development. In the course of such discussions proposals can be adapted to ensure they better reflect community aspirations. The benefits of such an approach include:
- better quality, more straightforward, applications which can be quickly processed;
 - a means of resolving problems at an early stage;
 - an inclusive and transparent approach to determining applications;
 - better design, and greater opportunity to meet the needs and aspirations of local communities;
 - greater efficiency in both time and resources for both developers and the Council.
- 6.7 For significant or major applications, developers will be encouraged to carry out pre-application consultation with interested local parties and community

bodies. This should allow any issues to be addressed early in the planning process, and hopefully prior to the submission of a planning application, to reduce the potential for delay in the decision making process, and improve the quality of applications. The content and method of any pre-application consultation exercise should be agreed with Council planning officers in advance, and a summary of both the methods used and results should normally accompany the submitted planning application. Councillors may be involved in pre-application discussions in accordance with the Council's Code of Conduct Protocol in relation to planning matters.

Publicity on Applications

- 6.8 Once registered applications will appear on the Council's website. This will include the appropriate application form, plans and supporting information in accordance with the Council's statutory requirements which form Part 1 of the Planning Register.
- 6.9 Article 15 of the Town & Country Planning (Development Management Procedure) Order 2015 sets out the statutory framework for publicity on applications. This requires certain specified types of application to be publicised by way of a site notice and newspaper advertisement and in some cases also by way of notification for adjoining owners or occupiers.
- 6.10 The Council's procedure for publicising applications is contained in the *Publicity for Planning Applications Protocol*. This is available on the Council's website and updated from time to time. A copy of the latest protocol is attached as Appendix 4 for reference however it should be noted that any updates to this Protocol will take precedence over information contained in this document.
- 6.11 Where appropriate and the type of application requires it the timeframe for responding is generally 21 days, unless any notifications specify otherwise. Regardless of how you hear about a proposal, anyone can submit comments on an application (of the required type). Any comments must focus on planning matters and will become 'public documents' as part of the application.
- 6.12 Applications are available to view on the Council [website](#). Further information on Committee decisions can be found on the Council & Democracy web page. The publication of some material may be restricted by law e.g.: material containing racist or other offensive comments, or falling within statutory exemptions or protected by confidentiality" in line with the Anti-social Behaviour Act 2003

Making a Decision

- 6.13 Decisions on planning applications are made by either Planning Officers under delegated authority, or by Planning Committee. The Council's scheme of delegation is available on the Council's website.

- 6.14 For delegated applications made by Officers a report will be written summarising the main issues, including comments received and then an assessment of the application will be made. The report and subsequent decision will be made by a Senior Officer.
- 6.15 For committee applications, Planning Officers will prepare a report summarising all the relevant issues, comments received and then an assessment of the application. The report and Officer's recommendation will be published on the Councils website in advance of the meeting.
- 6.16 In both instances consideration is given to all consultation responses, and comments received. However decisions on applications must be made in accordance with the development plan unless material considerations indicate otherwise.
- 6.17 Following the determination of the application the decision is sent to the applicant/agent. The decision notice will also appear on the Council's website which forms Part 2 of the statutory Planning Register.

Appeals

- 6.18 In circumstances where an application has been refused, or a decision is not made within a specified timeframe, the applicant may choose to appeal. When this happens, an independent Planning Inspector or the Secretary of State will make a final decision. There are associated notification processes for those who commented on the original application including an opportunity for further comments or involvement in the process.

Information Updates

- 6.19 Appendix 1 sets out contact details for the Development Management service. The Council's website is the primary source for information about planning applications including updated information, when they may be determined and if they are due to go before a committee and when. The link <https://www.cheshireeast.gov.uk/planning/planning.aspx> will take you to the main planning pages for further information and any updates.

7 Further Information

- 7.1 Further information on the planning policy process can be obtained by contacting the Spatial Planning Team, as detailed in Appendix 1. Alternatively, the following organisations offer advice and information on all aspects of the planning system and process:
- **Planning Portal** - This is a Government sponsored website setting out the current process and systems of town and country planning. The site can be used to learn about the planning system, the LDF process, and the latest government policy. The site also details how to apply for planning permission, how to find out about development near to where you live or work, and how to appeal against a planning decision (www.planningportal.gov.uk).
 - **Ministry of Housing, Communities and Local Government** - The Planning Directorate of the MHCLG is the Government Department that legislates, regulates, and prepares guidance on planning in England and Wales. (<http://www.communities.gov.uk/planningandbuilding/>).
 - **Planning Aid** - Planning Aid is a voluntary service linked to the Royal Town Planning Institute, offering free, independent and professional advice on town planning matters to community groups and individuals who cannot afford to employ a planning consultant. Planning aid is a vital part of the planning system. It enables local communities, particularly those with limited resources, to participate effectively in planning matters. Every effort will be made to seek to ensure that members of the community are aware of the advice and support that may be available from this source (www.planningaid.rtpi.org.uk).

Email: advice@planningaid.rtpi.org.uk

Write to: Planning Aid England
RTPI
41 Botolph Lane
London EC3R 8DL

Appendix 1: Contact Details / How to Register Interest

Information on the Local Plan and the Local Plan consultation portal can be accessed using the following website link: www.cheshireeast.gov.uk/localplan.

Information on Planning Applications including viewing current applications can be accessed by using the following website link:
<https://www.cheshireeast.gov.uk/planning/planning.aspx>

Contact Details:

For all matters relating to the Local Plan and planning policy please contact the Spatial Planning Team:

Telephone: 01270 685893
E-mail: localplan@cheshireeast.gov.uk
Letter: Spatial Planning Team, Westfields, C/O Municipal Buildings, Earle Street, Crewe CW1 2BJ

For all matters relating to Neighbourhood Planning, please contact the Neighbourhood Planning Team:

Telephone: 01270 686918
Email: neighbourhoods@cheshireeast.gov.uk
Letter: Neighbourhood Planning Team, Westfields, C/O Municipal Buildings, Earle Street, Crewe CW1 2BJ

For all matters relating to planning and other applications please contact the Development Management Section:

Telephone: 0300 123 5014
E-mail: planning@cheshireeast.gov.uk
Letter: Development Management, PO Box 606, Municipal Buildings, Crewe CW1 9HP

Local Plan Consultation Database:

If you wish to be consulted on the Local Development Framework please send your full contact details to the Spatial Planning Team (details above) so that you can be added to the Local Plan consultation database.

Appendix 2: Planning Policy List of Stakeholders

Specific Stakeholders

The following organisations will be consulted in accordance with the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Development) (England) Regulations 2004, as amended in 2008, 2009 and 2010. Please note that this list is not exhaustive and will relate to successor bodies where re-organisations occur:

- Cheshire West & Chester Council
- Derbyshire County Council
- Greater Manchester Combined Authority
- High Peak Borough Council
- Manchester City Council
- Newcastle under Lyme Borough Council
- Peak District National Park Authority
- Shropshire Council
- Staffordshire County Council
- Staffordshire Moorlands Borough Council
- Stockport MBC
- Stoke on Trent City Council
- Trafford MBC
- Warrington MBC
- West Midlands Local Enterprise Partnerships
- East Midlands Local Enterprise Partnerships
- Town and Parish Councils in the Borough
- Town and Parish Councils adjacent to the Borough

- Historic England
- Environment Agency
- Homes England
- Natural England
- The Secretary of State for Transport
- NHS Clinical Commissioning Groups
- The Coal Authority
- Relevant Telecommunications Companies
- Relevant Electricity and Gas Companies
- Relevant Sewerage and Water Undertakers

Government Departments

The Council will consult with the Secretary of State for Housing Communities and Local Government on each Development Plan Document. Other Government departments will be consulted where necessary:

General Stakeholders

The following are defined as general consultation bodies and will be consulted, as appropriate, in accordance with the Town and Country Planning (Local Development) (England) Regulations 2004, as amended in 2008, 2009 and 2010:

- Voluntary Bodies, some or all of whose activities benefit any part of the Local Authority's area;
- Bodies which represent the interests of different racial, ethnic or national groups in the Local Authority's area;
- Bodies which represent the interests of different religious groups in the Local Authority's area;
- Bodies which represent the interests of disabled persons in the Local Authority's area; and
- Bodies which represent the interests of business people in the Local Authority's area;

Other Stakeholders

Where necessary, the Council will consult with a wide range of additional agencies and groups. The Council has a planning policy database, which includes a range of stakeholders, individuals, groups and organisations who have requested to be consulted on the preparation of planning policy Documents. A comprehensive list of stakeholders held on our database is available to view on request.

Examples of types of stakeholders include:

- Airport operators
- Highways England
- Landowners
- Fire Authority
- Housebuilders and developers
- Minerals and waste operators and trade associations
- Environmental and amenity groups at local, regional and national Level
- Strategic transport authorities
- National controllers of waterways and navigation authorities

Appendix 3: Development Management Consultees

STATUTORY CONSULTTEES - *These bodies must be consulted if the Council considers that the body would be affected by what is proposed in a planning application. This list is not exhaustive.*

- Brine Compensation Board
- Canal & River Trust
- Civil Aviation Authority
- Individual airports (in their role as Aerodrome Safeguarding Authority)
- Coal Authority
- Department for Digital, Culture, Media & Sport
- Department for Environment, Food & Rural Affairs
- Historic England
- Environment Agency
- Garden History Society
- Health & Safety Executive
- Highways England
- Local Planning Authorities adjoining Cheshire East
- Local Enterprise Partnerships
- Manchester Airport
- Manchester University (Jodrell Bank)
- Natural England
- Network Rail
- Sport England
- Theatres Trust
- Town & Parish Councils
- United Utilities (or other relevant sewerage undertaker)

NON-STATUTORY CONSULTTEES - *These bodies may be consulted if the Council considers that the body would be affected by what is proposed in a planning application. This list is not exhaustive.*

- Active Cheshire
- Adlington Civic Society
- Ancient Monuments Society
- Bollin Valley Partnership
- Bollington Civic Society
- Bridgewater Canal
- British Gas Plc
- British Pipeline Agency
- Campaign to Protect Rural England
- Cheshire & Wirral Ornithological Society
- Cheshire Brine Subsidence Compensation Board
- Cheshire Constabulary
- Cheshire Family Practitioner Committee
- Cheshire Fire and Rescue Service
- Cheshire Wildlife Trust
- Civic Trust

- Coal Authority
- Commission for Architecture and the Built Environment
- Council for British Archaeology
- DBERR
- DEFRA
- East Cheshire Ramblers
- Edge Association
- Footpaths Preservation Societies
- Forestry Commission
- Friends of the Earth
- Georgian Group
- Health Protection Agencies/Health Authorities
- Highways England (Northern Region)
- H M Alkali Inspectorate
- Inland Waterways
- Knutsford Civic Society
- Macclesfield Access Group
- Macclesfield Canal Society
- Macclesfield Civic Society
- Manchester Airport - in accordance with agreed criteria
- MANWEB Plc
- Ministry of Defence
- Ministry of Defence (Defence Estates)
- Mersey Basin Campaign
- National Farmers Union
- National Grid
- National Trust
- Network Rail London North Western
- North West Tourist Board
- Parish & Town Councils
- Peak District National Park Authority
- Planning Inspectorate
- Powergen Plc
- Prestbury Amenity Society
- Ramblers Association
- Residents of Wilmslow Group
- Royal Commission on Historic Monuments
- Royal Society for the Protection of Birds
- Scottish Power
- Society for the Protection of Ancient Buildings
- Sports Council (North West Region)
- Sustrans
- Styal Village Association
- Transco
- Twentieth Century Society
- Unipen
- United Utilities
- Victorian Society
- Wilmslow Fire Safety Office
- Wilmslow Trust

- Woodland Trust

Appendix 4: Publicity on Planning Applications Protocol (as at September 2018)

PUBLICITY FOR PLANNING APPLICATIONS PROTOCOL**Statutory Requirements**

Statutory Procedures are set out within the following legislation which establishes the basis for publicity on planning applications:

The Town and Country Planning (Development Management Procedure) Order 2015.

<http://www.legislation.gov.uk/uksi/2015/595/contents/made>

The Planning (Listed Buildings and Conservation Areas) Regulations 1990

<https://www.legislation.gov.uk/uksi/1990/1519/contents/made>

Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015

[Schedule 2 to the Town and Country Planning \(General Permitted Development\) \(England\) Order 2015](https://www.legislation.gov.uk/uksi/2015/1713/contents/made)

Further guidance is also available from the Planning Practice Guidance

<https://www.gov.uk/guidance/consultation-and-pre-decision-matters>

Current Cheshire East Protocol

Nature of Development	Statutory Publicity required and consultation timescale	Current Cheshire East protocol
All planning applications		
EIA application accompanied by Environmental Statement	Newspaper advertisement (14 days) and Site notice (21 days)	Newspaper advertisement Site Notice Neighbour notification
Departure from Development Plan	Newspaper advertisement (14 days) and Site notice (21 days)	Newspaper advertisement Site Notice Neighbour notification
Affecting Public Right of Way	Newspaper advertisement (14 days) and Site notice (21 days)	Newspaper advertisement Site Notice Neighbour notification
Major Development	Newspaper advertisement (14 days) and Either Site notice (21 days) or Neighbour notification (21 days)	Newspaper advertisement Site Notice Neighbour notification
Non-Major Development	Site Notice (21 days) Or Neighbour notification (21 days)	Neighbour notification Site notice (only if no near neighbours)
Discharge of Condition	None	None

Listed Buildings and Conservation Areas		
Listed Building Consent (excluding works that are limited to internal works to a Grade-II listed building)	Newspaper advertisement (21 days) and Site notice (7 days)	Newspaper advertisement Site Notice
Development affecting the setting of listed building	Newspaper advertisement (21 days) and Site notice (7 days)	Newspaper advertisement Site Notice Neighbour notification
Relevant demolition in a Conservation Area	Newspaper advertisement (21 days) and Site notice (7 days)	Newspaper advertisement Site Notice
Discharge of Condition attached to a Listed Building Consent (excluding works to the interior of a Grade-II listed building)	Newspaper advertisement (21 days) and Site notice (7 days)	Newspaper advertisement Site Notice
Prior approvals and prior notifications		
Prior Notification of Demolition of a building	Site Notice must be posted by applicant (21 days from date of notification)	None
Prior Approval for a larger extension to a dwellinghouse	Neighbour notification (21 days)	Neighbour notification
Prior Approval of Agricultural or forestry development (Agricultural/Forestry)	None (If prior approval of details is required applicant must post site notice for 21 days)	None
Prior Approval for change of use (Class C, J, M, N, O, P, PA, Q, R, S, T)*	Site Notice (21 days) or neighbour notification	Site Notice or neighbour notification (depending on location)
Prior Notification for Telecommunication Equipment	<p>Where development is not in accordance with the development plan or would affect a public right of way to which Part 3 of the Wildlife and Countryside Act 1981 applies: Site notice (21 days) and Advertisement in local newspaper.</p> <p>On sites of 1 hectare or more: Advertisement in local newspaper and Site notice or neighbour notification.</p> <p>All other development not covered above:</p>	<p>Site Notice Newspaper advertisement</p> <p>Site Notice Newspaper advertisement</p>

	Site notice or neighbour notification.	Site Notice or neighbour notification (depending on location)
Other applications		
Certificate of Lawful Use/Proposed Use	None	None
Advertisement Consent	None	None
Non-Material Amendment	None	None
Scoping/Screening Opinions	None	None
Trees and Hedgerows		
Applications for Works to Trees Protected by a Tree Preservation Order	Site Notice (21 days) - Where the Council considers that local people might be affected, or that there is likely to be a good deal of public interest - Obligatory in any case where the Council is the applicant.	TPO works applications are placed on weekly list of applications PCs and ward members have 21 days to respond
Notice of works to trees in conservation areas	None	None
Notice of Hedgerow Removals	Notify Parish/Town Council	As for TPO works applications

Note: Major development means development involving any one or more of the following:

- 10 or more dwellings (or if numbers of dwellings unknown more than 0.5 hectares)
- creation of building/s where the floor space is 1,000 square metres or more
- development is to be carried out on a site having an area of 1 hectare or more
- mineral working or the use of land for mineral-working deposits;
- all waste related development

***Prior Approval Change of Use** publicity requirements apply only to prior approval applications for the following changes of use:

- Class C retail, betting office or pay day loan shop or casino to restaurant or cafe
- Class J retail or betting office or pay day loan shop to assembly and leisure
- Class M retail or betting office or pay day loan shop to dwellinghouses
- Class N specified sui generis to dwellinghouses
- Class O offices to dwellinghouses
- Class P storage or distribution centre to dwellinghouses
- Class PA premises in light industrial use to dwellinghouses
- Class Q agricultural buildings to dwellinghouses
- Class R agricultural buildings to a flexible commercial use
- Class S agricultural buildings to state-funded school or registered nursery
- Class T business, hotels etc to state-funded schools or registered nursery

Consultation Methods

Council Website

Once registered, applications are posted on the Council's website, along with all representations and consultation responses made.

Site Notices

Site notices are normally posted as near as possible to the site, but not necessarily on the site itself, in a prominent position (often making use of lampposts, road signs, street furniture and fences)

For minor developments, site notices will only be used where landowners cannot be identified e.g. where the application site is next to open land or in a rural location.

Neighbour notification

Occupiers of adjacent land or premises most likely to be directly affected by a proposal, which includes adjoining occupiers whose properties have a common boundary with the application site – this can include boundaries located diagonally. In addition, occupiers immediately opposite the site (on the other side of a road) will be notified if they are within 20m.

Such adjacent properties are identified using the submitted application documents and the Council's mapping systems.

Newspaper Advertisement (Press Notice)

The Council will publicise applications by formal advertisement in a local newspaper where it meets the criteria identified above.

Amendments to Applications

Minor amendments to applications under determination are generally made to overcome a particular objection or concern so there is often no need to re-consult. Re-notification of neighbours on minor amendments is left to the Case Officer's discretion.

More significant alterations will require neighbour notification; however, a reduced timescale for a response to re-notification is set (normally between 10-14 days). Parish Councils and relevant statutory consultees will also be re-consulted on any significant alterations.

APPENDIX 5 - SUPPORT FOR NEIGHBOURHOOD PLANS (As at September 2018)

Cheshire East Council
Neighbourhood Planning Service Level Agreement January 2018
Free Support:

CEC will provide:

- Two weeks dedicated officer support to write a first version of your plan.

At the end of the two weeks you will have a project plan and an outline draft document to take forward and develop with your community.

The two weeks of time will be continuous, based at Cheshire East Council offices and organised to be appropriate to your circumstances. This support will cover:

1. How to write a plan
2. Managing the project
3. Consultation and engagement
4. Understanding issues and options
5. Establishing an evidence base
6. Drafting policy themes

To access this support you will need to have:

1. An established steering group
 2. Appropriate governance arrangements in place
 3. A designated neighbourhood area
 4. The results of a first consultation with your community
- Open door planning surgeries at Council offices, on a rotating basis around the Borough, each Wednesday
 - Advice on the Local Plan Strategy, the Settlement Hierarchy and your local housing needs
 - A series of toolkits, guides and resources, alongside advice on their use
 - Provision of a Neighbourhood Plan Template
 - Access to our national monitoring database of neighbourhood plans
 - Suite of background core maps
 - Advice on consultation and engagement
 - Advice on your draft plan including:
 - The preparation of a Strategic Environmental Assessment (SEA) Screening Report
 - Pre-consultation comments on your draft plan (prior to regulation 14 stage)
 - Support through the examination process including timeframes for examination, referendum and adoption stages
 - Implementation of any modifications arising through examination of your plan
 - Post plan implementation guidance and advice
 - Advice on modifying a made neighbourhood plan

Chargeable Support:

The Council can also offer more detailed and specialist advice at a cost and can provide:

- Housing Needs Advice Reports (£500)

- Local Character Assessments(minimum of £500)
- Specialist mapping services (£12 per digital map, additional costs for printing)

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Working for a brighter future together

Strategic Planning Board

Date of Meeting: 19 December 2018

Report Title: Draft Brooks Lane (Middlewich) Masterplan, Supplementary Planning Document

Senior Officer: Sean Hannaby, Director of Planning and Environment

1. Report Summary

- 1.1. This report seeks the Strategic Planning Board's views on publishing the draft Brooks Lane (Middlewich) Development Framework ("BLDF") (Appendix 1) for six weeks of public consultation. The intention would be to adopt it as a Supplementary Planning Document ("SPD") following consultation, taking into account the feedback received.
- 1.2. The Brooks Lane site is identified as a strategic location in the Council's Local Plan Strategy ("LPS"), adopted in July 2017 as site reference 'LPS 43; Brooks Lane, Middlewich'. The Local Plan Strategy sets a clear expectation that development at Brooks Lane will be achieved through a masterplan-led approach that will help determine the nature and quantum of development that is appropriate for the site.
- 1.3. Consultants Barton Willmore, on behalf of the Council, has prepared a draft development framework (masterplan) to support future development of the site. Two consultation 'drop in' events have been held with residents, businesses and landowners across the site. Two informal meetings have also been held with Middlewich Town Council Members. The feedback received through this targeted engagement has been taken into account in shaping the draft BLDF.
- 1.4. The draft BLDF will provide more detailed planning guidance and illustrate how high quality, mixed-use development can be realised across the site in line with policy LPS 43 of the Local Plan Strategy. It recognises the opportunities for regeneration, particularly of the canal-side area of the site, the ability to provide new and enhanced green infrastructure, open spaces and pedestrian and cycle links. Specifically it illustrates how around 200

homes could be achieved adjacent to the Trent and Mersey Canal as a shorter-term opportunity, as envisaged in the Local Plan Strategy. The draft BLDF has been developed through a careful analysis of the site and its context including the existence of heritage assets. Amongst other things it also illustrates how a new railway station could be created, supporting the long standing aspiration to see Sandbach-Middlewich-Northwich rail line re-opened for passenger services.

- 1.5. A screening exercise has been carried out to determine whether the BLDF gives rise to the need for further Sustainability Appraisal or Appropriate Assessment (under the Habitats Regulations), or whether those matters have been adequately addressed through the Local Plan process. This screening concludes that further such assessment is not necessary.

2. Recommendations

- 2.1. That the Housing, Planning and Regeneration Portfolio Holder be recommended to approve the publication of:
 - i. the Draft Brooks Lane Development Framework Supplementary Planning Document (Appendix 1) for six weeks of public consultation, and
 - ii. its associated Strategic Environmental Assessment and Habitats Regulations Screening Report (Appendix 2)

3. Reason for Recommendation

- 3.1. The Brooks Lane site is a large brownfield site. It is a strategic location in the Local Plan Strategy and it is beneficial that guidance is prepared to shape future development on it. The Local Plan Strategy points to the need for development on it to be achieved through a masterplan led approach. Public consultation is obligatory when preparing a SPD under the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 3.2. A SPD is not part of the statutory development plan but it is the recognised way of putting in place planning guidance which will then be a material consideration in determining applications involving relevant planning proposals.

4. Other Options Considered

- 4.1. The preparation of a masterplan is expected through policy LPS 43 of the Local Plan Strategy and the preparation of an SPD is the recognised way of putting in place local planning guidance.

5. Background

5.1. The LPS identifies the Brooks Lane area (site reference LPS 43) as an area of potential future regeneration. The site area is shown in figure 1 (below). The LPS requires a masterplan led approach to the site in line with a number of key principles including:

- the delivery of around 200 homes;
- the delivery of leisure and community facilities to the north of the site;
- the provision of appropriate retail facilities to meet local needs;
- the incorporation of green infrastructure;
- the improvement of existing, and provision of new, pedestrian and cycle links to connect development to existing employment, residential areas, shops, schools health facilities, recreation and leisure opportunities and the town centre;
- the potential provision of a Marina at the Trent and Mersey Canal; and
- the provision of land for a new railway station including lineside infrastructure, access and forecourt parking.

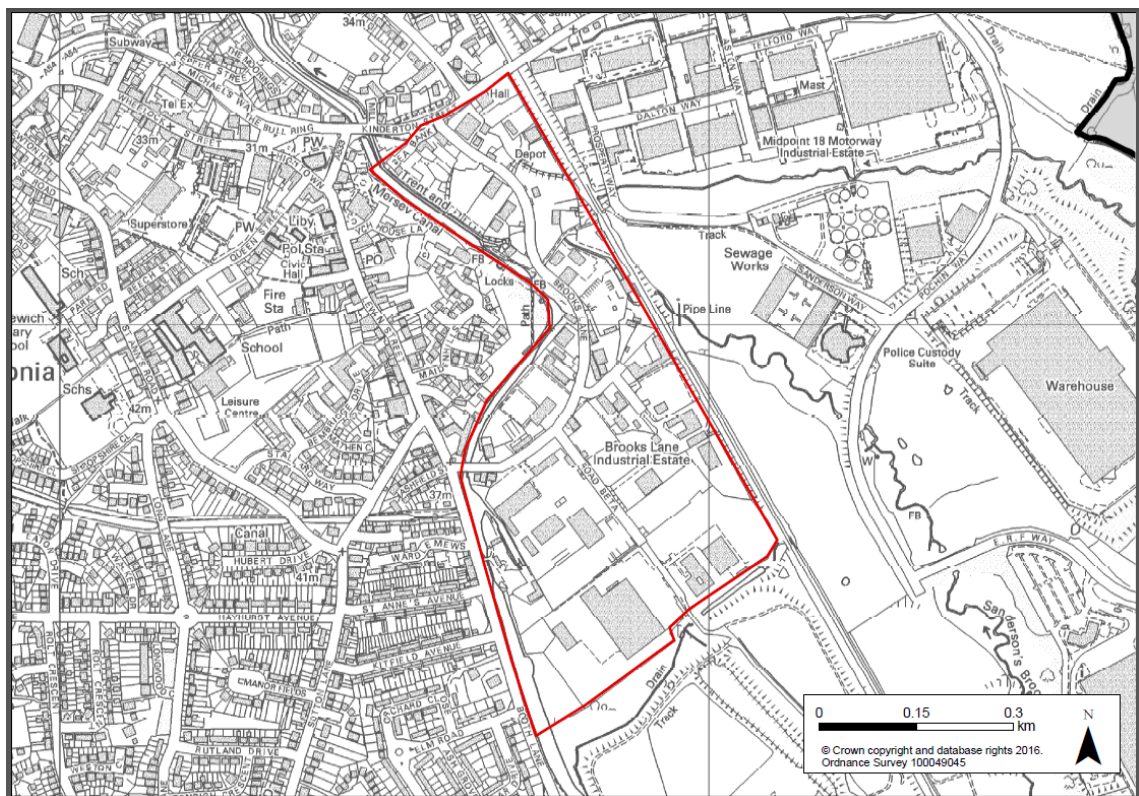


Figure 1: LPS 43 Brooks Lane Site

5.2. The Brooks Lane site is also included in the Middlewich Neighbourhood Plan. The Plan has been published for its final round of public consultation and subject to a favourable examiner's report and referendum, will come into effect as part of the statutory development plan in the New Year. Policy

OS2 (Canalside Development and Marina Opportunity Site) of the Neighbourhood Plan recognises that development at Brooks Lane will be subject to an approved masterplan on the site.

- 5.3. Consultants Barton Willmore has prepared the draft BLDF on behalf of the Council. Its production has been informed by feedback from residents, businesses and landowners across the site obtained through two rounds of ‘drop in’ engagement events. The first event, on the 11 April 2018, sought views on a number of masterplan options. The second event held on the 23 August 2018, sought views on an initial draft illustrative Development Framework. Barton Willmore and the Council’s project team have also met informally with members of Middlewich Town Council and the Canal and Rivers Trust during its development.
- 5.4. Paragraph 126 of the National Planning Policy Framework (July 2018) notes how SPDs can provide clarity about the design expectations on a site, providing a framework for creating distinctive places with a consistent and high quality standard of design. The draft masterplan has considered a number of contextual elements and recommended a set of key parameters for the site, including;-
- access and connectivity, particularly improved access to the Canal and the identification of land for a potential future railway station on the site;
 - green and blue infrastructure, particularly focused on the Trent and Mersey Canal along the western edge of the site (a Conservation Area);
 - heritage matters including the Canal Conservation Area, listed structures on the site and the Murgatroyd’s Brine Pump, a Scheduled Monument; and
 - the requirements of the Cheshire East Design Guide Supplementary Planning Document in striving for attractive, accessible and distinctive places.
- 5.5. The BLDF has identified the potential for phased development within the site. This includes the potential for approximately 200 dwellings as part of a shorter term development opportunity, within the Local Plan period, focused on land to the east of the Trent and Mersey Canal and west of Road Beta. This shorter term development opportunity also includes the potential for a 20 berth marina and landscape and environmental improvements.
- 5.6. In addition, the BLDF identifies the potential for further residential development in the longer term. It also illustrates a potential location for a future train station on the site. A strategic outline business case to re-open the line to passenger traffic was formally requested by government earlier

this year. This is being developed by the Council in conjunction with Cheshire West and Chester Council and the Local Enterprise Partnership.

- 5.7. Other matters covered in the draft BLDF include:-
- i. the potential for highway enhancements at the Brooks Lane Canal Bridge and at the junction of Brooks Lane and Kinderton Street;
 - ii. in connection with the opportunity to provide a train station, potential car parking to the east of the railway line outside of the site boundary;
 - iii. enhancements to Murgatroyd's Brine Works including the opportunity to achieve public access to it; and
 - iv. provision of green infrastructure, parkland and improved access to the Canal.
- 5.8. The draft BLDF anticipates land being retained in employment use recognising that businesses may wish to remain operating on the site. A key consideration, highlighted in the draft BLDF, will be achieving an acceptable relationship between new residential occupiers and remaining employment uses on the site.
- 5.9. Following the proposed consultation, the BLDF would be amended, as appropriate, taking account of the feedback received. A further report would be brought back to the Strategic Planning Board at that stage, for its views on this final draft prior to a decision by the Portfolio Holder regarding its adoption.

6. Implications of the Recommendations

- 6.1. **Legal Implications**
- 6.2. The Planning and Compulsory Purchase Act 2004 (as amended) and the Town and Country Planning (Local Development) (England) Regulations 2012 provide the statutory Framework for the adoption of Supplementary Planning Documents. The 2012 Regulations require that an SPD contains a reasoned justification of the policies within it and stipulate that it must not conflict with adopted development plan policies. The National Planning Policy Framework and the associated Planning Practice Guidance set out the circumstances in which SPDs should be prepared.
- 6.3. SPDs are guidance which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary Planning Documents are capable of being a material consideration in planning decisions but are not part of the development

plan. They must be consistent with national planning policy, must undergo consultation and must be in conformity with policies contained within the Local Plan.

- 6.4. There are four key stages in the production of a SPD:
- drafting;
 - public consultation;
 - revisions to the draft, as necessary, in the light of consultation feedback; and
 - adoption.

Strategic Environmental Assessment

- 6.5. Strategic Environmental Assessment involves evaluation of the environmental impacts of a plan or programme. The requirement for SEA is set out in the European Directive 2001/42/EC adopted into UK law as the “Environmental Assessment of Plans or Programmes Regulations 2004”.
- 6.6. The SEA Directive sets out a legal assessment process that must be followed. Often within the planning context, the SEA requirements are met by incorporating it within a Sustainability Appraisal (SA), which is a requirement for Development Plan Documents.
- 6.7. There is no legal requirement for SPDs to be accompanied by Sustainability Appraisal, and this is reinforced in Planning Practice Guidance (PPG ref: 11-008- 20140306). However, “in exceptional circumstances” there may be a requirement for SPDs to undertake Strategic Environmental Assessment where it is felt they may have a likely significant effect on the environment that has not been assessed within the SEA/SA of the Local Plan.

6.8. Finance Implications

- 6.8.1. The cost associated with consultation can be met by the existing Spatial Planning budget. The direct costs are mainly related to officer time, with public consultation, printing and distribution costs of consultation documents estimated at around £500.

6.9. Policy Implications

- 6.9.1. The SPD will amplify existing development plan policy set out in the Local Plan Strategy (policy LPS 43 Brooks Lane, Middlewich).

6.10. Equality Implications

6.10.1. The Council has a duty under Section 149 of the Equalities Act to have due regard to the need to: eliminate discrimination; advance equality of opportunity between persons who share a “relevant protected characteristic” and persons who do not share it; foster good relations between persons who share a “relevant protected characteristic” and persons who do not share it.

6.10.2. The draft SPD provides guidance on the regeneration of an existing site and is intended to provide a range homes. The SPD will support the implementation of adopted policies in the Local Plan which was subject to an Equalities Impact Assessment as part of its integrated Sustainability Appraisal.

6.11. Human Resources Implications

6.11.1. There are no direct implications for human resources.

6.12. Risk Management Implications

6.12.1. There are no direct implications for risk management

6.13. Rural Communities Implications

6.13.1. As the SPD deals with the regeneration of a site within the urban area of Middlewich then there are no implications for rural communities.

6.14. Implications for Children & Young People

6.14.1. The SPD supports the delivery of new homes alongside leisure and community facilities on the site.

6.15. Public Health Implications

6.15.1. Any potential adverse implications for public health should be addressed and acceptably mitigated through the planning application process. The draft BLDF highlights the need to carefully address the relationship between new residential development and existing employment uses. The regeneration of the area brought about by the proposals within the draft BLDF and the enhancement of the local environment, coupled with improved opportunities for walking and cycling could have a beneficial effect on public health.

7. Ward Members Affected

7.1. The site is located within the Middlewich Ward. Councillor Bernice Walmsley, Councillor Simon McGrory and Councillor Michael Parsons are the Ward Councillors.

8. Consultation & Engagement

- 8.1. It is proposed that the draft SPD be subject to six weeks consultation. Following this, all comments will be considered and revisions made as appropriate before a final version of the SPD is prepared for approval.

9. Access to Information

- 9.1. The proposed consultation document and its associated SEA/HRA Screening Report is appended to this report.

Appendix 1 Draft Brooks Lane (Middlewich) Development Framework
Supplementary Planning Document.

Appendix 2 Strategic Environmental Assessment and Habitats Regulations
Assessment Screening Report for the Brooks Lane Development Framework

10. Contact Information

- 10.1. Any questions relating to this report should be directed to the following officers:

Name: Jeremy Owens

Job Title: Development Planning Manager

Email: jeremy.owens@cheshireeast.gov.uk

MIDDLEWICH CANALSIDE LAND AT BROOKS LANE, MIDDLEWICH

Development Framework

-

November 2018

**BARTON
WILLMORE**



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1 INTRODUCTION

This report is the result of a study undertaken by Barton Willmore on behalf of Cheshire East Council, to provide a strategy for the redevelopment of land at Brooks Lane, Middlewich (the Site). The strategy proposed has been underpinned by a detailed site and contextual assessment, alongside engagement with a range of groups, including people who own property and work on the Site, the Council and other relevant stakeholders.

1.1 PURPOSE

The purpose of the framework is to unlock the Site's regeneration benefits, whilst recognising that there are existing businesses that may wish to remain operating on the Site.

The brief is linked to the adopted Cheshire East Council Local Plan (2017), which has identified the Site as 'Strategic Location LPS 43: Brooks Lane, Middlewich' and addresses the expectation that its development will be achieved through a masterplan-led approach.

It provides guidance to inform the preparation of development proposals for the site, setting out key matters that proposals should address in order to achieve high quality new development that will significantly enhance the area and benefit the town as a whole.

1.2 THE STUDY

The study has been underpinned by an analysis into the Site and an assessment of Middlewich and its history. At an early stage, a workshop was held with people who own property and work on the Site, to understand their views on redevelopment. Their feedback, and the feedback of other stakeholders, helped to inform the preparation of a preferred masterplan option.

This engagement-led approach has directed the production of this report, which sets out our analysis of the Site and the local area, along with our engagement with the affected businesses and local people. It provides our recommendations for the future redevelopment of the Site, both in the shorter and longer term. In the shorter-term, it envisages the delivery of c.200 units (as identified within Strategic Location LPS 43), whilst retaining a significant amount of employment uses on the Site. In the longer-term, this could see a greater proportion of the Site redeveloped over the next 15-20 years or more, outside of the period covered by the Local Plan, providing further enhancements and benefitting the wider Middlewich area.

1.2.1. Document Structure

The document is structured as follows:

- » **Part 1:** Introduces the study and sets the most relevant planning context
- » **Part 2:** Sets out our baseline analysis of Middlewich and the Site.
- » **Part 3:** Presents our initial thoughts and initial masterplan options for the Site's redevelopment.
- » **Part 3:** Provides a review of the engagement process undertaken.
- » **Part 4:** Details the masterplan framework and illustrative proposals to help inform future design proposals.



Figure.1 Illustrative Masterplan

1.3 VISON

The Site provides an exciting opportunity to deliver an attractive mixed-use development comprising new homes, leisure and community facilities and a potential new train station,

The transformation from industrial uses to a new mixed-use community could regenerate the canal-side, enhance the vitality of the Town Centre and provide significant benefits to the Middlesbrough community.

Retained Bowling Green

Trent & Mersey Canal

Canal Boat Marina





Figure.2 Illustrative Birdseye Model

1.4 LOCAL PLANING POLICY CONTEXT

This section provides a summary of the local policies and guidance most relevant to the Sites redevelopment.

1.4.1. Cheshire East Local Plan (2017)

The adopted Local Plan Strategy (2017) identifies the Site as 'Strategic Location LPS 43: Brooks Lane, Middlewich', with the potential to include:

- » The delivery of around 200 homes;
- » The delivery of leisure and community facilities to the north of the Site;
- » The provision of appropriate retail facilities to meet local needs;
- » The incorporation of Green Infrastructure (Green Corridor and Open Space including an equipped children's play space);
- » The improvement of existing and provision of new pedestrian and cycle links to connect development to existing employment, residential areas, shops, schools health facilities, recreation and leisure opportunities and the town centre;
- » The potential provision of a Marina at the Trent and Mersey Canal; and
- » The provision of land for a new railway station including lineside infrastructure, access and forecourt parking.

1.4.2. Draft Middlewich Neighbourhood Development Plan (NDP) (2018)

The proposed redevelopment of the Site is promoted through the draft Middlewich NDP, which will become part of the statutory development plan, once adopted and is capable of being a material consideration ahead of that.

The Site is identified within the Middlewich NDP as 'Draft Policy OS2: Canal-side Development and Marina Opportunity Site', with the potential to include:

- » Canal marina of a size commensurate with the Town;
- » Mixed use development with an active and vibrant core to the waterway while preserving the intrinsic character of the canal-side;
- » High quality design incorporating historic features, public art and storyboards which celebrate the importance of the waterways;
- » Buildings to be orientated to optimise views of the water;
- » Provision of an integrated towpath and appropriate public access to the canal basin;
- » Enhance the ecology and biodiversity of the waterway and canal corridor; and
- » Provision of boaters' facilities.

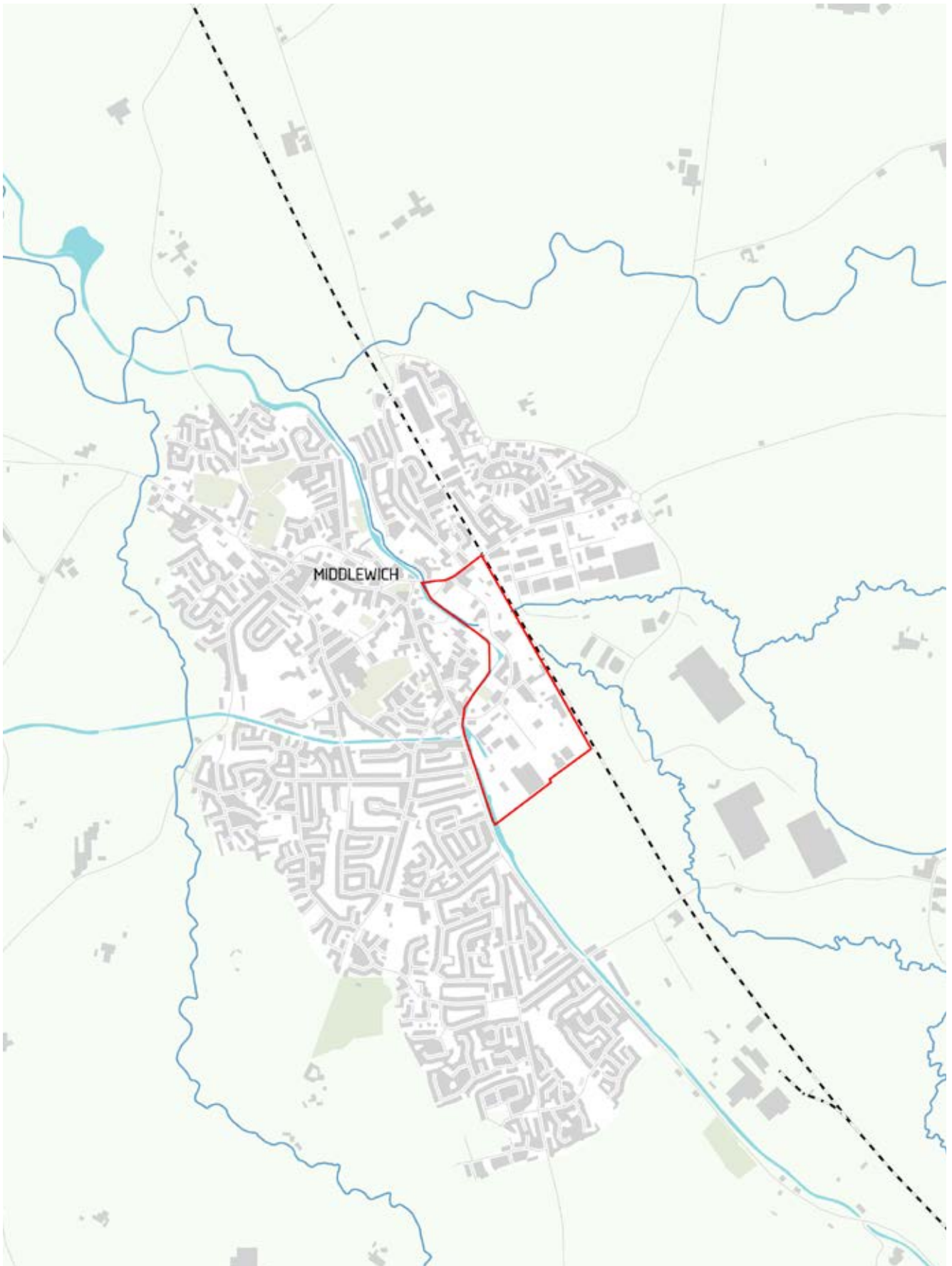


Figure.3 Strategic Location LPS 43: Brooks Lane, Middlewich (the Site)

2 ASSESSING THE CONTEXT

In developing a strategy for the Site, it is important to understand the unique nature of Middlewich and the Site. Accordingly, this chapter appraises the various contextual and site-specific elements that will influence and shape the future development of the Site.

2.1 HISTORICAL CONTEXT

Middlewich dates back to the medieval times. The Town's heritage is heavily influenced by salt production, the Industrial Revolution, and the canal network which underpinned its growth.

The maps opposite show the expanding built development across the Town and on the Site through the 19th and 20th Century. The 1898 Map is the oldest map to show development on the Site, with the Mid-Cheshire Works and the tramway being evident. Since 1898, the Town has witnessed several stages of predominately residential growth, encompassing the Site. The Present-day Map shows the Site situated between the railway and the canal, towards the edge of the settlement but also sitting close to the historic core.

2.1.1. Salt Manufacture

Production of salt has been a common thread throughout Middlewich's history. The Roman Army set up a settlement at Middlewich centred on salt production,

which included a Medieval Market that forms the historic core of today's Town Centre. By the early 20th century, there were nine industrial scale salt companies in Middlewich.

2.1.2. Canal Network

The need to export the salt deposits of Middlewich efficiently and economically was a driving force behind the construction of the canals during the 18th century. The Industrial Revolution saw the expansion of the canal network in Middlewich and today three canals converge in the Town; the Trent and Mersey Canal; the Shropshire Union Canal; and the Wardle Canal.

2.1.3. Railway

Railways were first introduced to the Middlewich area in 1867. In 1868 the line provided a passenger service and became a vital mode of transport for the Town. Train services ran from Crewe via Sandbach to Middlewich and Northwich. By 1922, nine services a day operated between Crewe and Northwich, and a

service to Manchester Oxford Road and London Euston operated on weekdays.

There was a drastic reduction in the number of train services serving Middlewich Station during World War II and the years that followed. Eventually, the Station was closed as part of the Beeching British Railways closure programme, and passenger trains ceased to use the station by early 1960. The Station buildings were subsequently demolished, and the railway line, whilst still active, is only used by freight trains today. A strategic outline business case to re-open the line to passenger traffic was formally requested by government earlier this year. This is being developed by the Council in-conjunction with Cheshire West and Chester Council and the Local Enterprise Partnership.

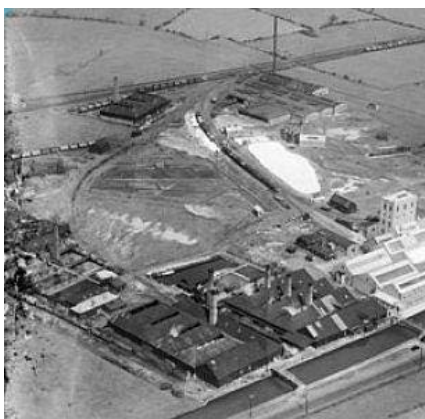




Figure.4 1899



Figure.5 1954



Figure.6 1969



Figure.7 Present-day



2.2 MIDDLEWICH STRUCTURE

Throughout this section, we provide an overview of the structure and character of present-day Middlewich before identifying the changing context of the Town and analysing the Site.

2.2.1. Middlewich Today

The population of Middlewich was estimated at 14,200 people in mid-2016.

Salt still plays an important role in the economy, with British Salt, the UK's leading manufacturer of pure dried vacuum salt products, being located within the Town.

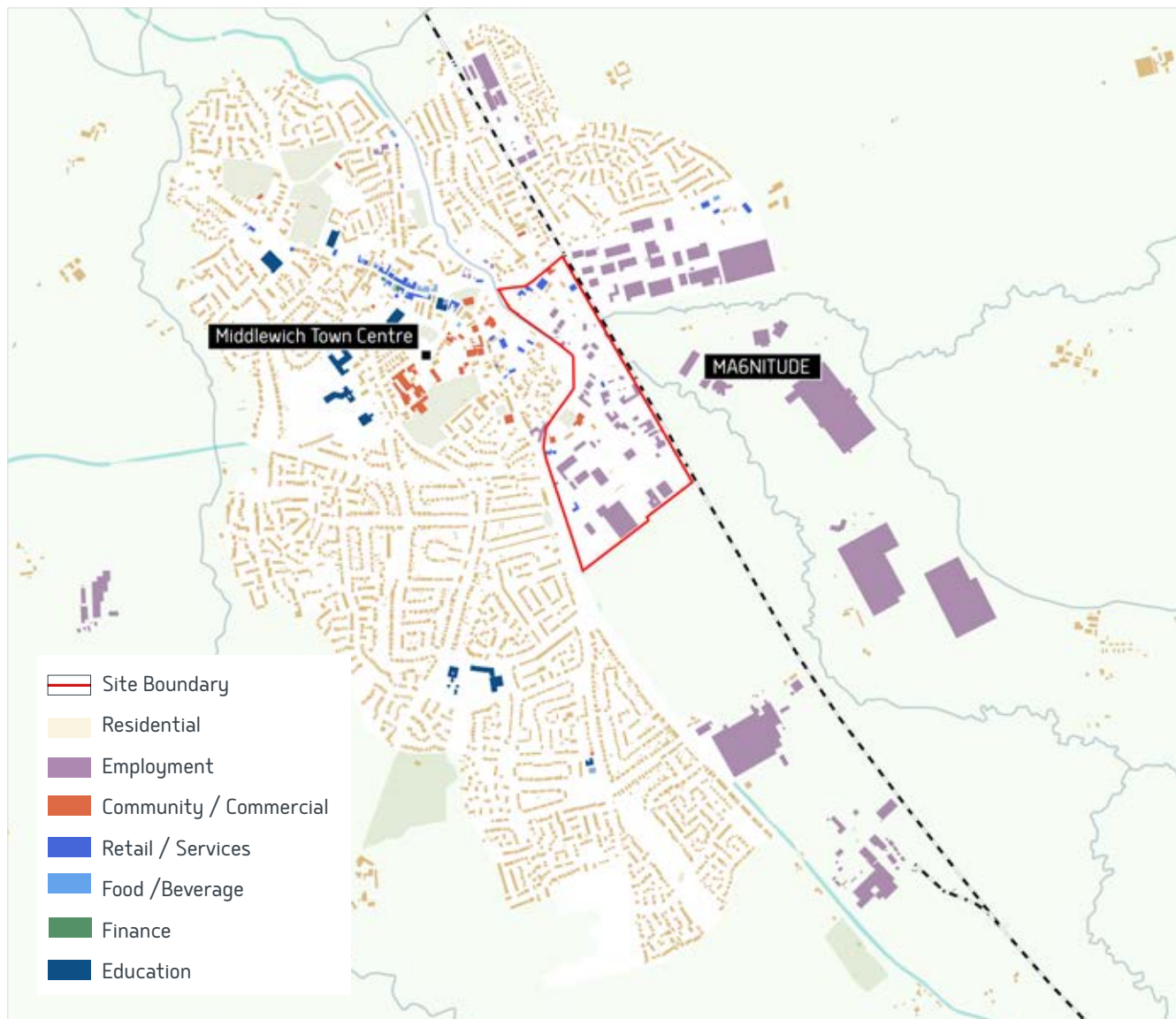
While the commercial use of the canals has reduced, they remain an important cultural asset and the leisure industry is a continued source of activity and investment, as is a renewed interest in the heritage value of the canal system.

The continued importance of the canals is signified by the Middlewich Folk and Boat Festival. This annual event attracts over 400 canal boats and some 30,000 people to Middlewich to celebrate the culture and history of the UK's canal network.





Figure.8 Land Use Plan



2.2.2. Land Use

The Town comprises a mix of residential, commercial, industrial and community uses.

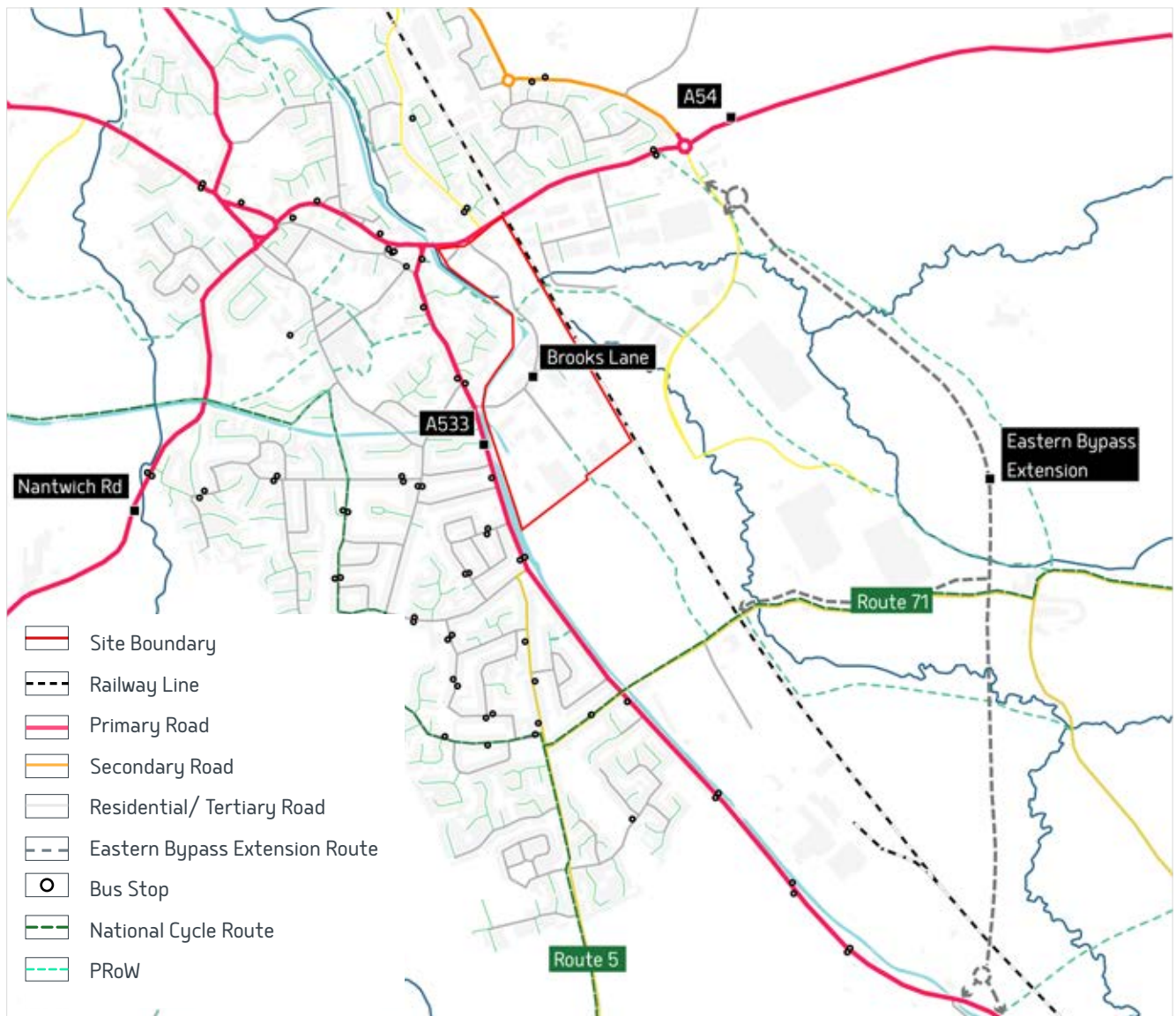
The Town Centre is located to the north of the Site and comprises the length of Wheelock Street, the Hightown and, to a lesser extent, Lewin Street. There are some smaller branch roads including Leadsmithy Street and Lady Anne Court. The Town Centre has several local shops, a public house, cafes and restaurants. There are also four supermarkets; Jacks, Lidl, a Tesco Express, and Morrisons.

The Town's industrial and employment uses have historically been focused around the Trent and Mersey Canal and the railway line. The Site, which is contained to the west and east by the canal and railway respectively, is predominately industrial in nature but does also include residential and community uses.

To the east of the Site, beyond the railway line, lies a significant business park known as Midpoint 18 (MAGNITUDE) which is planned for expansion within the Local Plan period.

The proposed redevelopment of the Site has the potential to deliver new homes and bring significant regeneration benefits to the wider settlement and Town Centre.

Figure.9 Connectivity Plan



2.2.3. Connectivity

The plan above shows the street hierarchy of Middlewich. The A533, A530, and the A54 meet at the Town Centre and the latter provides connectivity to Junction 18 of the M6, which is within 3.5km of the Site. Secondary roads provide through routes that link with the primary roads, beyond which is a network of tertiary roads and cul-de-sacs.

Permeability across the settlement is dictated by the canal network and the railway line. Reasonable connections are provided across the Shropshire Union

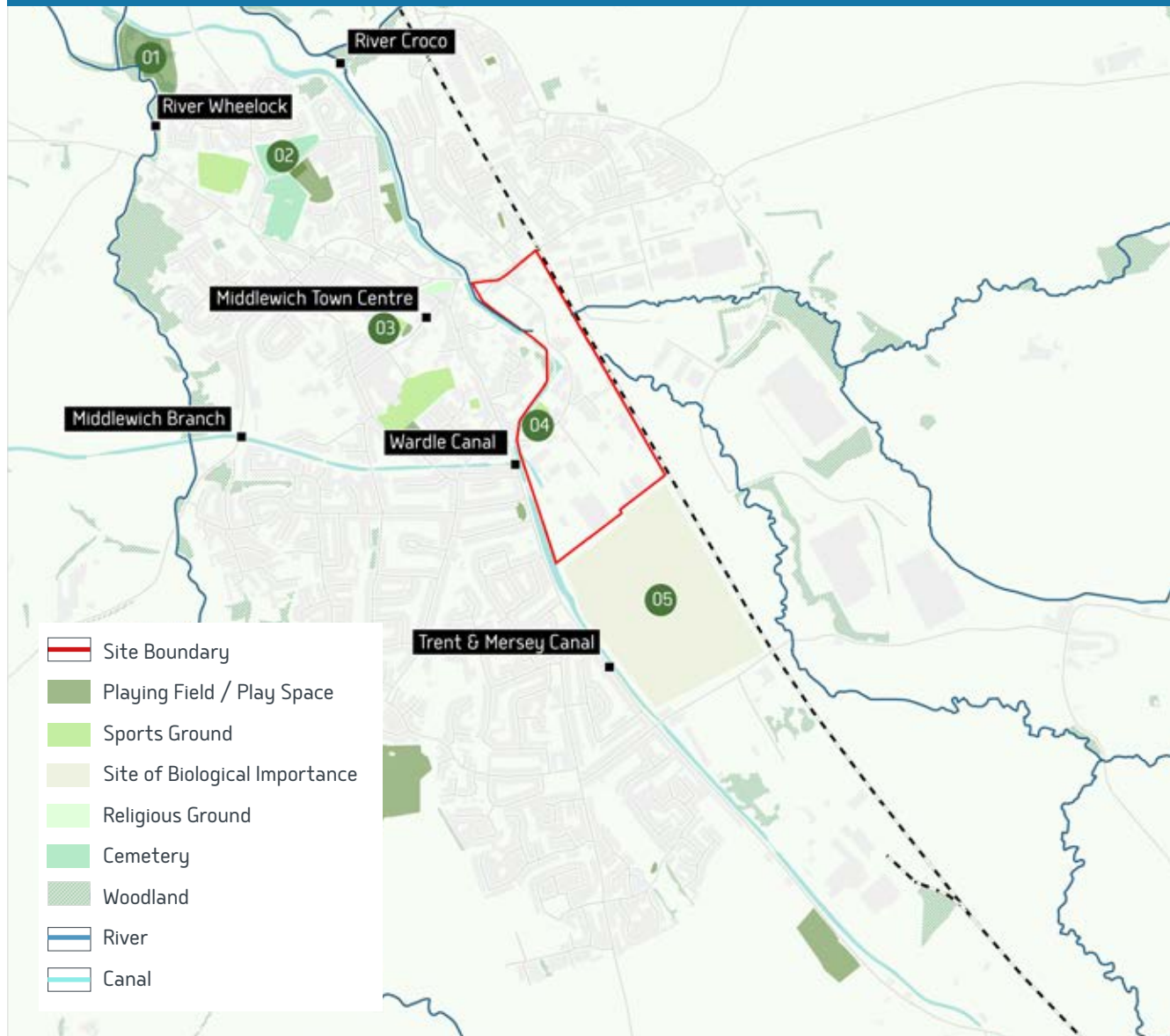
Canal, with four vehicle bridges. However, connections across the Trent and Mersey Canal are limited to only two vehicle crossing points, including the Brooks Lane Bridge which connects the Site with the A533. Vehicle movement across the railway is even more limited with only one vehicle crossing point. The combined effect is traffic congestion within the Town Centre and particularly at the junction of the A54 and A533.

The construction of the Middlewich Bypass, linking the A54 with the A533 to the south of the Town, will help alleviate congestion and the redevelopment of the

Site will help reduce the number of heavy vehicles crossing the railway into the Town Centre.

Middlewich is well served by national cycle routes and PRoWs. This includes the Middlewich Waterside Trail which is a c.5km route connecting Town Wharf with the Shropshire Union Canal.

Figure.10 Landscape Plan



2.2.4. Landscape

Middlewich is a generally flat and open landscape at the confluence of three rivers, the Dane, the Croco and the Wheelock.

Industry and salt production have impaired the Town's wider landscape quality, which offers less aesthetic value and less mature vegetation cover than elsewhere across Cheshire.

Whilst Middlewich's rural hinterland is a predominately agricultural landscape, there is marked influence of industry

on the settlements urban fringe. The Site lies within a corridor of industrial infrastructure that runs between the A533, the Trent and Mersey Canal and the railway. Due to the relatively low landform and low vegetation cover, this industrial corridor is prominent from many views.

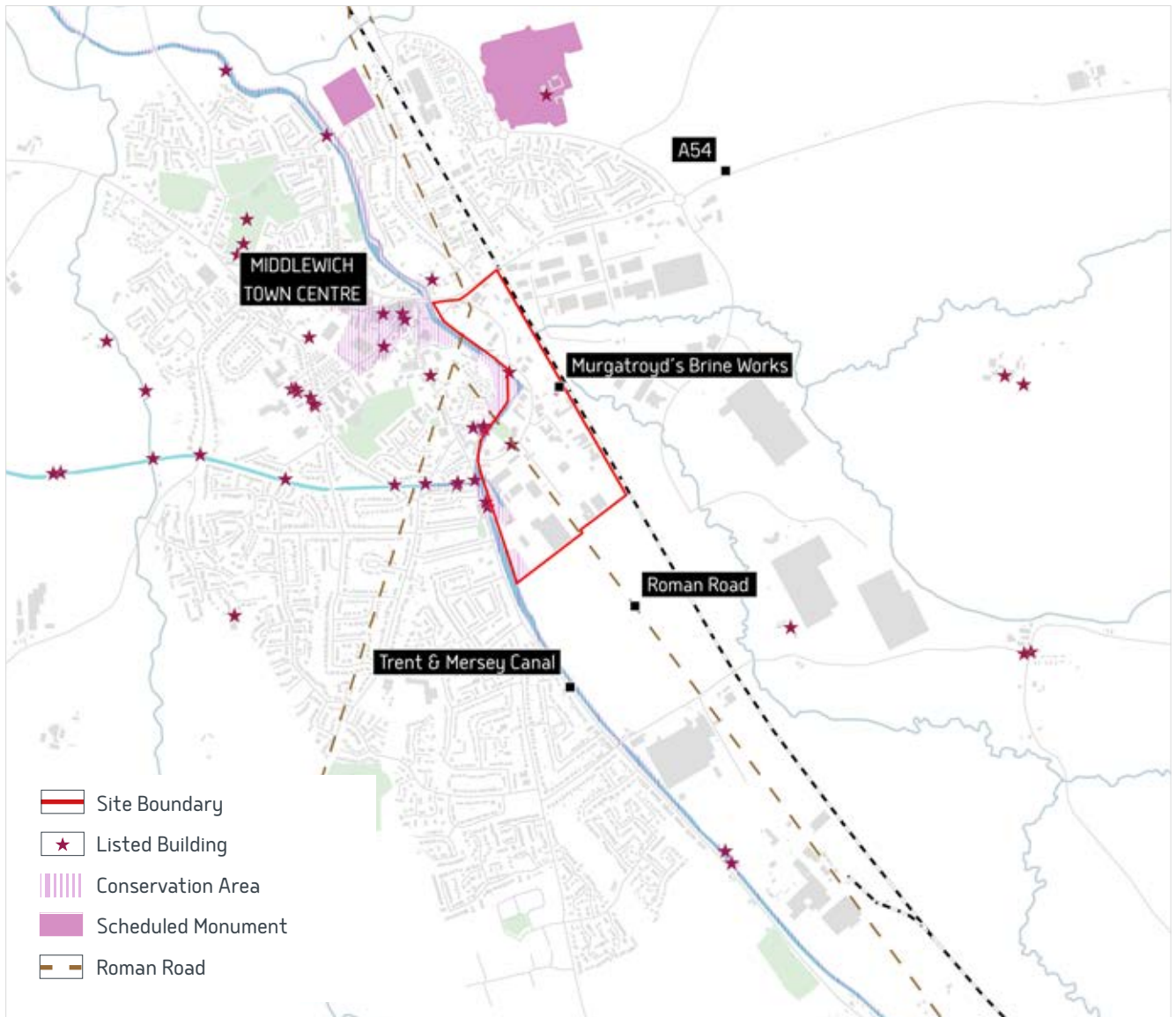
The proposed redevelopment of the Site has the potential to provide new landscape features, whilst also forging green connections with nearby areas of landscape quality. This includes the Cledford Lane Lime Beds Site of Biological Importance (SBI) which is located directly

to the south of the Site and contains lagoons and a diverse flora.

Notable recreation and landscape assets shown on the plan above, include but are not limited to:

1. Croxton Park;
2. Middlewich Cemetery;
3. Fountain Fields Park;
4. Bowling Green at Middlewich Church; and
5. Cledford Lane Lime Beds.

Figure.11 Heritage Plan



2.2.5. Heritage

Middlewich has 40 Listed Buildings. There are also 3 Scheduled Monuments, including the Murgatroyd's Brine Works which is located within the Site. There are 2 conservation areas in Middlewich; Middlewich Conservation Area which is focused around the historic core of the Town Centre, and The Trent and Mersey Canal and Wardle and Shropshire Union Canal Conservation Area which lies along the Site's eastern most boundary. There is also a network of historic Roman roads that potentially remain below the ground and run through Middlewich and the Site.

2.3 CHANGING CONTEXT

Cheshire East Council has an ambitious investment strategy for Middleswich, aimed at boosting economic growth and enhancing the vibrancy and attractiveness of the Town. The overarching objectives include the provision of new housing, enhancements to the Town Centre, new employment opportunities, enhancement of the built and natural environment, and improved infrastructure; road and rail.

To help Middleswich deliver these objectives, the Council has affirmed its commitment to securing several development proposals through the Local Plan. This includes new employment development at Midpoint 18 (MAGNITUDE), new housing at Glebe Farm and the completion of the Middleswich Eastern Bypass. In addition, the Brooks Lane Site has been identified to deliver attractive mixed-use development comprising new homes, leisure and community facilities and a potential new train station. This offers an exciting opportunity to regenerate the canal-side, whilst also enhancing the vitality of the Town Centre.

2.3.1. Middleswich Eastern Bypass

Cheshire East Council has identified the preferred route of the Middleswich Bypass, running to the east of Middleswich, between Pochin Way and the Salt-Cellar Roundabout and Booth Lane (A533). The Bypass, which will reduce traffic congestion in the Town Centre, and support the development potential of the Site, whilst also helping the wider settlement realise its full employment and housing growth potential.

2.3.2. Glebe Farm

Glebe Farm is a large green field to the south of Middleswich covering approximately 17ha. It is expected that around 525 new homes will be delivered on this site, along with provision of pedestrian and cycle connections and enhanced green infrastructure. The site will provide contributions to the delivery of the Bypass and towards local facilities.

2.3.3. Midpoint 18

Midpoint 18 (MAGNITUDE) is a large strategic employment site with a total area of some 221.7ha. It comprises an area of existing employment development of 100.7ha and an undeveloped area of 121ha. It is expected that up to 70ha of the undeveloped area will come forward within the plan period, with the remainder in reserve for employment purposes when required. The site is strategically important due to its ability to deliver significant employment growth, whilst potentially helping to unlock the future redevelopment of the Brooks Lane site.

2.3.4. Brooks Lane, (the Site)

The Brooks Lane Site comprises an area of around 23ha of land that is largely used for employment purposes and includes under-used land. The Site is c.0.5km to the south of the Town Centre and as such it provides an exciting opportunity to regenerate the canal-side whilst also enhancing the vitality of the Town Centre.

The Site is well related to the existing urban area of Middleswich, with excellent access to services and facilities in the Town Centre and includes the Trent and Mersey Canal and associated conservation area within its boundary. The Site's central position makes it an ideal location for a new train station and a modern mixed-use community.

A detail assessment of the Site is provided throughout the following section.

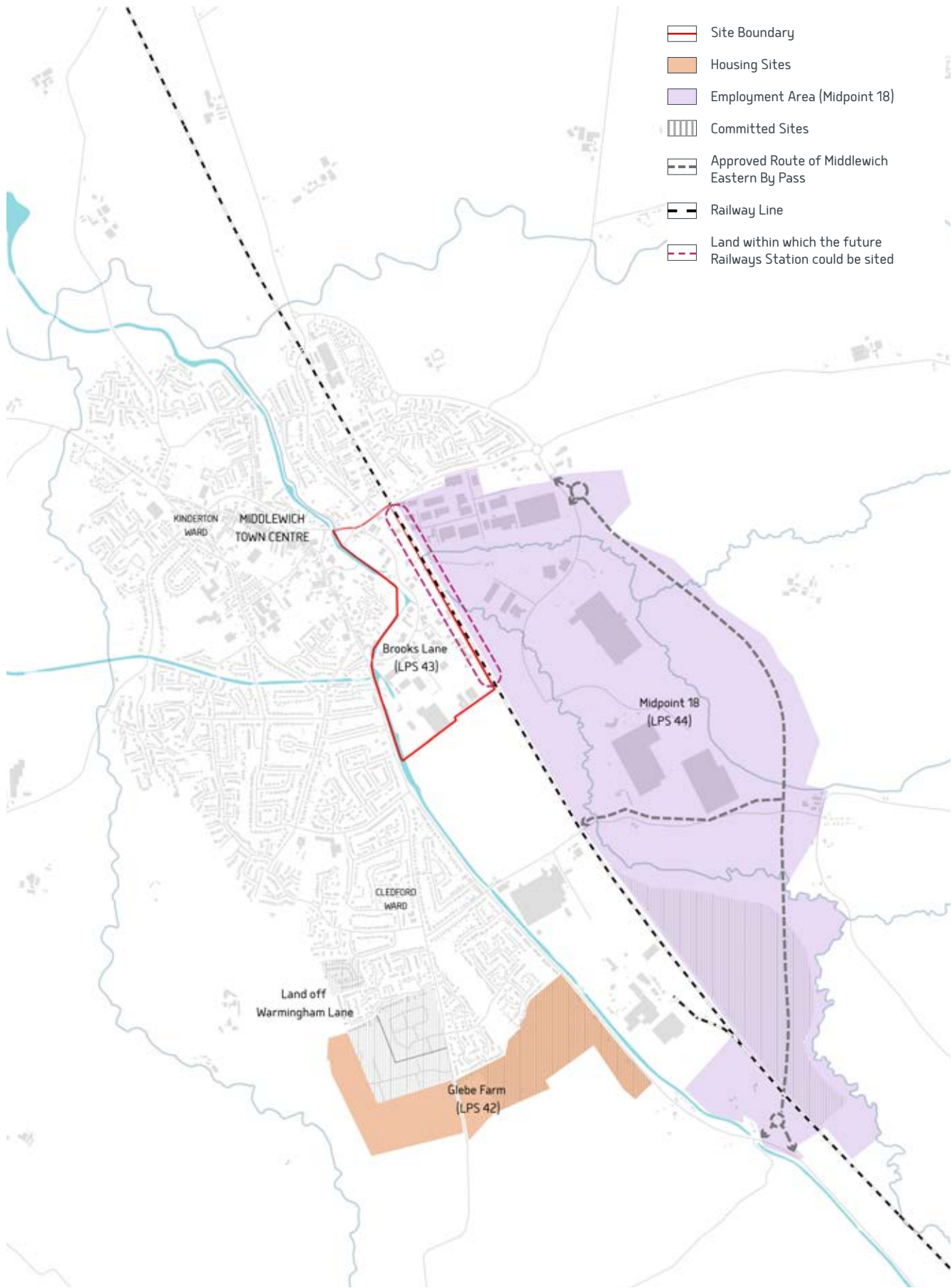


Figure.12 Changing Context Plan

2.4 SITE APPRAISAL

This section provides an assessment of the Site in relation to the following criteria:

- » Land use;
- » Heritage;
- » Access and Connectivity; and
- » Green Infrastructure.

This assessment process has been fundamental in shaping our early ideas for the Site.

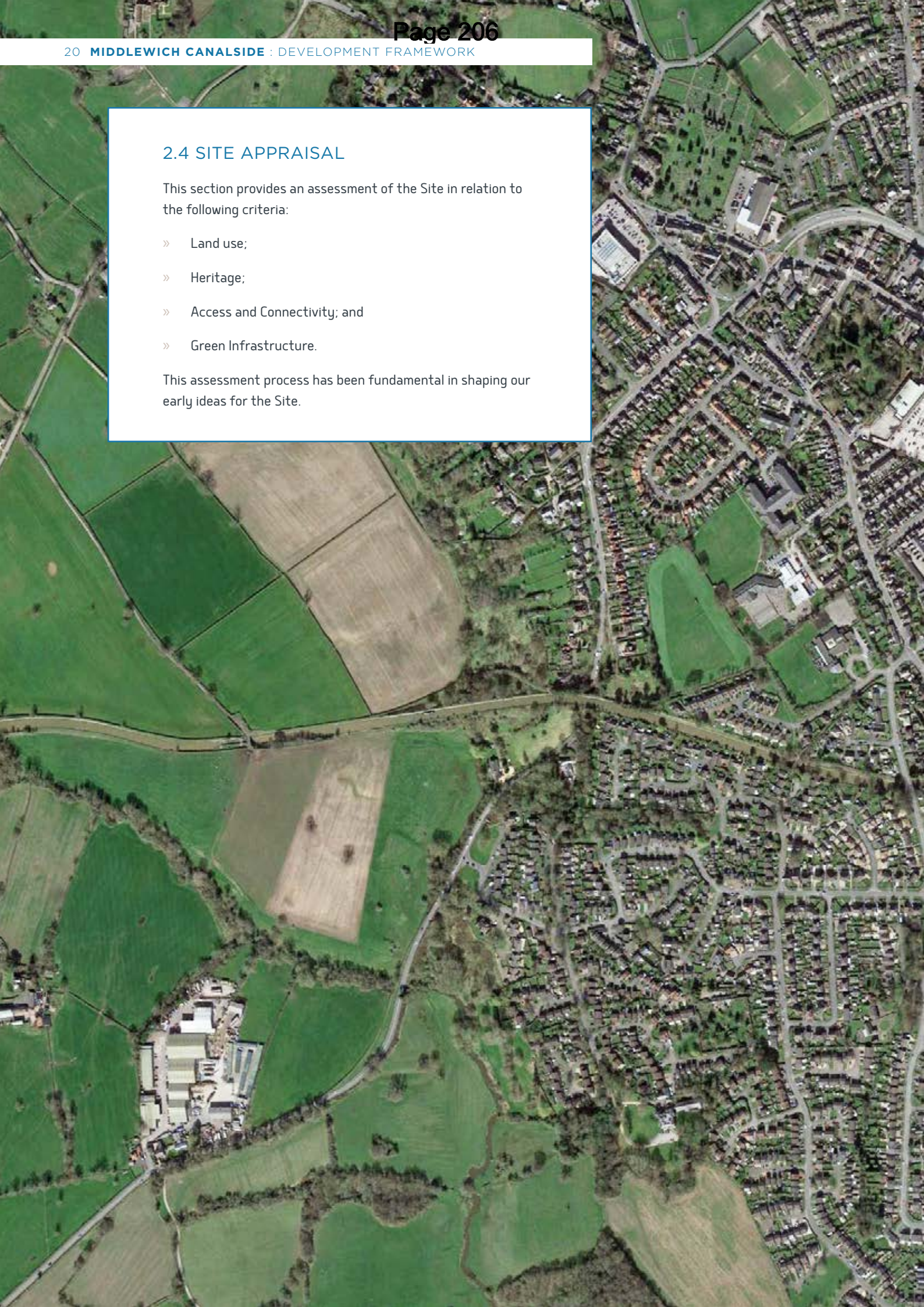
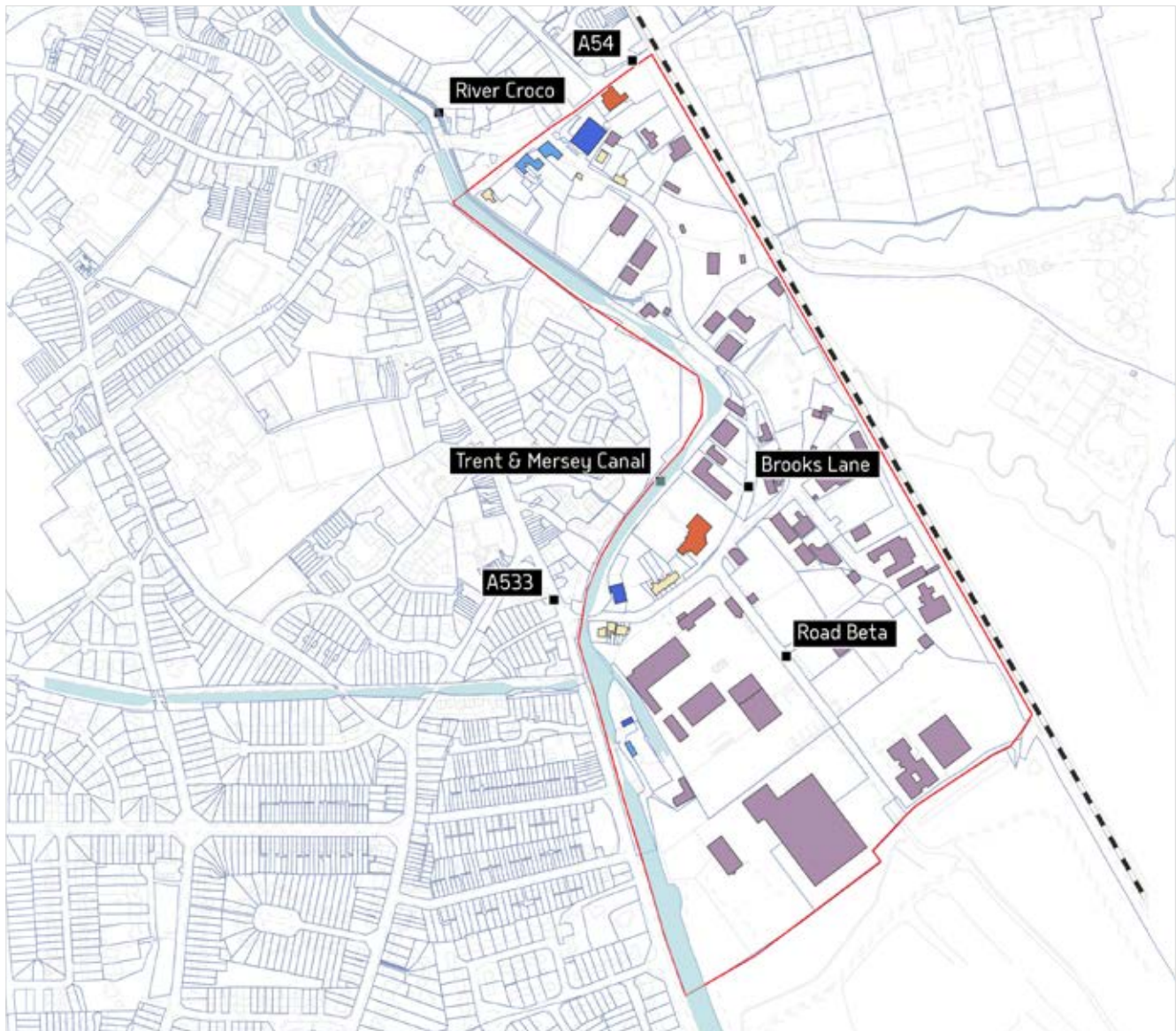




Figure.14 Land Use Site Analysis Plan



2.4.1. Land Use

The plan above shows the boundaries of over 60 businesses on the Site. These range from haulage and chemical manufacturing to smaller scale local employers.

Several residential properties are located within the Site. This includes four semi-detached properties and eight terrace properties, located adjacent to the Canal in the south western area of the Site, three houses located towards the northern part of the Site and two properties accessed via Seabank Road.

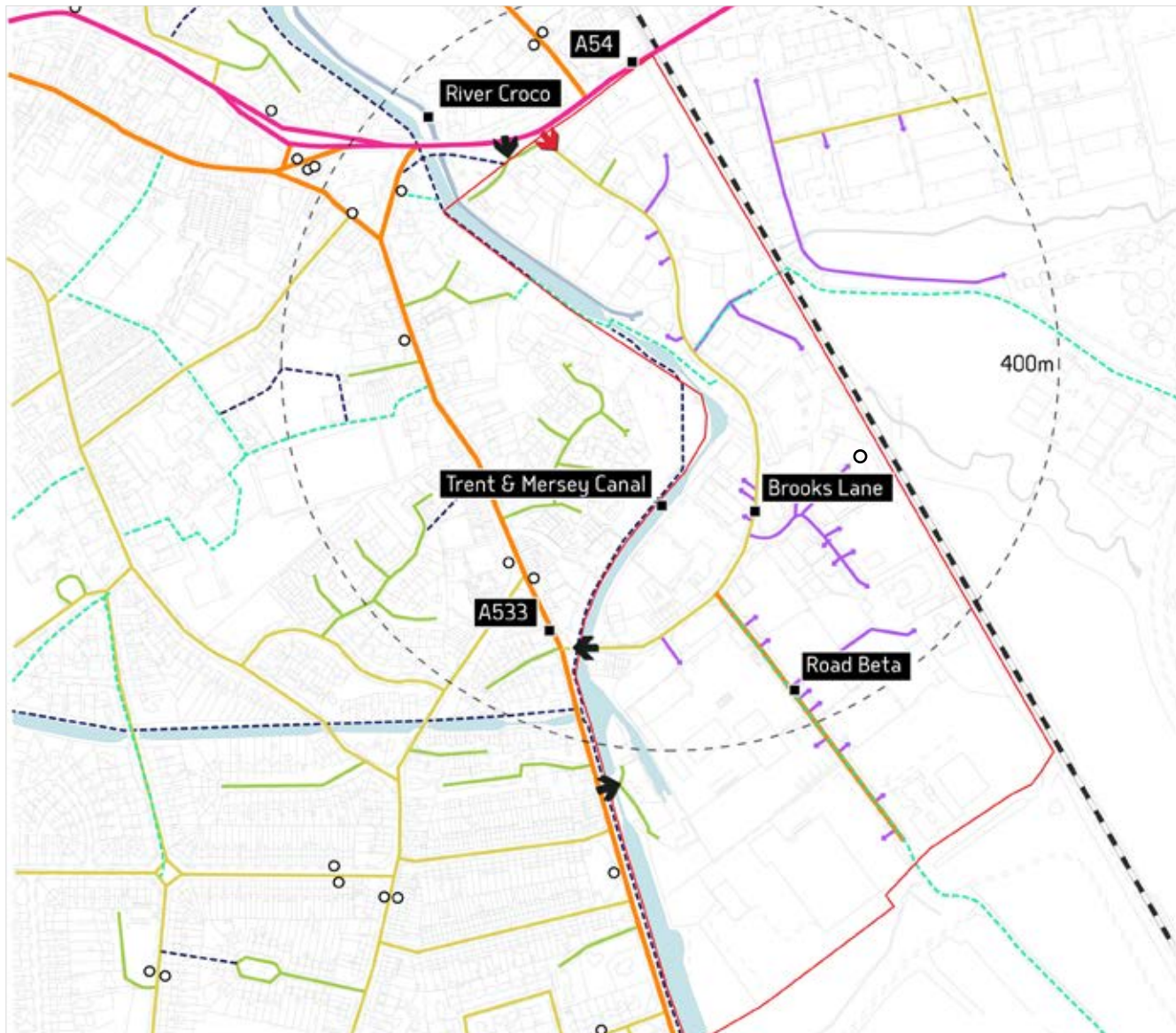
Existing commercial uses located within the Site include the Kings Lock Pub, the Boars Head Pub, the Kinderton House Hotel and Unique Fitness Gym.

Community/commercial uses include Middlewich Community Church, which is located at the centre of the Site, Middlewich Masonic Hall at the northern most edge of the Site, and the Rainbow Day Nursery.

- Site Boundary
- Land Ownership Boundary
- Residential
- Employment / Industrial
- Community/ Commercial
- Commercial
- Food /Beverage



Figure.16 Access and Connectivity Plan



2.4.2. Access & Connectivity

Vehicle access into the Site is via the Brooks Lane and Kinderton Street junction and via the Brooks Lane Bridge. The latter provides a one-way crossing point over the Trent and Mersey Canal.

A third point of vehicle access enters the Site adjacent to the Kings Lock Inn. However, existing land uses prevent traffic moving through the Site from this location.

Brooks Lane is the primary road traversing the Site and connects with Road Beta, which runs south of Brooks

Lane and provides a connection to the southern part of the Site.

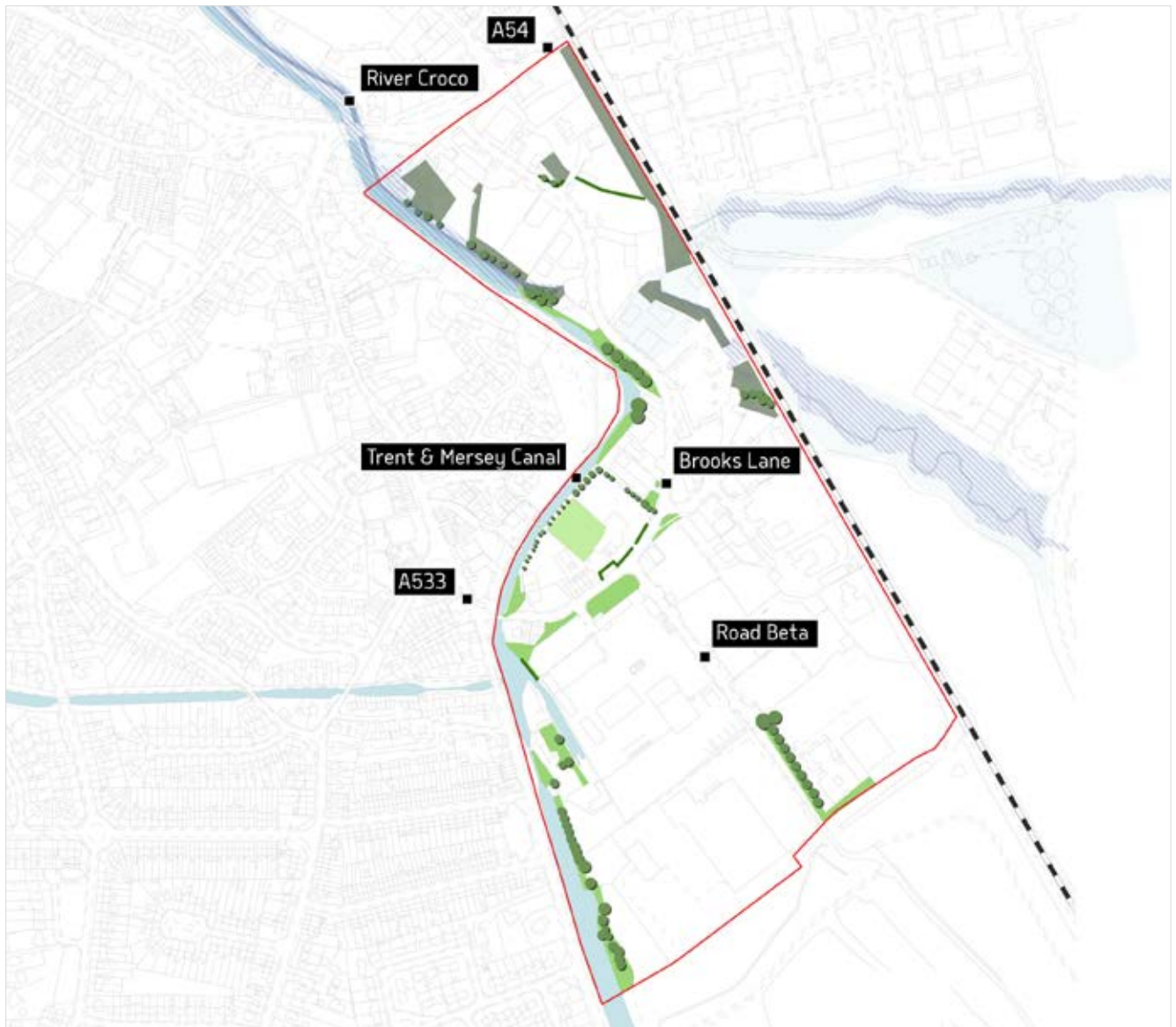
The existing railway line runs along the eastern edge of the Site.

The closest bus stops to the Site are located along the A533 with services that run to Northwich, Congleton and Winsford.

The Site is within a 400m walking distance of the Town Centre and an existing PRoW connects the Site to the Town Centre and runs east beyond the railway line. A second PRoW runs south from the Site towards the Cledford Lane Lime Beds SBI.

- Site Boundary
- Primary Vehicle Access
- Secondary Vehicle Access
- Railway Line
- Primary Road
- Secondary Road
- Tertiary Road
- Residential Cul-de-Sac
- Employment Access Road
- PRoW
- Pedestrian / Cycle Path
- Bus Stop

Figure.18 Landscape Analysis Plan



2.4.3. Green and Blue Infrastructure

The Trent and Mersey Canal runs along the western edge of the Site. The canal splits and forms Carillon Dock, a mooring point and dry dock.

The River Croco runs within the Site, following the Trent and Mersey Canal, before running in a culvert towards the railway. This watercourse includes a flood risk area within the Site, however, restoring the waters natural flow may alleviate this issue.

Green infrastructure across the Site is limited due to its industrial nature. Features include a bowling green, semi-natural green space, existing mature trees running adjacent to the Canal in the south-western edge of the Site, areas of green space and scrub planting along Brooks Lane, scrubland along the edge of the railway and an area of scrubland located adjacent to the culverted sections of the River Croco. The Site also includes the occasional mature tree and hedgerow.

As documented, the Cledford Lane Lime Beds SBI sit adjacent to the southern boundary of the Site.

- Site Boundary
- Bowling Green
- Informal Green Space
- Shrubland
- Hedgerows
- Trees
- River
- Canal
- Flood Zone 3
- Flood Zone 2

Figure.20 Heritage Analysis Plan



2.4.4. Heritage

Brunner Mond Middlewich War Memorial is a Grade II listed WWI memorial, erected in 1921 and is located along Brooks Lane.






There are several Grade II listed structures that form part of the Trent and Mersey Canal including the King's Lock, several listed mileposts and a bridge over the Trent and Mersey Canal.

Murgatroyd's Brine Pump is a Scheduled Monument and is the last remaining part of Murgatroyd's Salt Works, located within the central area of the Site. It is not currently accessible to visitors and can only be accessed by private arrangement.

A historical Roman road is believed to run through the Site adjacent to Road Beta.

Notable heritage features on Site, include but are not limited to:

1. Brunner Mond Middlewich War Memorial; and
2. Murgatroyd's Brine Pump.

-  Site Boundary
-  Conservation Area
-  Listed Building
-  Scheduled Monument
-  Roman Road Location



Murgatroyd's Brine Pump



Brunner Mond Middlewich War Memorial

Trent & Mersey Canal



3 TOWARDS A CONCEPT MASTERPLAN

The assessment process summarised through the previous chapter informed the production of two initial options for the redevelopment of the Site, showing both short and longer term redevelopment options. These options formed the basis of engagement with the people who live and work on the Site.

3.5 INITIAL OPTION 1 – SHORTER-TERM CHANGE

The shorter-term option showed redevelopment focused on a relatively small number of larger plots that currently accommodate medium to large businesses.

Advantages

- » Potential to deliver c.200 new homes, to meet the Local Plan requirement.
- » Environmental enhancements and improved public access to the canal frontage.
- » Retention of canal-side businesses.
- » Potential to provide a separate access for residential and construction vehicle access.

Disadvantages

- » Market perception of a residential development located within a employment area.
- » Potential conflict between residential and business uses.
- » Conflict between employment and residential traffic.
- » Canal boat marina is not shown.
- » No community, leisure or retail facilities shown.

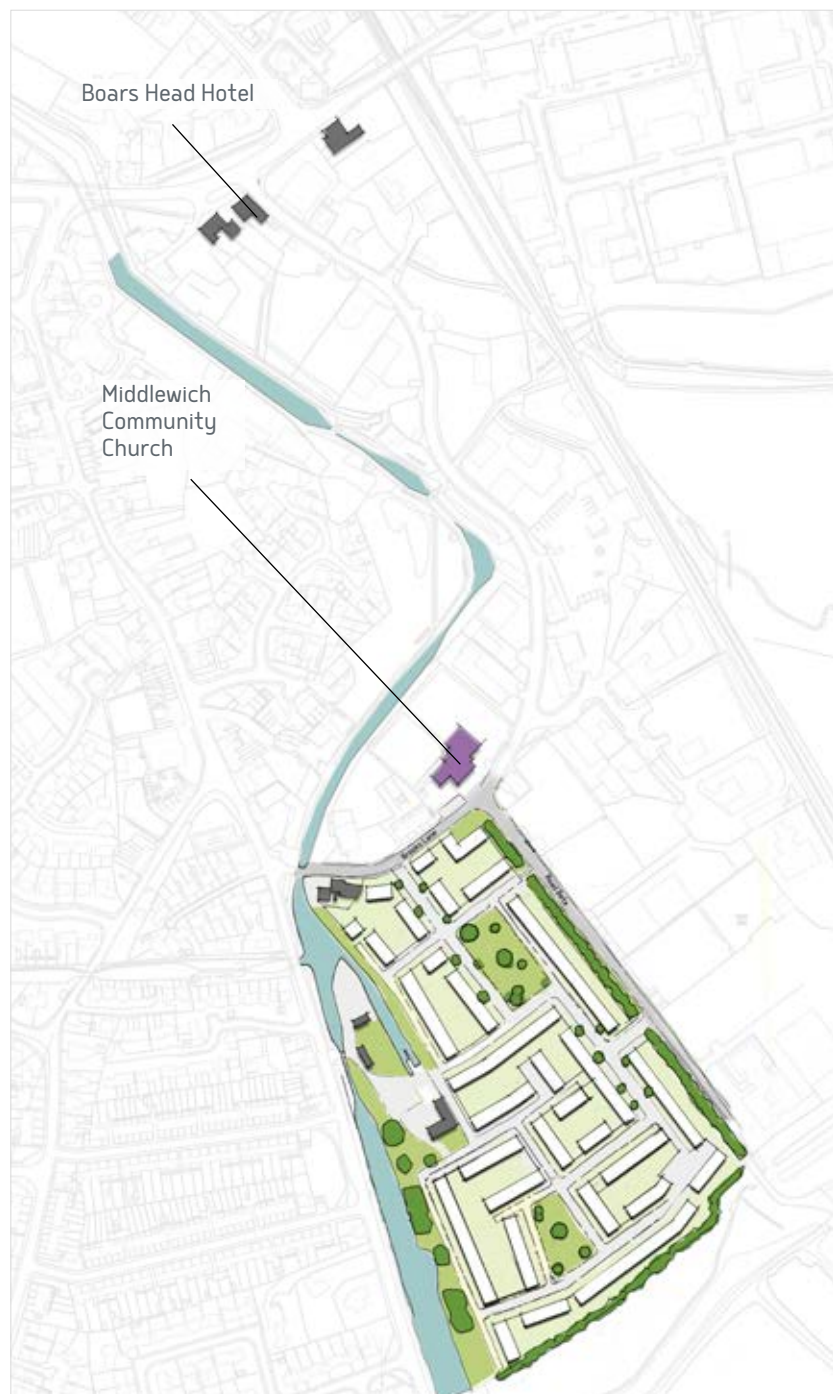


Figure.22 Initial Shorter Term Option

3.6 INITIAL OPTION 2 -LONGER-TERM CHANGE

The longer-term option showed redevelopment opportunities more extensively across the Site.

Advantages

- » Considerable regeneration benefits to the Town Centre and canal-side.
- » Potential to deliver c.450 new homes.
- » Potential for the phased delivery of development across the Site over the course of the next 15-20 years.
- » Opportunity to provide a new train station.
- » Extensive environmental enhancements.
- » Retention of canal-side businesses.
- » Potential to provide new planting along Brooks Lane and Road Beta.
- » Opportunity to provide community/retail uses close to the Town Centre.
- » Potential to restore Murgatroyd's Brine Works.

Disadvantages

- » Potential conflict between residential uses and existing businesses.
- » Conflict between employment and residential traffic.
- » Canal boat marina is not shown



Figure.24 Initial Longer Term Option

4 ENGAGEMENT-LED APPROACH

This chapter provides a summary of the engagement process, including a summary of discussions with the people who own property, live and work on the Site, the Local Planning Authority, relevant stakeholders and the local community.

4.7 INVOLVEMENT

4.7.1. Project Team Meetings

Throughout the course of the project, several project team meetings have been held between representatives from the Council and from Barton Willmore. Whilst these meetings have focused on the management of the project, discussions have also provided clarity on policy and technical matters.

4.7.2. 1st Stage Landowner and Business Workshop

On 11th April 2018, a workshop was held at the Middlewich Community Church from 10am until 3pm. Letters were sent from the Council, inviting people to attend one of three workshop sessions.

The purpose of this event was to seek views on the proposed redevelopment of the Site.

The event included several exhibition banners and large plans which introduced issues and opportunities before presenting the masterplan options presented in the previous chapter.

The workshop was well attended and of the comments received, 13.3% favoured the short-term proposal only, 13.3% favoured the longer-term proposal only, 60% preferred both options and 13.3% did not support the redevelopment plans.

Key points raised included:

- » One landowner supported both options and has already submitted an outline planning application for the redevelopment of their land.
- » Concerns raised over the viability of the proposals.
- » The importance of providing alternative employment locations near to the Site. Several respondents stated a preference to be near Midpoint 18 (MA6NITUDE).
- » Canal-related employment uses would prefer to stay operating on the Site.
- » Concerns were raised over the potential conflict between employment and residential development.
- » The future role of Middlewich Community Church was noted.
- » One landowner/ business stated they would find it challenging to relocate and made a number of suggestions, including that sufficient distance should be retained between their site and any new residential development and new railway station, and that the number of new homes on the site should be limited to 200 with safeguards in place to protect businesses and residential amenity.



4.7.3. Town and Parish Council Meeting

On 11th April 2018, following the Workshop, a meeting was held with representatives of Middlewich Town Council to discuss the masterplan options. The main themes of the comments are summarised as follows:

- » The importance of the Site's employment and economic role was reaffirmed.
- » Design quality was discussed, and Members stressed the need for a high-quality design proposal that meets the requirements of the Cheshire East Design Guide.
- » Members stressed the importance of providing a marina of a size commensurate with the size of the Town.

4.7.4. Council Technical Meeting

A technical meeting with Council Officers was held on 5th June 2018 to discuss the masterplan options and the outcomes of the 1st Stage Workshop. The main themes of the comments are summarised as follows:

- » Highways Officers noted that vehicle access to serve the Site is potentially achievable via the Brooks Lane Canal Bridge and the Brooks Lane/ Kinderton Street junction, however, highway improvements at these points would be necessary. It was acknowledged that further

works would be required to develop appropriate access arrangements and improvements.

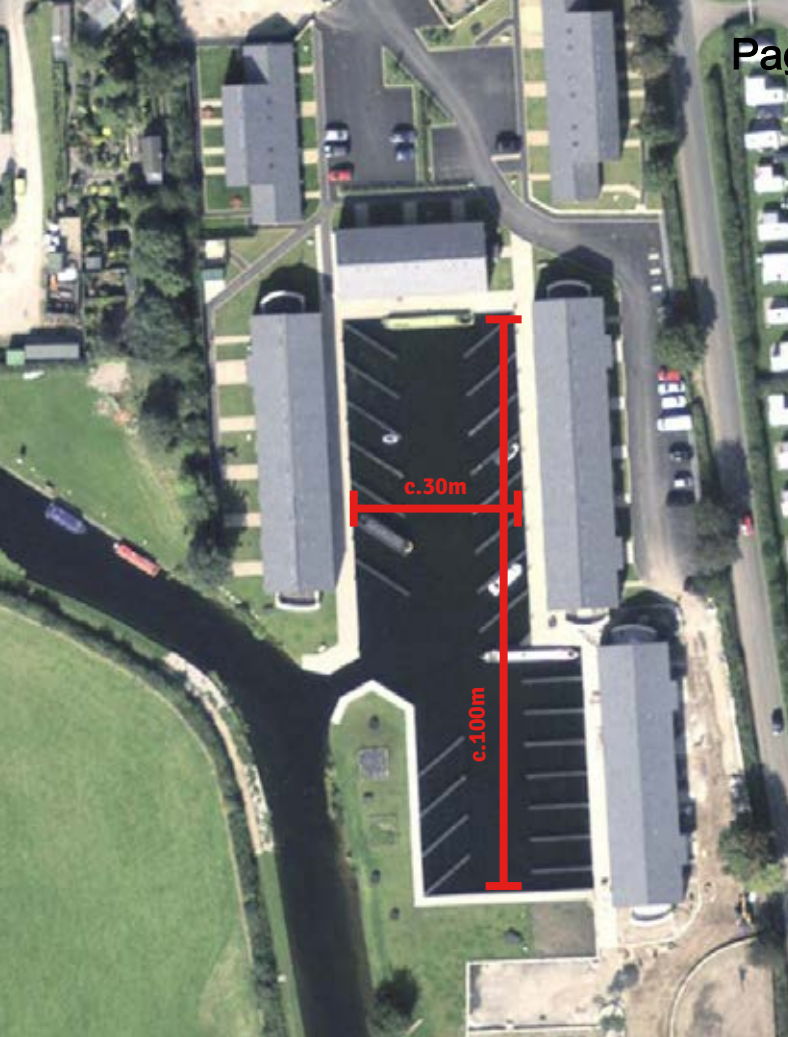
- » The value of the canal boat marina was acknowledged, and Officers confirmed this should be included within the masterplan.
- » Officers confirmed that the Site has the potential to accommodate variation in scale, ranging between 2 and 3 story, and densities could be higher than a standard house-builder approach of 30dph.

4.7.5. Canal and Rivers Trust Meeting

Given the importance placed on the delivery of a canal boat marina by the Council and Town Council, a one-on-one meeting was held with the Canal and River Trust. Representatives from the Trust provided advice on the most likely suitable location for the marina.

Following this meeting an investigation into canal boat marinas was undertaken, including an analysis of the size required to accommodate up to 50 boats. Precedent images of UK based marinas are shown opposite.

An analysis of UK based canal boat marinas was undertaken to understand the preferred design and size requirements. Precedent images and dimensions are shown opposite.



c.50 Berth Leisure Marina in Carnforth, Lancaster



c.60 Berth Rural Marina, near Northampton



c.14 Berth Residential Marina in Edinburgh



c.50 Berth Urban Marina, Worcester

4.7.6. 2nd Stage Landowner and Business Workshop

Following on from the 1st Stage Workshop and the individual meetings, an Illustrative masterplan was developed for the entire Site, identifying projects for regeneration (both in the shorter and longer term). This masterplan and the supported design and assessment process was presented at a further workshop on Thursday 23rd August 2018.

The Council publicised the event by sending over 150 letters focussed on landowners and those living/working on the Site.

The consultation was facilitated by members of Barton Willmore's consultant team and Council Officers. In total six staff were on hand to listen to people's views and assist in explaining the illustrative masterplan.

The main themes raised can be summarised as:

- » Support for the principle and identified location of the train station;
- » Concern over infrastructure provision on the Site;
- » Concern over the co-location of housing and employment / commercial uses. Particularly the impact of Heavy Good Vehicles running through the Site and also staying overnight;
- » Concern over residual highway impacts on the Site, both in terms of highway access and capacity;
- » The acknowledgment that there will be businesses that wish to remain on the Site, where the cost of moving is prohibitive;
- » Other businesses on the Site expressed an interest in moving from the Site, in the right circumstances and with additional support;
- » The marina was supported and should be a priority to support activity into the Town;
- » Some participants expressed concern over the size and location of the Marina in terms of operation point of view but also its size in viability terms;
- » A view was expressed that the whole Site should be redeveloped for housing;
- » Concern from existing commercial sites that restrictions would be placed upon their existing operations;
- » Concern over the proposed access arrangements for Road Beta and whether access to residential uses should also be identified on the masterplan, rather than construction traffic / emergency access;
- » Support for the retained employment area. The industrial buffer was also welcomed but buffer planting should not include trees or shrubbery;
- » Concern over how the draft framework should be taken forward and the future status afforded to it; and
- » Acknowledgment that some of the processes attached to existing operations of canal workings may not be conducive to a residential environment.

4.7.7. Key Changes

Following the two workshops and technical meetings, a number of key changes and design developments have been included in the final masterplan presented in Chapter 6:

- » Provision of a marina (initial 50 berths but reduced to 20 berths)
- » The location of a potential railway station was revised with additional car parking identified to the east of the railway line;
- » A visitor information centre was identified alongside support for the restoration of the Muratroyd Brine Pump;
- » The area of retained employment land was expanded in the illustrative masterplan;
- » Highway improvements were identified as being required at the Brooks Lane Bridge and the Junction of Brooks Lane and Kinderton Street;
- » Middlewich Community Church was proposed as being retained;
- » The illustrative masterplan was updated to reflect the requirements of the Cheshire East Design Guide Supplementary Planning document;
- » Additional buffer planning was included along Road Beta and Brooks Lane to support the separation of residential and employment uses.



Figure.26 Illustrative Masterplan Presented at the 2nd Workshop

5 EVALUATION

This chapter takes account of the assessment and involvement stages set out previously to provide a concise summary of the Site's constraints and opportunities.

5.1 OPPORTUNITIES AND CONSIDERATIONS

5.1.1. Considerations

- » Multiple landownership's on the Site.
- » The Books Lane and Kinderton Street (A54) junction provides the primary means of vehicle access to the Site and will require improvements to support redevelopment.
- » The Brooks Lane Canal Bridge provides a one-way vehicle route from the Site to Booth Lane (A533). Improvements and the potential signalisation of the Bridge junction need to be explored to support the redevelopment.
- » Existing residential properties on the Site.
- » Enabling of businesses which wish to remain operating on the Site.
- » The railway line running along the Site's eastern boundary and its associated no-development easement.
- » Existing public rights of way (PRoW).
- » Existing landscape features.
- » Existing culverted watercourse and associated Flood Zone 2.
- » Potential land contamination.
- » Site levels adjacent to the Canal.

5.1.2. Opportunities

- » The restoration of the Grade II listed scheduled monument (Murgatroyd's Brine Pump) and the provision of a visitor information centre.
- » Provision of new homes across the short-term phase, subject to securing an acceptable relationship between employment and residential uses.
- » Potential to deliver longer-term, more extensive, redevelopment proposals, capable of delivering more new homes and considerable canal-side enhancements.
- » Potential provision of a canal boat marina.
- » Potential new railway station and associated line-side infrastructure.
- » Potential to provide new pedestrian/ cycle routes through the Site, including new canal-side footpaths.
- » Opportunity to restore the culverted watercourse running through the Site and potential to remove any flood risk from the Site.
- » Potential to intensify the community use of Middlewich Community Church or provide for residential use.
- » Retention of the existing Bowling Green
- » Enhancements to the existing pedestrian subway connecting the Site with Midpoint 18.

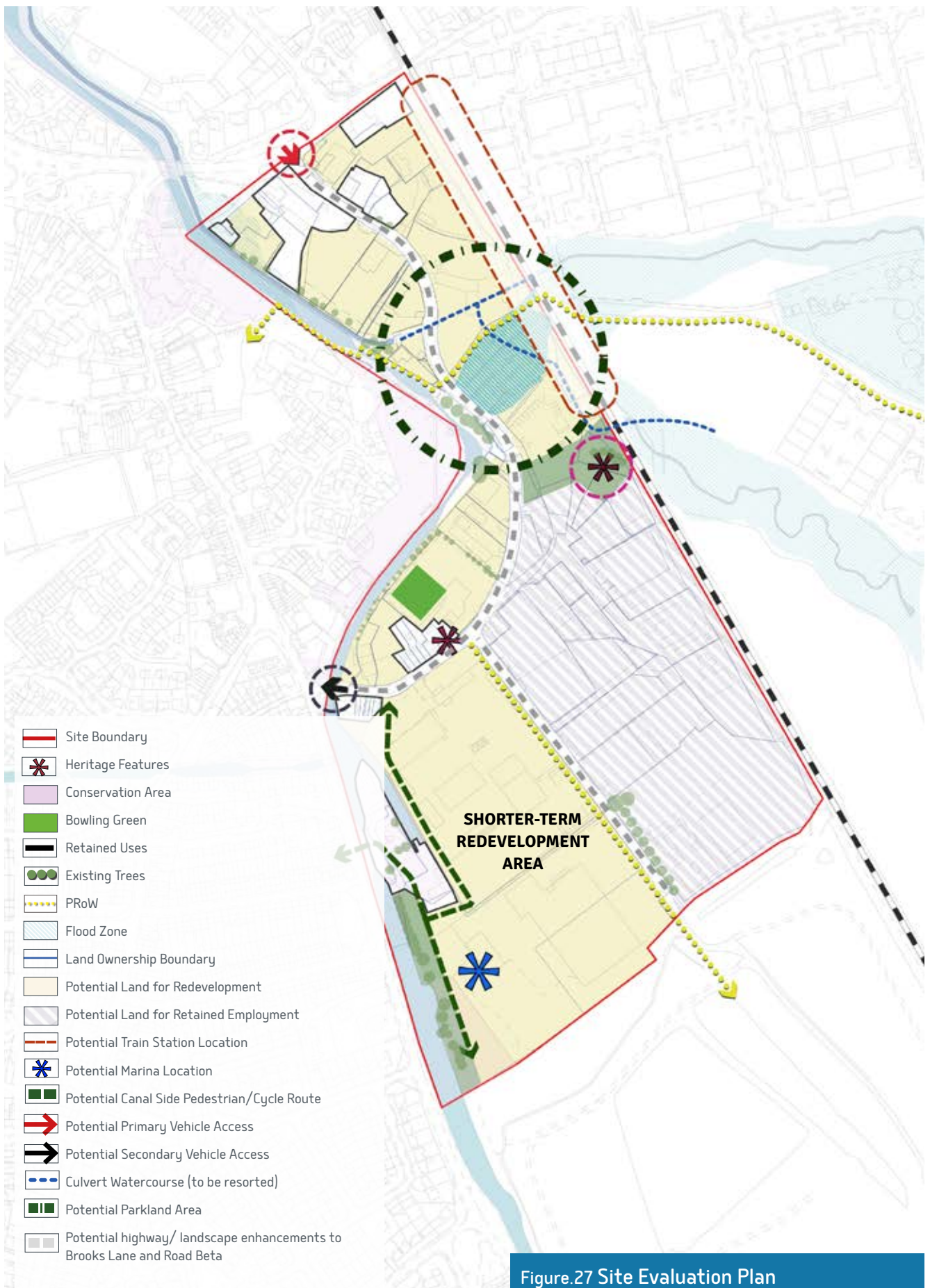


Figure.27 Site Evaluation Plan

6 DESIGN

This Chapter details the Masterplan Framework and illustrative proposals to help inform future design proposals.

6.1 MASTERPLAN FRAMEWORK

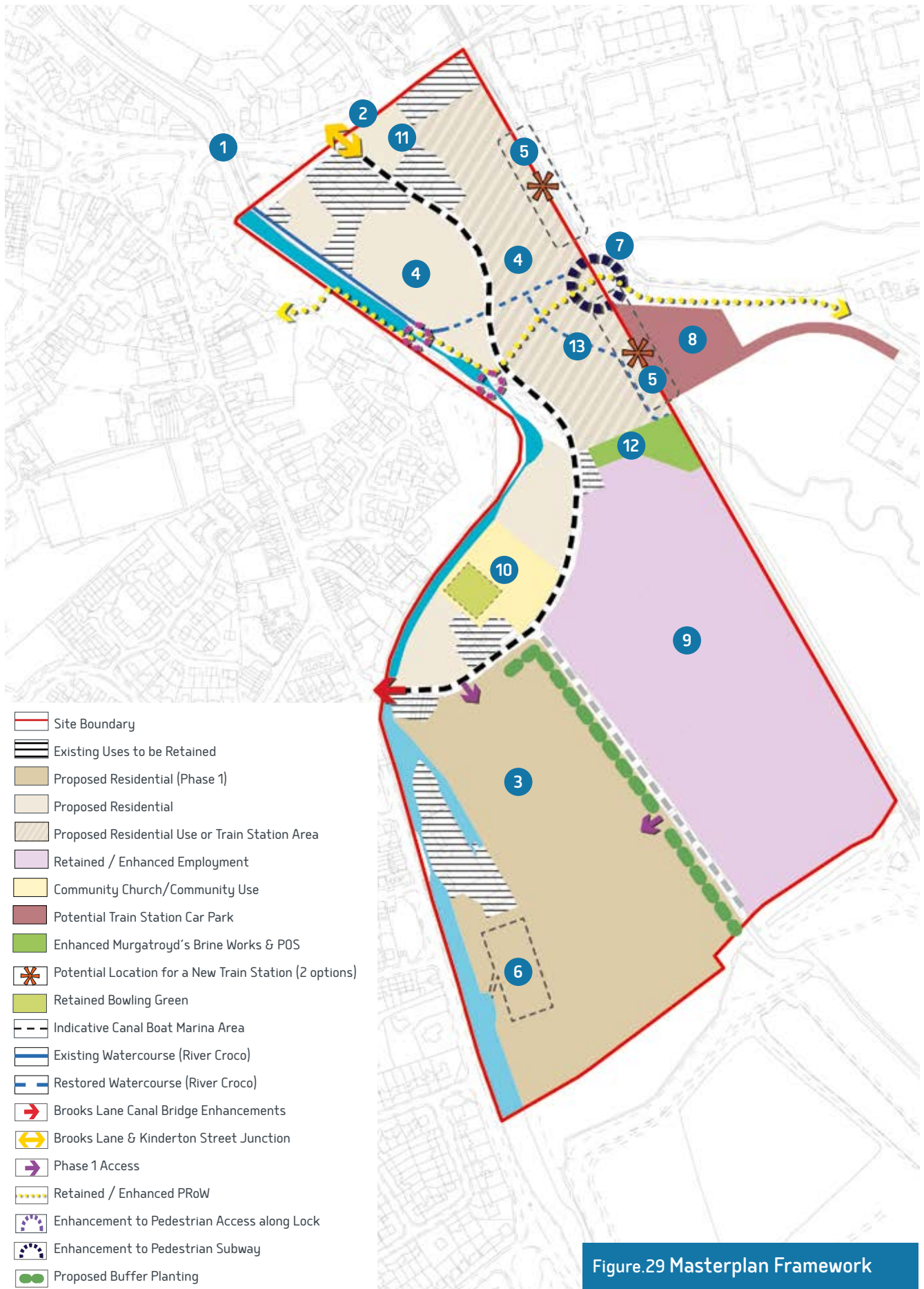
The Masterplan Framework, shown opposite, represents an amalgamation of the engagement process and the considerations and opportunities set out in the previous section.

The Masterplan Framework illustrates the broad structure that future design stages should follow. The following pages provide a description of the Masterplan Framework in terms of the following layers:

- » Land Use;
- » Access and Movement; and
- » Green Infrastructure.

6.1.1. Core elements of the Masterplan Framework

- 1 Highway enhancements to the Brooks Lane Canal Bridge.
- 2 Highway enhancement to the Brooks Lane and Kinderton Street Junction.
- 3 Redevelopment of the Site in the shorter-term (Phase 1). Subject to securing an acceptable relationship between employment and residential uses.
- 4 Redevelopment of the wider Site in the longer-term.
- 5 Opportunity to provide a train station (x2 potential locations shown).
- 6 Potential delivery of a 20-berth canal boat marina (indicative location shown).
- 7 Enhancements to the pedestrian subway.
- 8 Provision of a Train Station Car Park to the east of the railway line and outside the Site boundary. This land is subject to an approved planning application for employment development. As such, further investigation would be required.
- 9 Area of retained/ enhanced employment use.
- 10 Middlewich Community Church retained for commercial/ community use or provided for residential use.
- 11 Potential residential development with ground floor retail adjacent to the Town Centre.
- 12 Enhancements to Murgatroyd's Brine Works.
- 13 Reinstate culvert watercourse.



6.1.2. Use Amount and Density

Residential

Shorter Term: Approximately 6.2ha of land has been identified to deliver residential development in the shorter-term. Subject to securing an acceptable relationship between employment and residential uses, this land can provide c.200+ dwellings which addresses the Local Plan requirements. The average net development density of 200 dwellings is approximately 40 dph. Densities higher than 40dph may also be considered.

Longer Term: Up to 5.6ha of land has been identified to deliver residential development in the longer-term. This land could deliver c.250+ new homes over the next 20 years or more (beyond the Plan period), subject to securing an acceptable relationship between employment and residential uses.

Canal Boat Marina

An approximate location has been identified for the provision of a 20 berth canal boat marina, subject to viability.

Housing Mix

To provide a balanced community, the development should provide a wide variety and mix of new homes, comprising apartments, older person housing and a range of family house types and sizes.

Affordable Housing

The development should provide affordable homes including those available for a mixture of tenures. In line with the Local Plan.

Train Station

Two locations have been identified as having the potential to accommodate a new train station. Whilst the exact position of the train station will be subject to a further technical assessment, the following design requirements should be considered:

- » Platform length and its relationship with the culvert watercourse and pedestrian subway crossing the railway line;
- » Connectivity with the Town Centre and Midpoint 18;
- » Relationship with Murgatroyd's Brine Works and the potential to combine train station infrastructure with a visitor information center; and
- » The provision of line-side infrastructure, including a bus stop, taxi rank, drop-off point and car parking.

Train Station Car Park

An approximate area of land, extending to some 0.6ha, has been identified to accommodate a car park for the train station. The land is located outside the Site boundary and subject to an approved planning application for employment development. As such, further investigation would be required.

Middlewich Community Church

The Middlewich Community Church site should be provided for community/

commercial use or residential development. The Bowling Green should be retained for community use.

Commercial Uses

An area of land, adjacent to the Town Centre and extending to 0.2ha, has been provided for residential development and commercial uses i.e. community or town centre uses.

Additional small-scale leisure or commercial uses could be provided adjacent to the marina e.g. a local café. However, this would be subject to a further assessment to ensure provision does not detract from the vitality of the Town Centre.

Employment

An area of land extending to c7.7ha has been provided for retained/ enhanced for employment provision.

Murgatroyd's Brine Works.

Murgatroyd's Brine Works should be restored with enhanced public access (including the potential provision of a visitor information centre). Public space and new landscaping should be provided adjacent to the Brine Works. This will improve the setting of the Monument whilst helping to separate retained employment uses and new development.

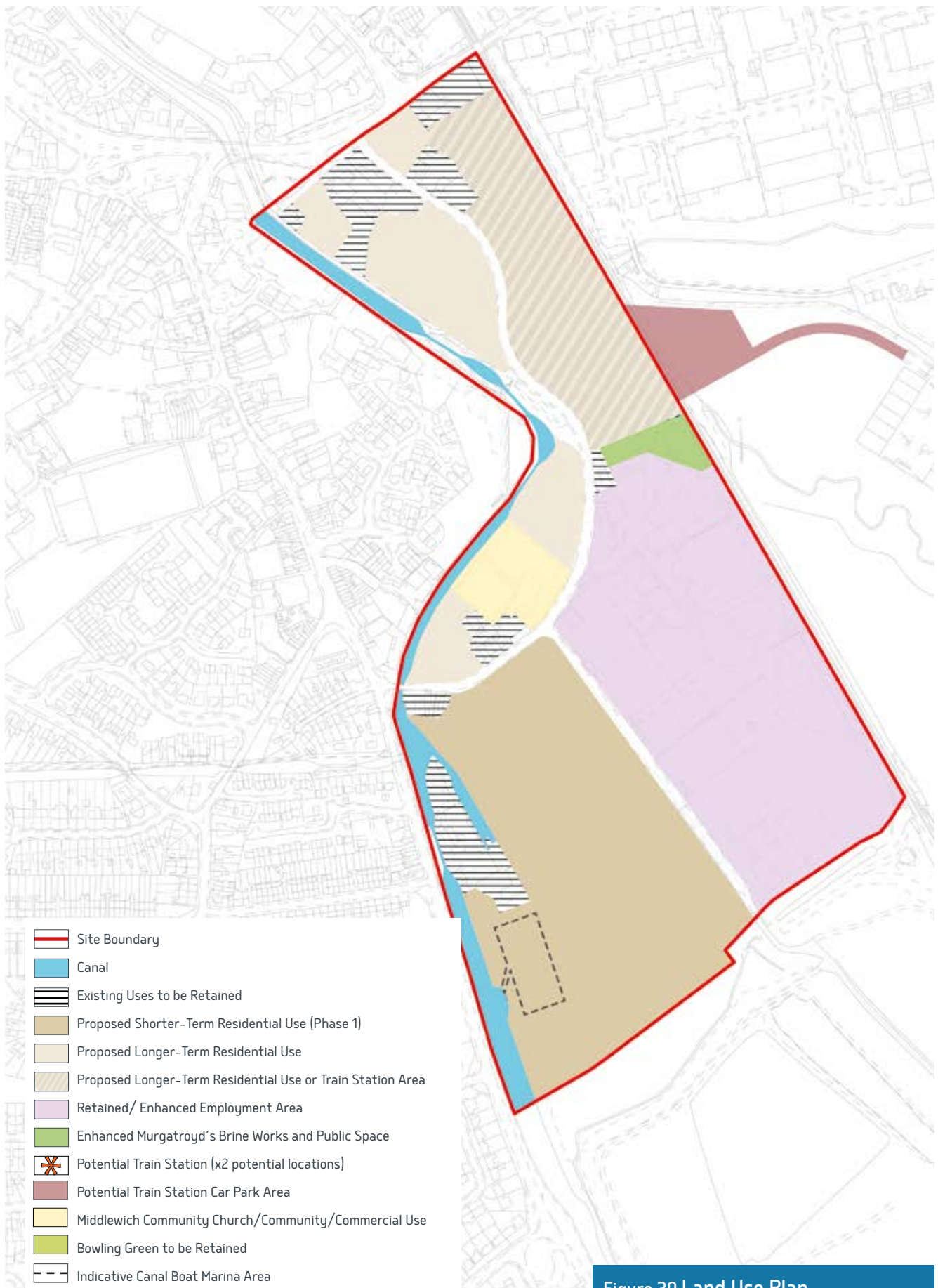


Figure.30 Land Use Plan

6.1.3. Access

Vehicle Access

The future redevelopment of the Site should include highways enhancements to the Brooks Lane/ Kinderton Street junction.

The future redevelopment of the Site should be supported by highways enhancements and the potential signalisation of the Brooks Lane Canal Bridge.

Brooks Lane

Brooks Lane should accommodate both employment and vehicle traffic.

Road Beta

In the longer-term, Road Beta should accommodate employment traffic only. Emergency residential vehicle traffic will also be permitted.

Phase 1 Vehicle Access

Residential vehicle access to the shorter-term development opportunity (Phase 1) should ultimately be provided from Brooks Lane as opposed to Road Beta. Notwithstanding, a residential access from Road Beta may also be necessary in the shorter-term to serve Phase 1. The aim will be to change this to an emergency access when the opportunity arises.

A construction vehicle access to Phase 1 should be provided from Road Beta.

Train Station Access

The train station should be dual aspect with connections to the Site and Midpoint 18.

The provision of line-side infrastructure, including a bus stop, taxi rank, drop-off point and car parking should be provided on the Site and, potentially, Midpoint 18.

Street Hierarchy

The proposed development should include a hierarchy of street types designed in accordance with the Cheshire East Design Guide.

Pedestrian and Cycle Access

Pedestrian access to the Site should be provided from:

- » Brooks Lane Canal Bridge;
- » Brooks Lane/ Kinderton Road junction;
- » The two locks crossing the Canal;
- » The canal bridge located adjacent to the Kings Lock Pub; and
- » The subway crossing the railway line.

Each of these pedestrian connection points should be enhanced to improve user safety.

Permeability

The proposed development should include a permeable network of routes to provide easy access throughout the Site.

Residential Car Parking

Car parking provision should be provided in accordance with the Local Plan and the Cheshire East Design Guide. The general approach should be to provide streets which are attractive and functional places for pedestrians, cyclists and cars.

Public Rights of Way

Existing public rights of way should be retained and where possible accommodated in new areas of public open space.

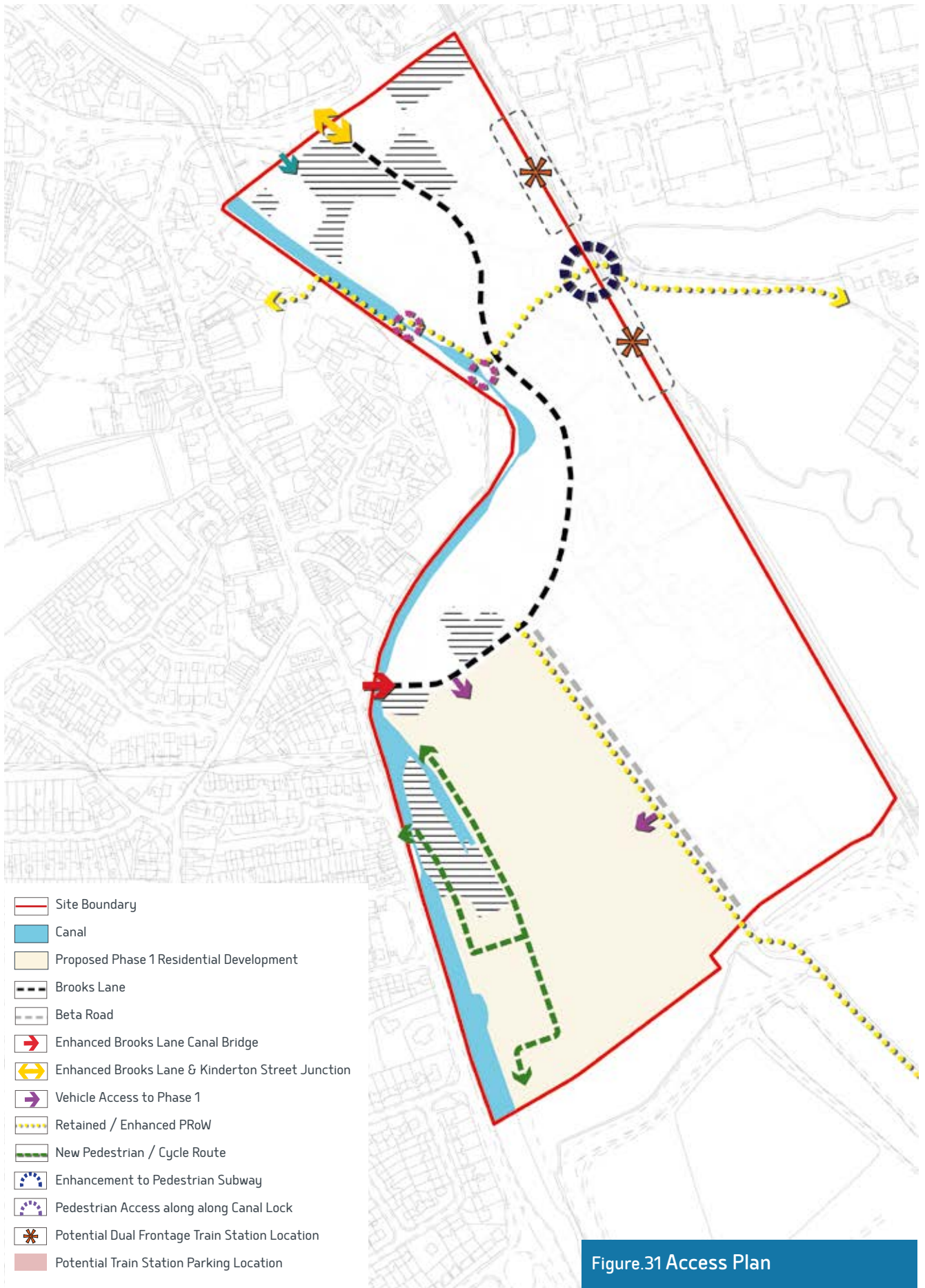


Figure.31 Access Plan

6.1.4. Green Infrastructure

Landscape Enhancements to Brooks Lane and Road Beta

The redevelopment of the Site should include new landscape planting and environmental enhancements along Brooks Lane and Road Beta. This will improve the appearance of the street-scene and help soften the relationship between new residential development and retained employment uses.

Road Beta Buffer Planting

Buffer planting and land-forming should be provided between Phase 1 and Road Beta. This will help to separate residential development provided within Phase 1 from the retained/enhanced employment area. The aim of which will be to secure the amenity of future residents whilst supporting the continuation of existing business operations.

Culvert Watercourse

The culvert watercourse running through the Site should be restored and improvements should be made to the flow of the watercourse to remove any flood risk from the Site.

Parkland

An area of parkland should be provided to accommodate the restored watercourse, an existing PRoW and Murgatroyd's Brine Works (the extent of the parkland area on the plan opposite is shown indicatively).

Existing Landscape Features

Existing landscape features of value, including hedgerows and trees should be retained and incorporated into a green infrastructure network.

Drainage

The future redevelopment of the Site will be expected to provide a Sustainable urban Drainage Strategy (SuDS).

Ecology

The proposed development should conserve and enhance any ecological assets identified on the Site and new development should be designed to provide ecological enhancements.

Retained Bowling Green.

The Bowling Green should be retained and provided for community use.

Trent and Mersey Canal

Future development of the Site should include environmental enhancements and improved public access to the Trent and Mersey Canal.

Landscape Framework

The proposed development should provide a connected network of landscaped streets and open spaces of varying sizes, to cater for a range of uses.

Canal-side Park

The proposed development should include a canal-side park, separating new development from retained canal-based employment uses including the existing dry dock (the extent of the park is shown indicatively on the plan opposite).

Pedestrian & Cycle Connections

The proposed development should provide pedestrian and cycle connections across the Site to link up proposed green infrastructure and connect with the surrounding pedestrian & cycle network.

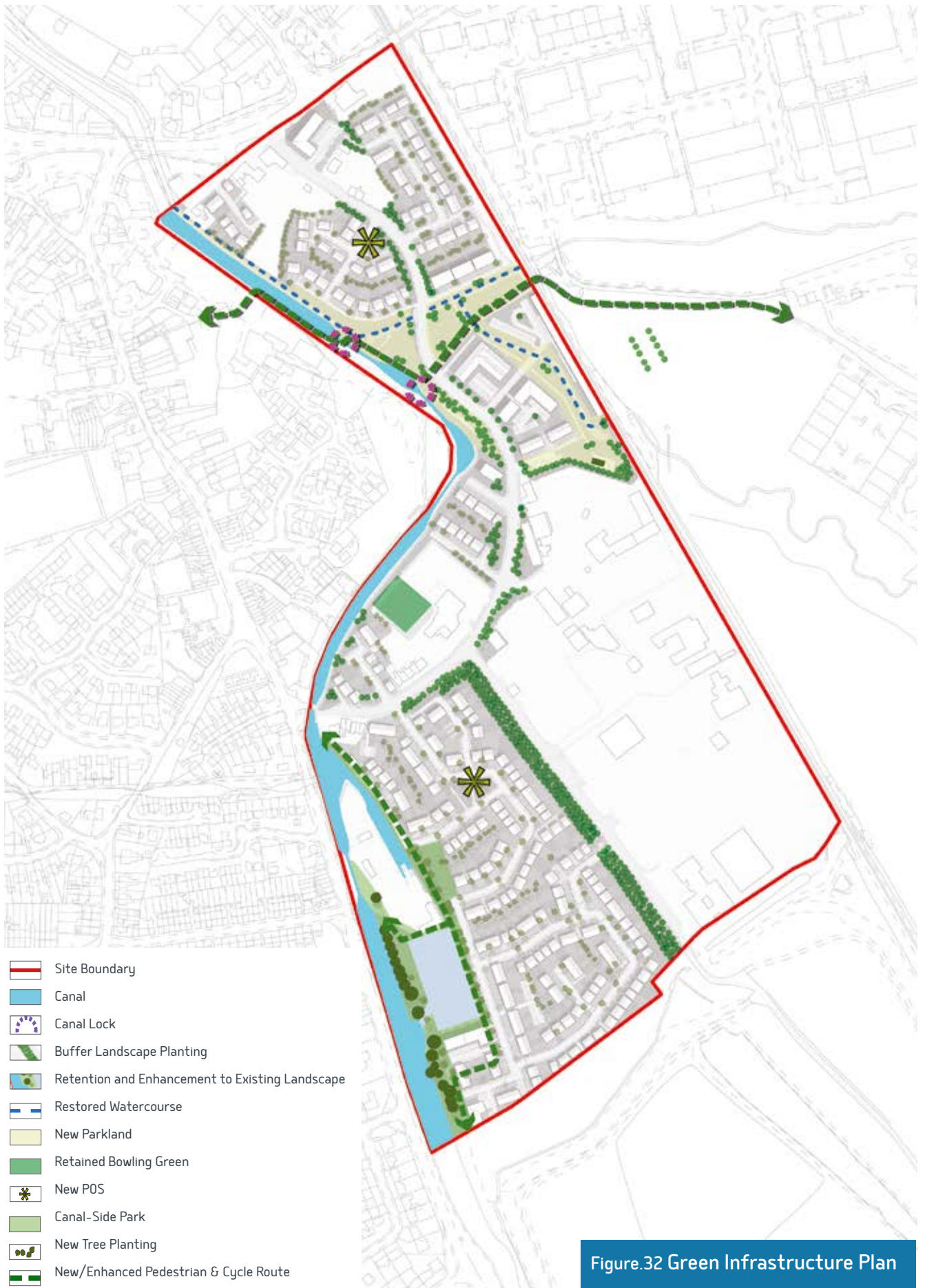


Figure.32 Green Infrastructure Plan



6.2. LAYOUT AND APPEARANCE

This section provides guidance on how the layout and the appearance of the proposed development could be progressed at the more detailed design stages.

6.2.1. Illustrative Masterplan

The purpose of the Illustrative Masterplan is to demonstrate how the Masterplan Framework can be combined with best practice urban design standards and the Cheshire East Design Guide to provide a varied and attractive development comprising of both residential and employment uses, alongside community infrastructure and a rich green infrastructure framework. Alternative approaches to the Illustrative Masterplan may be considered provided they offer suitable design justification and pay due regard to the underlining Masterplan Framework.

Key components of the Illustrative Masterplan:

- 1 Middlewich Community Church retained and intensified for community / housing use.
- 2 Retained and enhanced employment area.
- 3 Provision of c.200 new homes (c.40dph) across the shorter-term phase to meet the Local Plan requirement, subject to securing an acceptable relationship between employment and residential uses.
- 4 Provision of a 20-berth Marina.
- 5 Provision of a new railway station, drop-off point within the Site and car parking to the east of the railway line.
- 6 Restoration of Murgatroyd's Brine Works and potential provision of visitor information centre.
- 7 New pedestrian/ cycle routes through the Site, including new canal-side footpaths.
- 8 Retention of existing landscape features and provision of new landscape and public spaces.
- 9 Buffer planting along Brooks Lane and Road Beta.
- 10 Retail and community facilities close to the Town Centre.
- 11 Older persons housing.
- 12 Restored watercourse.



Figure.33 Illustrative Masterplan

6.2.2. Urban Form Principles

The Illustrative Masterplan has a distinctive urban form and structure, strongly influenced by the Site's context, proposed infrastructure such as the train station, and the marina, and best practice urban design principles. The urban form principles are described through this section.

Brooks Lane Frontage

In general, new residential development has been orientated to avoid directly facing Brooks Lane. This approach, alongside the provision of new landscape features, will help soften the impact of employment traffic on future residential properties. Gables that front onto Brooks Lane should be animated with windows and architectural details.

Where new residential development is orientated to overlook Brooks Lane, additional landscape features and public open space has been provided.

Train Station Arrival

An area of parkland accommodating larger blocks of 3 storey residential development has been provided adjacent to the proposed train station. The use of scale, massing and landscape should help accentuate this area as an important gateway to Middlewich.

Canal Boat Marina

Residential development overlooking the marina comprises a continuous building line with buildings varying in height, from 2 storey to 3 storey. A range of parking typologies are provided, alongside street trees and a shared public realm.

The marina and its immediate context should cater to the needs of boat users, future residents and visitors. Conflict between these users should be minimised through careful design, including:

- » Positioning the marina to maximise its physical and visual connections with the Canal.
- » Provision of an adequate separation between the marina and residential development
- » Integration of tree planting to filter views and help maintain amenity.

Canal Frontage

New housing positioned adjacent to the Canal comprises a range of housetypes with building heights ranging from 2-3 story.

Dry-dock Interface

Residential development has been set-back from the dry-dock and the proposed buildings have been orientated to avoid directly overlooking the business operations.

Key Buildings

Key buildings have been used to emphasise spaces and routes throughout the Site and assist with legibility.

Key Spaces

A sequence of spaces has been provided throughout the development to provide variation in character, promote traffic calming, and assist with legible movement for pedestrians and cyclists.

Corner Elevations

Generally, corner elevations will have windows, avoiding long sections of blank walls.

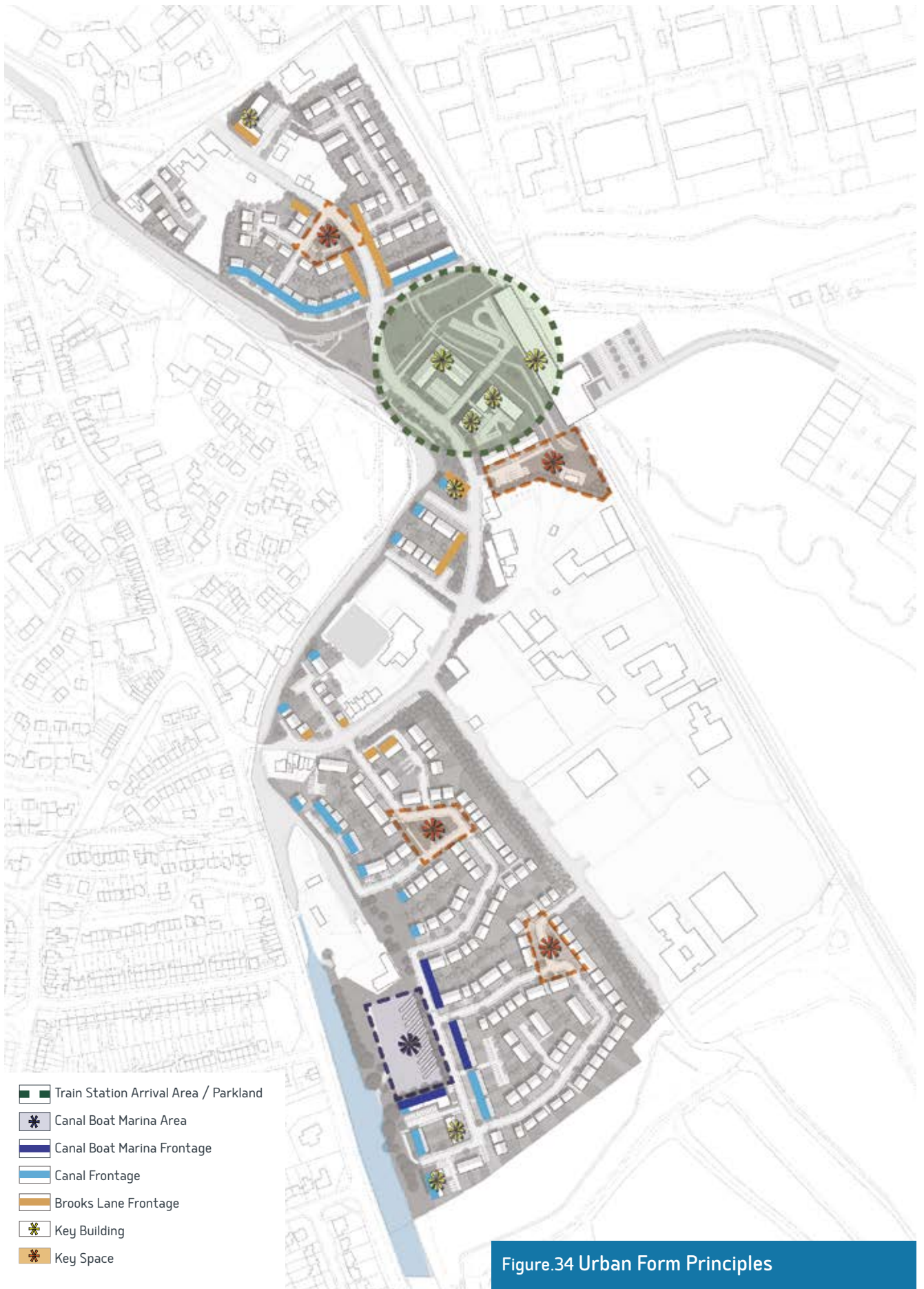


Figure.34 Urban Form Principles

6.2.3. Street Hierarchy

The principles for the design of streets set out over the following pages have been prepared to be in accordance with 'Manual for Streets' and the Cheshire East Design guide. The streets create a legible and permeable network and the identity of the street types will assist in developing a sense of place as well as enhancing legibility.

In preparing the Illustrative Masterplan, the following design principles have been applied:

- » The creation of a grid of connected streets to facilitate a 'walkable neighbourhood'
- » A network of quiet shared streets will be provided.
- » The design of streets will be integrated with the character area they are within and the built form enclosing them. It may be appropriate for the character of streets to change along their length.
- » Measures such as shared surfaces, changes in surface materials, horizontal alignment, lighting and the design of the street should be used as appropriate to encourage slow speeds.

Street Types

The development has five types of street hierarchy as follows:

- » Brooks Lane and Road Beta;
- » Primary Residential Street;
- » Secondary/ Shared Residential Street; and
- » Private Drive.

The location of each street type is shown on plan opposite (Figure 35) and an indicative cross section of each street type is shown on the following page (see Figures 36-39).



Primary Street



Shared Street



Private Drive



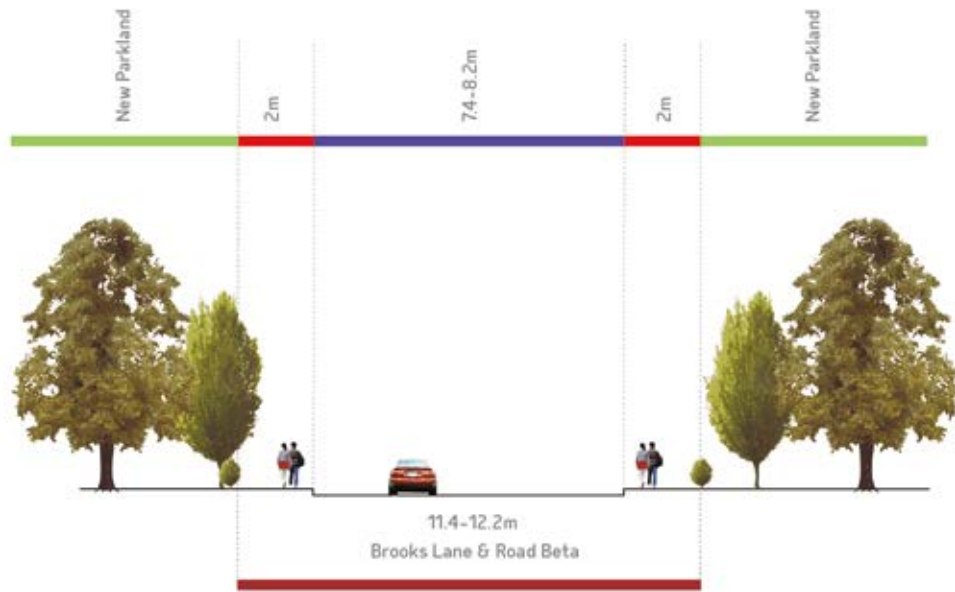


Figure.36 Brooks Lane/ Road Beta

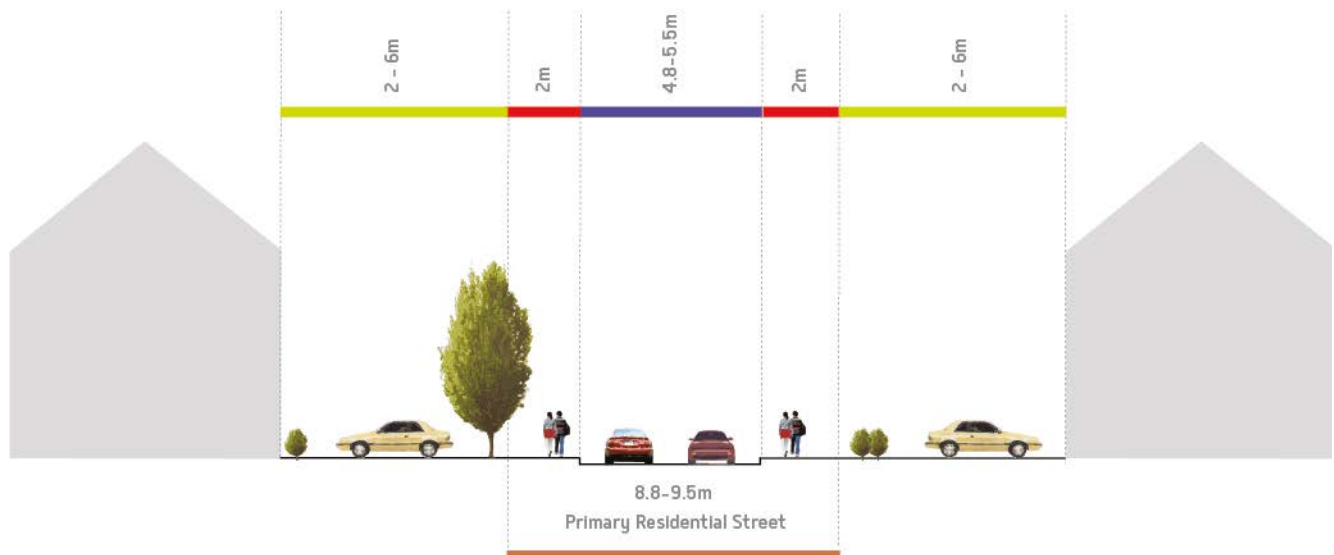


Figure.37 Primary Street

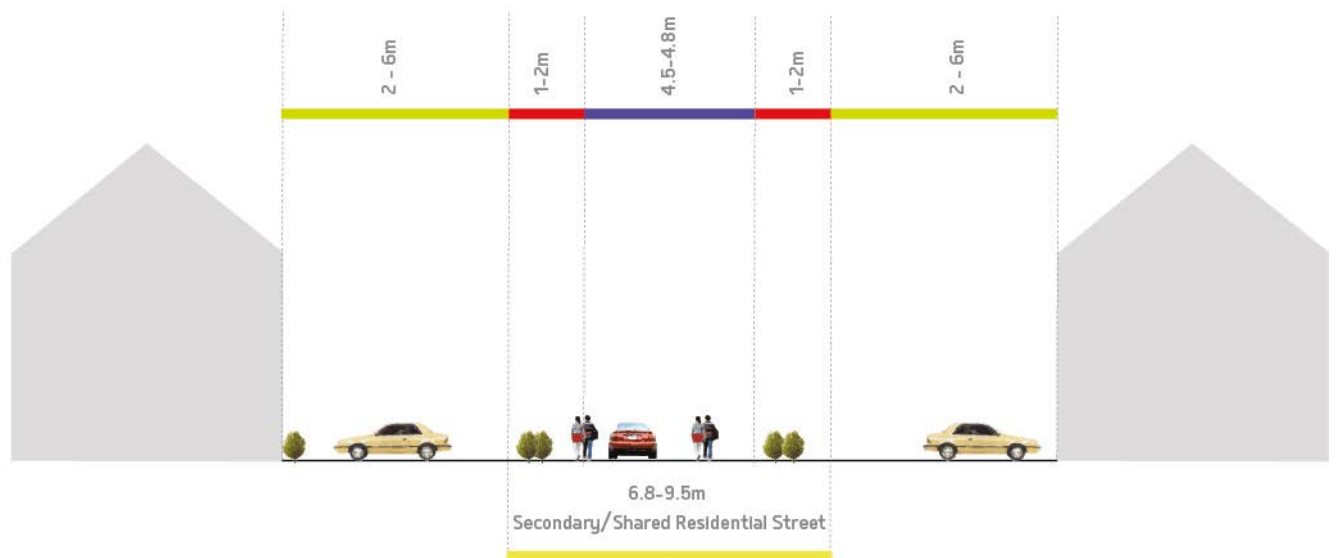


Figure.38 Shared Street

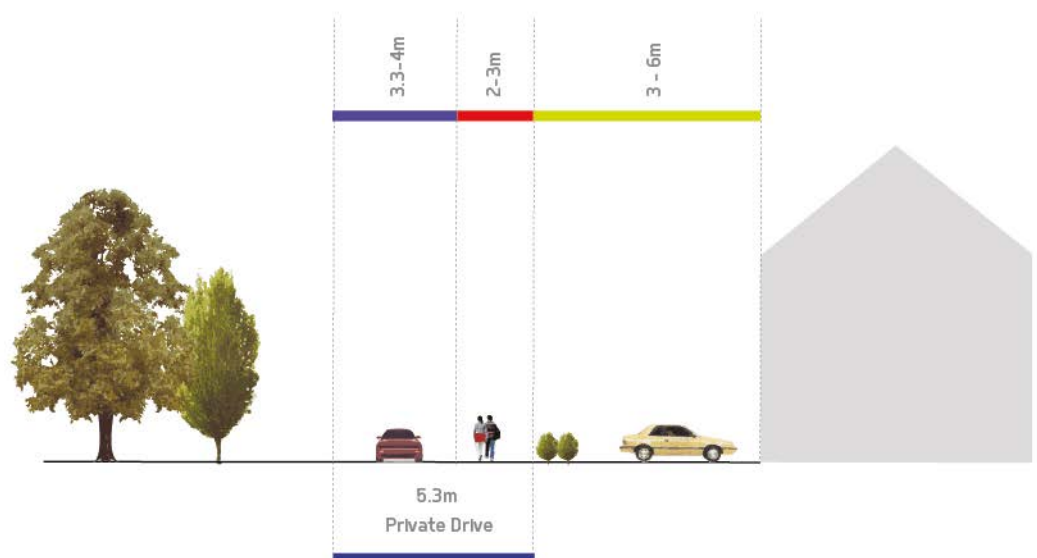


Figure.39 Private Drive

6.2.4. Character Areas

The purpose of this section is to provide an illustration and description of the different character areas that could be provided across the proposed development.





- Town Centre Gateway
- Train Station Gateway
- Canal Side Village
- Marina Village

Figure.40 Character Areas

6.2.5. Town Centre Gateway Village

The Town Centre Gateway will provide a gateway to the Site from Middleswich Town Centre. The Brooks Lane junction with Kinderton Street will be defined by a 3-story residential apartment block with ground floor commercial space. A range of house types will be provided throughout the character area, including a high proportion of family homes. Development overlooking the Canal will comprise larger family homes, with a subtle variation in building heights. The parkland that sits to the south of the character area will be defined by 3 story apartment blocks.

The following characteristics define the character area:

Layout and Built Form

- » Existing residential development is retained.
- » Provision of a 3 storey apartment block with ground floor commercial uses at the Brooks Lane and Kinderton Street junction.
- » A range of family homes.
- » Heights ranging from 2-3 storeys.
- » Larger family homes adjacent to the Canal.
- » Higher densities and 3 story apartment blocks to define an area of urban parkland.
- » Development softened by areas of parkland and planting.
- » Residential development has been orientated so gables of new dwellings facing Brooks Lane.

Landscape

- » Informal planting along Brooks Lane including buffer planting.
- » Scattered tree planting to property frontages and public open space. Native hedgerow planting to front of properties. Tree and hedgerow species palettes to be native / informal in character.
- » Provision of a landscape space adjacent to the Canal, accommodating the existing watercourse.
- » Incidental open spaces provided throughout.





6.2.6. Train Station Village

The Train Station Gateway will provide an important gateway to the Site and Middleswich Town Centre. The train station will be a defining feature and the provision of 3 story residential development will help signify a sense of arrival. An area of urban parkland surrounding the 3 storey development and accommodating the restored watercourse and Murgatroyd’s Brine Pump, will help to create an attractive and welcoming gateway to Middleswich.

The following characteristics define the character area:

Layout and Built Form

- » Train station as the defining feature.
- » Provision of higher density residential development.
- » 3 storey apartment blocks to provide a sense of arrival adjacent to the railway.
- » Provision of a 3 storey older person apartment block.
- » 2.5 storey town houses overlooking Murgatroyd’s Brine Pump

Landscape

- » Parkland area to accommodate new planting, restored watercourse, Murgatroyd’s Brine Pump, short stay car park, bus stop and taxi rank, pedestrian and cycle links and childrens play.
- » Landscape enhancements adjacent to the Canal.
- » Enhancements to pedestrian and cycle connections across two locks.





6.2.7. Canal-side Village

The Canal-side Village will provide an area of mixed residential development comprising a range of house types. The character area will also feature existing residential development and Middlewich Community Church. The interface between new residential development, retained canal-side businesses and retained employment uses to the east are key structural elements underpinning the design of the Illustrative Masterplan.

The following characteristics define the character area:

Layout and Built Form

- » Medium density family homes.
- » Streets to provide improved connections to the Canal.
- » Middlewich Community Church intensified for community use.
- » Continuous frontages.
- » Development set-back from the working dry-dock.
- » Variation in building heights, ranging from 2 storey to 3 storey.
- » Formal parking provided adjacent to Brooks Lane.
- » Retention of Brunner Mond Middlewich War Memorial.

Landscape

- » Planting along Brooks Lane.
- » Buffer planting and land-forming, along the eastern edge of the Character Area, to provide separation between new residential development and the retained/enhanced employment.
- » Scattered tree planting to property frontages and public open space. Native hedgerow planting to front of properties. Tree and hedgerow species palettes to be native / informal in character.
- » Provision of parkland to separate the dry-dock from new residential development.
- » Incidental open spaces provided throughout.





6.2.8. Marina Village

The character of the Marina Village will be heavily influenced by the provision of a new 20-berth canal boat marina. New development positioned immediately adjacent to the marina will comprise a range of house types including 2.5 storey town houses and 3 storey apartment blocks. The marina will become an important focal point for the redeveloped Site and a destination for Middleswich. Its importance will be emphasised through the provision of a high-quality public realm and landscaping, alongside the potential for the occasional commercial use i.e. a small café with outdoor seating. The marina is positioned with its longest edge adjacent to the Canal as this will ensure maximum physical and visual connectivity with the waterway, which will be favoured by canal boat users. The amenity standards for both canal boat users and the residents of new housing will be protected through the provision of adequate separation distances and well considered landscape design.

The following characteristics define the the character area:

Layout and Built Form

- » 20-berth marina.
- » Ensure adequate boat access arrangements are provided for the marina (to be agreed with the Canal Trust).
- » Residential dwellings to be provided with parking in accordance with the Local Plan.
- » Marina to provide the focus with higher densities and variation in scale.
- » Residential development orientated to avoid directly overlooking the dry dock
- » Provision of a car parking for canal users.
- » Residential streets designed in accordance with the Cheshire East Design guide and to provide a range of house types
- » Development density at c.40dph.
- » Variation in scale from 2-3 story.

Landscape

- » High-quality public realm adjacent to the marina.
- » Buffer planting and land-forming, along the eastern edge of the Character Area, to provide separation between new residential development and the retained/enhanced employment.
- » Retention of existing landscape features, including mature trees between the marina and the canal.
- » Scattered tree planting to property frontages and public open space. Native hedgerow planting to front of properties. Tree and hedgerow species palettes to be native / informal in character.



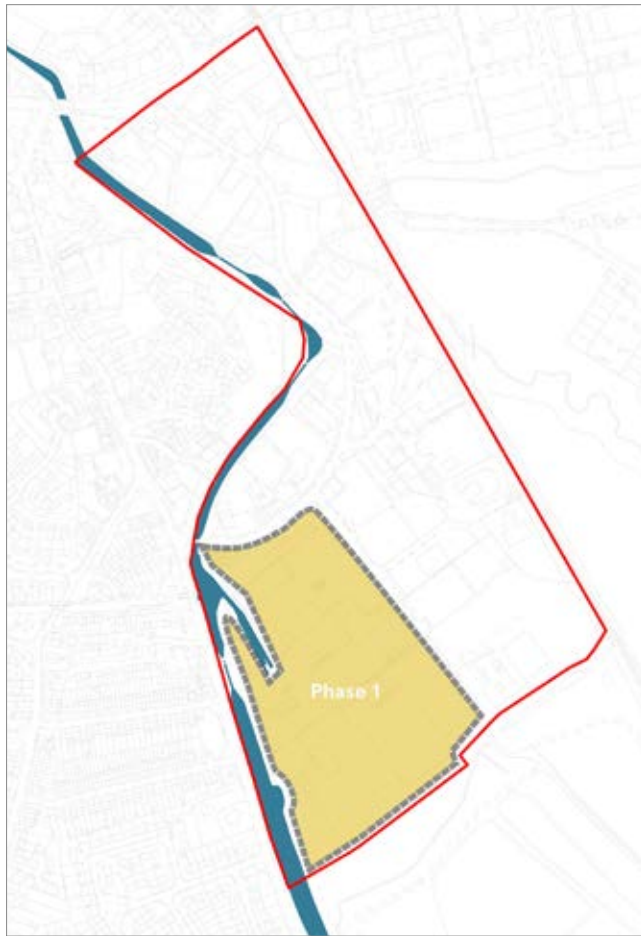


Figure.41 Phase 1



Figure.42 Phase 2

6.3. PHASING STRATEGY

The redevelopment of the Site needs to be considered alongside the wish for existing businesses to remain operating in the area. This reality may see part of the Site redeveloped in the shorter-term to deliver new homes in accordance with the Local Plan requirements, whilst the rest of the Site remains in employment use. However, a more significant regeneration proposal could see more of the Site coming forward for redevelopment in the longer-term extending beyond 2030, the end of the current Local Plan period.

The plans above show a potential phasing strategy for the Site. Phase 1 shows an area of the Site that could deliver homes in the shorter-term, meeting the Local Plan requirements. We could perhaps then see development moving clock-wise around the Site, over the course of the next 15-20 or more years, with businesses remaining in operation during this period.

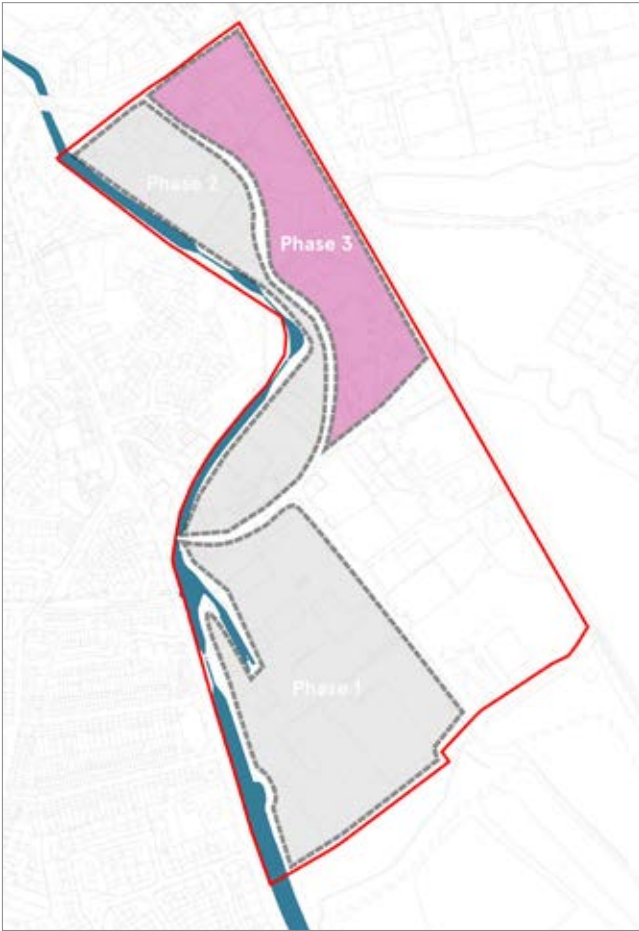


Figure.43 Phase 3

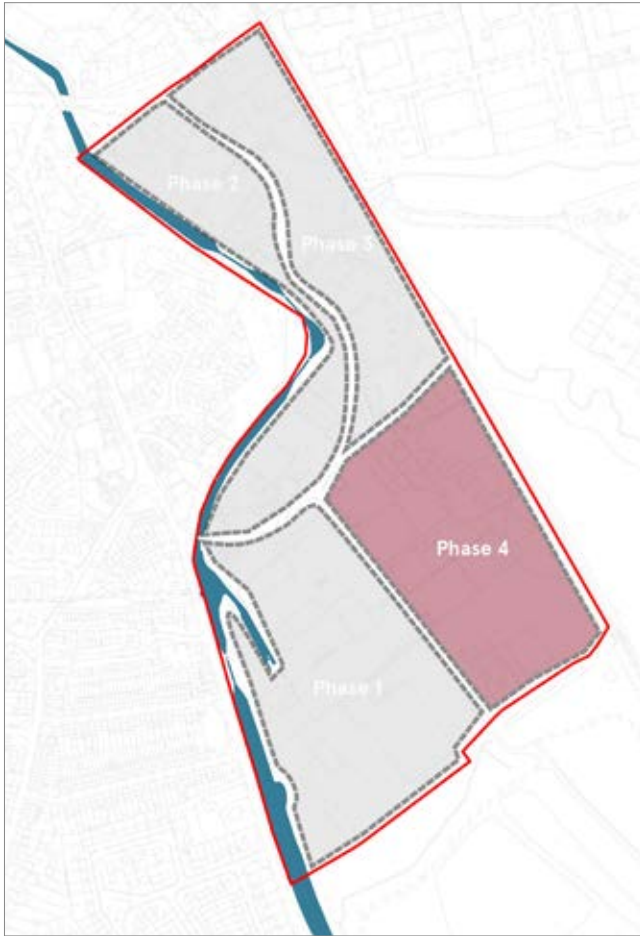


Figure.44 Phase 4

7 CONCLUSION

This report articulates our proposals for the redevelopment of the Brooks Lane Site, demonstrating a rigorous design process based on Assessment, Consultation, Evaluation and Design. The design process has been strongly informed by the businesses wishing to remain operating on the Site, alongside the delivery of key opportunities as outline within the Local Plan.

Summary of Proposal

- » Provision of c.200+ homes in the shorter term (Phase 1) to meet the Local Plan requirements.
- » Redevelopment of the wider site in the longer term, with the potential to deliver a further c.250+ new homes, comprising a range of house types, including family homes, starter homes and older persons accommodation.
- » Potential provision of a train station, including line-side infrastructure.
- » Provision of a c.20 boat marina.
- » Provision of commercial uses close to the Town centre.
- » Highways enhancements.
- » Environmental enhancements and the provision of public open space.



Figure.45 Shorter-Term and Longer-Term Plan

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Draft Brooks Lane Supplementary Planning Document

Strategic Environmental Assessment and Habitats Regulations Assessment Screening Report

Introduction and Purpose

1. This screening report is designed to determine whether or not the contents of the Draft Brooks Lane Development Framework Supplementary Planning Document ("the SPD") requires a Strategic Environmental Assessment (SEA) in accordance with the European Directive 2001/42/EC and associated Environmental Assessment of Plans and Programmes Regulations 2004. The report also addresses whether the SPD has a significant adverse effect upon any internationally designated site(s) of nature conservation importance and thereby subject to the requirements of the Habitats Regulations.
2. The policy framework for the SPD is found in the Local Plan Strategy ('LPS') as Strategic Location LPS 43: Brooks Lane, Middlewich. This statement, alongside the draft SPD will be the subject of consultation in accordance with the relevant regulations and the Council's Statement of Community Involvement. This will include the relevant statutory bodies (Natural England, Environment Agency and Historic England).

Strategic Environmental Assessment Screening

Legislative Background

3. The objective of Strategic Environmental Assessment ("SEA") is to provide for a high level of protection of the environment with a view to promoting the achievement of sustainable development. It is a requirement of European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (also known as the SEA Directive). The Directive was transposed in UK law by the Environmental Assessment of Plans and Programmes Regulations 2004, often known as the SEA Regulations.
4. Article 3(3) and 3(4) of the regulations make clear that SEA is only required for plans and programmes when they have significant environmental effects. The 2008 Planning Act removed the requirement to undertake a full Sustainability Appraisal for

a SPD although consideration remains as to whether the SPD requires SEA, in exceptional circumstances, when likely to have a significant environmental effect(s) that has not already been assessed during the preparation of a Local Plan. In addition, planning practice guidance (PPG – ref Paragraph: 008 Reference ID: 11-008-20140306) states that a SEA is unlikely to be required where a SPD deals only with a small area at local level, unless it is considered that there are likely to be significant environmental effects.

Overview of Brooks Lane Masterplan SPD

5. The Brooks Lane site is circa 23 hectares in size and is largely used for employment purposes and includes unused or under used land. There are several existing residential properties in the site alongside some commercial and community uses. The site is 0.5km to the south of Middlewich town centre.

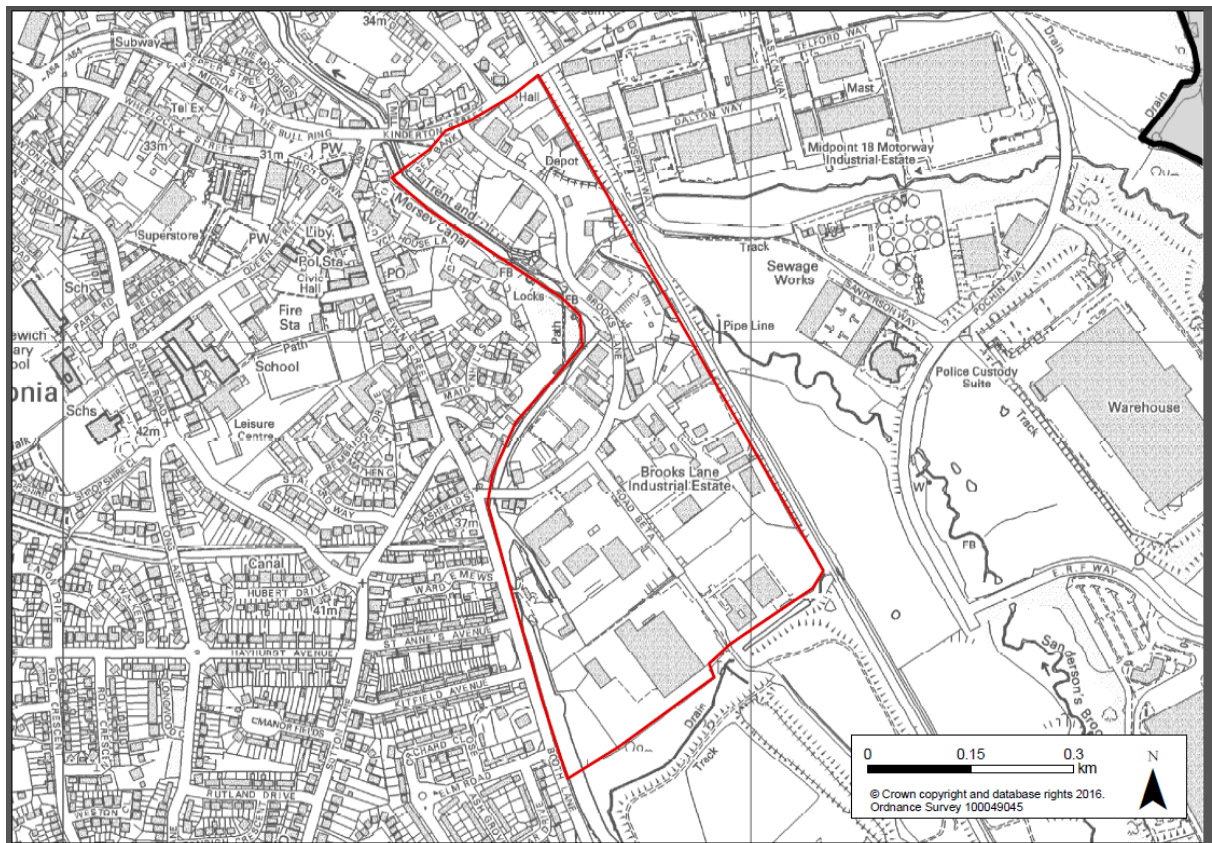


Figure 1: LPS 43 Brooks Lane Site

6. The Brooks Lane site is identified as a strategic location in the Council's LPS (adopted July 2017) as site reference 'LPS 43; Brooks Lane, Middlewich. The LPS sets a clear expectation that future development at the site will be achieved through a

masterplan led approach that will determine the nature and quantum of development that is appropriate for the site.

7. The LPS outlines a number of other key site principles, to be supported by a masterplan, including:
 - The delivery of around 200 homes;
 - The delivery of leisure and community facilities to the north of the site;
 - The provision of appropriate retail facilities to meet local needs;
 - The incorporation of green infrastructure (green corridor and open space including an equipped children's play space);
 - The improvement of existing, and provision of new, pedestrian and cycle links to connect development to existing employment, residential areas, shops, schools health facilities, recreation and leisure opportunities and the town centre;
 - The potential provision of a marina at the Trent and Mersey Canal; and
 - The provision of land for a new railway station including lineside infrastructure, access and forecourt parking
8. The draft SPD is consistent with policy LPS 43. It sets out the local context, principles and design parameters to help guide the preparation and assessment of future planning applications and development within the Brooks Lane area. The draft development framework recognises that there is a short term opportunity to deliver the principal policy requirements, such as up to 200 homes alongside a Marina to the southern part of the site adjacent to the Trent and Mersey Canal. There is also an acknowledgement of a longer term opportunities, extending beyond the Local Plan period, relating to development that could take place over other parts of the site.

Screening procedure

9. SEA has been undertaken for policy LPS 43, as part of the Integrated Sustainability Appraisal that supported the LPS. For the purposes of compliance with the UK SEA Regulations and the EU SEA directive, the following reports comprised the SA "Environmental Report":
 - SD 003 – LPS Submission Sustainability (Integrated) Appraisal (May 2014);
 - PS E042 – LPS Sustainability (Integrated) Appraisal of Planning for Growth Suggested Revisions (August 2015);

- RE B006 – LPS Sustainability (Integrated) Appraisal Suggested Revisions to LPS Chapters 9-14 (September 2015);
- RE F004 – Sustainability (Integrated) Appraisal – Proposed Changes (March 2016);
- PC B029 – Sustainability (Integrated) Appraisal - Proposed Changes to Strategic and Development Management Policies (July 2016);
- PC B030 – Sustainability (Integrated) Appraisal - Proposed Changes to Sites and Strategic Locations (July 2016);
- MM 002 - Sustainability (Integrated) Appraisal - Main Modifications Further Addendum Report.

10. In addition, an SA adoption statement was prepared in July 2017 to support the adoption of the LPS.

11. The SA work that appraised the Brooks Lane site for the LPS allocation, considered different levels of housing development; initially for 'around 400' dwellings and then revised to 'around 200 dwellings'. The SA found that the site has the potential for long-term positive effects against a number of SA objectives, relating to the provision of housing as well as accessibility to services / facilities and sustainable transport modes. The delivery of leisure, community facilities as well as a marina has the potential to help improve access to facilities and contribute to improved health and wellbeing. Provision is also made for land to deliver a new railway station, including lineside infrastructure, access and parking, which were assessed as having a potential longer term positive effect with increased access to sustainable modes of public transport. This could include the provision and enhancement of existing public transport services/facilities, pedestrian and cycle links, with the potential for a resulting improvement in air quality and health and wellbeing. The site is also expected to contribute towards educational facilities and health infrastructure. Development of the site would also regenerate previously developed land, with the potential for positive effects on landscape and prudent use of land.

12. The LPS Sustainability Appraisal also found potential for negative effects in terms of the potential increase in traffic travelling to and from the site. In relation to the historic environment there is potential for a major long term negative effect as the site is bound by the Trent and Mersey Canal to the west, and therefore includes the associated Conservation Area, although it is recognised that the visual improvement of the site may have the potential for a minor long terms positive effect. There are

also a number of Grade II Listed Buildings, a Scheduled Monument and an Area of Archaeological Potential in its vicinity/on the site. It also recognised, however, that there is the potential for a positive effect on the Scheduled Monument in terms of improved access into the site, subject to appropriate safeguards.

13. The site is located adjacent to the Cledford Lane Lime Beds Local Wildlife Site. However, the SA associated with the LPS recognised that mitigation provided through Local Plan policies and available at a project level should ensure that development will not have any significant negative effects. A suitable buffer should be provided between the two sites.
14. The appraisal concluded that the Policy LPS 43, alongside other LPS policies should make sure that there are no major negative effects as a result of the proposed development. Despite the mitigation provided there is still likely to be cumulative residual minor negative effects on SA Objectives relating to traffic and potential impacts on air quality. However, development is also likely to have major positive cumulative effects for the residents of Middlewich through improved accessibility to housing, employment, facilities/services as well as public transport through a new Railway Station, a new road link (Middlewich Eastern Bypass), and an enhanced green infrastructure network.
15. Schedule 1 of the directive sets out the assessment criteria for considering significant environmental effects. The draft SPD has been assessed against this criteria and the outcomes set out in Table 1

Conclusion and initial SEA screening outcome (prior to consultation)

16. Cheshire East Council believes that the impact of the draft SPD, through responses to the SEA Directive Criteria, will have a beneficial environmental effect on Brooks Lane. In addition, the draft SPD is not setting new policy; it is supplementing and providing further guidance on an existing LPS policy. Therefore, it is currently considered that an SEA is not required on the Draft Brooks Lane Masterplan SPD. This screening statement will be updated after public consultation has taken place.

Table 1: assessment of likely significance of effects on the environment

SEA Directive Criteria Schedule 1 of Environmental Assessment of Plans and Programmes Regulations 2004	Summary of significant effects, scope and influence of the document	Is the Plan likely to have a significant environmental effect (Yes / No)
1.Characteristics of the draft SPD having particular regard to:		
(a) The degree to which the SPD sets out a framework for projects and other activities, either with regard to the location, nature, size or operating conditions or by allocating resources.	<p>Guidance is supplementary to policy LPS 43 in the LPS, which provides overarching framework for development in Cheshire East.</p> <p>The draft SPD provides further clarity and certainty to form the basis for the submission and determination of planning applications on the site, consistent with policies in the LPS.</p> <p>Final decisions will be determined through the development management process.</p> <p>No resources are allocated.</p>	No
(b)The degree to which the SPD influences other plans and programmes including those in a hierarchy.	The draft SPD is in general conformity with the LPS, which has been subject to a full Sustainability Appraisal (incorporating SEA). The guidance provided is supplementary to policy LPS 43.	No
(c)The relevance of the SPD for the integration of environmental considerations in particular with a view to promoting sustainable development.	<p>The draft SPD promotes sustainable development in accordance with the NPPF and LPS policies. The LPS has been the subject of a full Sustainability Appraisal (incorporating SEA).</p> <p>A number of environmental topics have been considered through the SPD including support for a restored watercourse, and green infrastructure and landscape structure across the site to support Canal-side activity. The draft development framework also seeks to support opportunities for a sustainable urban drainage strategy and a landscape framework. It also seeks to support and enhance heritage assets on the site.</p>	No
(d)Environmental problems relevant to the SPD.	<p>The draft SPD will apply to the Brooks Lane site boundary. It is considered unlikely to exacerbate environmental problems and may help to address some of the issues set out below:</p> <ul style="list-style-type: none"> • Surface water flooding • Provision of Green infrastructure 	No

SEA Directive Criteria Schedule 1 of Environmental Assessment of Plans and Programmes Regulations 2004	Summary of significant effects, scope and influence of the document	Is the Plan likely to have a significant environmental effect (Yes / No)
	<ul style="list-style-type: none"> Land remediation <p>The site is located adjacent to the Cledford Lane Lime Beds Local Wildlife Site. However, the SA associated with the LPS recognised that mitigation provided for through Local Plan policies and available at a project level should ensure that development will not have any significant negative effects. A suitable buffer should be provided between the two sites.</p>	
(e)The relevance of the SPD for the implementation of Community legislation on the environment (for example plans and programmes related to waste management or water protection).	<p>The SPD will not impact on the implementation of community legislation on the environment.</p> <p>The SPD will support the implementation of, and will be in compliance with, the LPS, which has already taken account of existing relevant European and National legislative framework for environmental protection.</p>	No
2.Characteristics of the effects and area likely to be affected having particular regard to:		
(a)The probability, duration, frequency and reversibility of the effects.	The SPD adds detail to adopted LPS policy; itself the subject of SA	No
(b)The cumulative nature of the effects of the SPD.	The SPD adds detail to adopted LPS policy, itself the subject of SA. The SA associated with the LPS considered relevant plans and programmes. No other plans or programmes have emerged that alter this position. The Middlewich Neighbourhood Development Plan (MNDP) has been consulted on and, subject to a favourable examination and referendum, will become part of the development plan. MNDP has been reviewed and does not introduce new policies or proposals that would give rise to significant cumulative impacts alongside the SPD. This is to be expected since the MNDP should be in general conformity with the strategic policies of the LPS.	No
(c)The trans boundary nature of the effects of the SPD.	Trans-boundary effects will not be significant. The effects of the SPD will be local in nature.	No
(d)The risks to human health or the environment (e.g. due to accident).	The draft SPD is not considered to pose any risks to health or the environment and is envisaged to result in largely beneficial	No

SEA Directive Criteria Schedule 1 of Environmental Assessment of Plans and Programmes Regulations 2004	Summary of significant effects, scope and influence of the document	Is the Plan likely to have a significant environmental effect (Yes / No)
	<p>effects through land remediation, introduction of green infrastructure and landscape.</p> <p>The draft SPD recognises that future development is subject to securing an acceptable relationship between employment and residential uses.</p>	
(e)The magnitude and spatial extent of the effects (geographic area and size of the population likely to be affected) by the SPD.	The SPD adds detail to adopted LPS policy; itself the subject of SA	No
<p>(f)The value and vulnerability of the area likely to be affected by the SPD due to:</p> <ul style="list-style-type: none"> • Special natural characteristics of cultural heritage • Exceeded environmental quality standards or limit values • Intensive land use 	<p>The SPD is unlikely to result in exceeded environmental standards. The site is not within an Air Quality Management Area. The impact of a change in land use has been considered through the SA process associated with the adoption of the LPS and appropriate policy guidance has been set out for the site. The area likely to be considered will be guided by individual planning applications. The appropriateness of those locations will be guided by policies within the Local Plan, which has been subject to SEA.</p> <p>The site is located adjacent to the Cledford Lane Lime Beds Local Wildlife Site. However, the SA associated with the LPS recognised that mitigation provided through Local Plan policies and available at a project level should ensure that development will not have any significant negative effects. A suitable buffer should be provided between the two sites.</p>	No
(g)The effects of the SPD on areas or landscapes which have recognised national Community or international protected status.	There are no community or internationally protected landscapes impacted upon by the SPD.	No

Habitats Regulations Assessment Statement

17. The Council has considered whether its planning documents would have a significant adverse effect upon the integrity of internationally designated sites of nature conservation importance. European Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Flora and Fauna (Habitats Directive) provides legal protection to habitats and species of European importance. The principal

aim of this directive is to maintain at, and where necessary restore to, favourable conservation status of flora, fauna and habitats found at these designated sites.

18. The Directive is transposed into English legislation through the Conservation of Habitats and Species Regulations 2017 (a consolidation of the amended Conservation of Habitats and Species Regulations, 2010) published in November 2017.
19. European sites provide important habitats for rare, endangered or vulnerable natural habitats and species of exceptional importance within the European Union. These sites consist of Special Areas of Conservation (SACs, designated under the EU Directive 92/43/EEC on the conservation of natural habitats and of fauna and flora (Habitats Directive)), and Special Protection Areas (SPAs, designated under EU Directive 2009/147/EC on the conservation of wild birds (the Birds Directive)). Government policy requires that Ramsar sites (designated under the International Wetlands Convention, UNESCO, 1971) are treated as if they are fully designated European sites for the purposes of considering development proposals that may affect them.
20. Spatial planning documents may be required to undergo Habitats Regulations Screening if they are not directly connected with or necessary to the management of a European site. As the draft SPD is not connected with, or necessary to, the management of European sites, the HRA implications of the draft SPD have been considered.
21. The SPD follows the allocation of the site in the LPS (ref LPS 43). The LPS has been the subject of screening under the Habitats Regulations Assessment associated with the development of the document.
22. A recent judgement, published on the 13 April 2018 (People Over Wind and Sweetman v Coillte Teoranta (C-323/17) clarified that measures intended to avoid or reduce the harmful effects of a proposed project on a European site may no longer be taken into account by competent authorities at the Habitat Regulations Assessment “screening stage” when judging whether a proposed plan or project is likely to have a significant effect on the integrity of a European designated site.
23. The Habitats Regulations Assessment that supported the LPS determined that the Brooks Lane site (LPS 43) is over 7km from its nearest European Site (Midland Meres and Mosses Phase 1 Ramsar (Bagmere SSSI)) and that no potential impact pathways were identified regarding any European site. As such it was not necessary to proceed to the next stage of the Habitats Regulations Assessment process, i.e. the requirement for an appropriate assessment. This conclusion is still relevant in the light of the legal ruling (People over Wind, Peter Sweetman v Coillte Teoranta).
24. The draft Brooks Lane Masterplan SPD does not make any change to the site area, or the general policy guidance contained within policy LPS 43 of the LPS. The overall conclusion of this screening assessment is that the draft Brooks Lane Masterplan SPD is unlikely to have any significant effects

on the Natura 2000 or Ramsar sites identified alone or in combination with other plans or projects. As such it is not considered necessary to proceed with the next stage of the Habitats Regulations Assessment process, i.e. the requirement for an appropriate assessment.



Working for a brighter future together

Strategic Planning Board

Date of Meeting: 19 December 2018

Report Title: Supplementary Planning Document – The Garden Village at Handforth.

Senior Officer: Sean Hannaby, Director of Planning & Environment

1. Report Summary

- 1.1. This report seeks the Strategic Planning Board's views on the final approval for a Supplementary Planning Document (SPD) for the Garden Village at Handforth. It was subject to a six week consultation in September and October – and has been amended in response to comments received during the consultation period.

2. Recommendation/s

- 2.1. To consider the representations made on the draft SPD and proposed responses as set out in the Report of Consultation at Appendix 1.
- 2.2. That the Housing, Planning and Regeneration Portfolio Holder be recommended to approve the finalised Garden Village SPD as attached at Appendix 2.

3. Reasons for Recommendation/s

- 3.1. The SPD has been the subject of consultation and has been amended as a consequence of comments received. Having considered all of the representations made, the Council now needs to finalise the document. The Handforth Garden Village is a large and complex development site – and it is beneficial that guidance is prepared to direct its future development.

4. Other Options Considered

- 4.1. A Design Guide and Master Plan are a requirement of Local Plan strategy Policy LPS33. Whilst these could be prepared and submitted as part of a planning application, the preparation of an SPD is the most appropriate

means of ensuring the planning guidance applying to the new village receives full and open consideration.

5. Background

Context

5.1. The Local Plan Strategy allocates land East of the A34 in Handforth for the development of a new Village. Referred to as the “North Cheshire Growth Village” in the plan, the new settlement is now referred to as the Garden Village in Handforth – being one of a series of Garden villages recognised nationally by the Government..

5.2. When the LPS was adopted in July 2017 the Site was identified as a Strategic Site under reference ‘Site LPS33 North Cheshire Growth Village, Handforth East’. The allocation states:

The North Cheshire Growth Village presents an opportunity to deliver a high quality, comprehensively masterplanned new settlement, embodying sustainable development principles and incorporating the highest quality of design to represent an exemplar sustainable community, contributing to the identified housing, employment and infrastructure needs of the borough.” (LPS paragraph 15.395)

5.3. In addition, in January 2017 the Site was announced by the Government as one of 14 new ‘Garden Villages’ to be created across the UK. The Government’s support to deliver new homes through the creation of new settlements was set out in the National Planning Policy Framework (March 2012) and further supported by the announcement of a new wave of garden villages, towns and cities in the 2016 Budget. The 2016 Budget was accompanied by the Garden Villages, Towns and Cities Prospectus (March 2016) published by the Department for Communities and Local Government which set out the Government’s proposed approach to facilitating the delivery of the new garden villages, towns and cities. The inclusion of the Site in the first tranche of Government-backed new garden villages reflects a clear commitment and expectation that this new settlement will deliver a distinctive and very high-quality place.

The Structure and purpose of the Document

5.4. The SPD is intended to provide the over-arching guidance for the development of the site. It will need to be supported by a more detailed design code which will flesh out much of the detail necessary to achieve the desired quality.

5.5. The overall vision for The Garden Village is: “To create a sustainable, integrated, inclusive, and vibrant community, where people of all ages and backgrounds can find a home that meets their needs through the different

stages of their lives. A beautiful and characterful Cheshire Village in which to live, work and play. A place that is very well connected to its natural and urban surroundings. A distinct place with its own identity and a strong sense of community embedded within the highest quality environment.”

5.6. The Core Objectives are:

- Establish the Vision and Strategic Objectives.
- Identify the need for a comprehensive approach.
- Identify the key infrastructure and key development requirements.
- Provide a Comprehensive Masterplan.
- Provide a Design Guide.
- Outline the delivery plan, planning process and delivery programme.

5.7. Once adopted, although it is not part of the Development Plan, the SPD will be a material consideration that carries weight in decision making as a Local Development Document.

The Consultation Process

5.8. The Draft SPD was subject to six weeks consultation concluding on 22 October 2018. The document was published on the Council’s website (alongside the Site Allocations and Development policies document, plus the Statement of Community Involvement) and hard copies were placed in the local library and Council offices. A ‘Drop in’ event was also held for the local community at Handforth Library on 25th September.

5.9. Some 36 individuals and organisations responded to the consultation, with many submitting a variety of different comments. A full summary of all representations made alongside our response is attached as Appendix 1.

5.10. The Comments received covered a wide range of topics and issues. However the key matters brought out during the consultation can be summarised as follows:

- Better cycling provision
- Improvements to public transport; links to station and station facilities need an upgrade
- Need to consider how public transport can be better integrated
- Clearer guidance required on education and medical provision at the site
- Insufficient mitigation for lost green areas
- SPD could be strengthened by more emphasis on the important habitats and species on site
- Need to consider impact on adjacent green belt areas and especially Blossoms Lane
- Concern over merging of Handforth and Woodford.
- Concerns over the secondary access to Dairy House Lane

- Concern over drainage arrangements
- Questions regarding the need for employment land.
- Need more detail on the future for MoD / Total Fitness sites.
- Responses from statutory bodies and infrastructure providers.
- Provision of infrastructure and phasing.

The Amended Document

- 5.11. The SPD has been revised to take account of as many of the representations made as possible. In each case an evaluation has been made of the comments submitted – and the recommended response is set out in Appendix 1. Where the SPD can reasonably accommodate the requested change or otherwise be improved, a revision has been made to the document.
- 5.12. In some case representations related to the principle of development – for example concerns over loss of open land arising from the development of the new village. In this case it would not be appropriate to directly address the objection – since these were matters that were considered and resolved at the Local Plan examination. The principle of development is now established by virtue of its allocation in the Cheshire East Local Plan Strategy. However even where a comment relates to the principle of the village, it may be possible to consider enhanced mitigation by way of a response.
- 5.13. In addition, wherever possible, the SPD has been updated to take account of any wider changes in facts or circumstances since the draft was prepared in August.
- 5.14. There are a number of key areas where amendments and clarifications were considered appropriate. These include:

Public & non-vehicular transport. Transport is acknowledged to be a significant local issue with the proximity of the busy A34 and recently opened A555 next to the village. Part of the rationale for the village is to attain the critical mass necessary to secure transport improvements. This applies to highway works – but equally to walk, cycling and pedestrian facilities. These are widely referenced already, but it is proposed to give greater emphasis and clarity to the need for sustainable travel.

Open Space and Environment. An essential feature of the new settlement is the supporting green infrastructure which underpins the garden village concept. However such green areas need to perform a number of quite distinct functions – such as formal open space, recreation, play areas, informal space and ecological mitigation. It is therefore proposed to clarify the role that different segments of greenspace will play in future and a new green infrastructure network plan will be included as part of the

comprehensive masterplan. The commitment for a net gain for biodiversity is confirmed alongside other measures to avoid unnecessary harm to important ecological areas wherever possible.

Employment and the Ministry of Defence Site. Alongside the proposals for significant new development, the SPD needs also to consider the incorporation of existing business such as Total Fitness and the Ministry of Defence Offices. These areas are no longer fettered by green belt constraints and so are capable of greater change in future years – plus they need to be successfully integrated alongside the new residential areas. Accordingly it is proposed to improve the guidance as it applies to these existing establishments.

Community & Educational facilities. The consultation process highlighted concern over the how secondary education will be addressed within the new village. Part of the case for the Handforth village was the potential to better coordinate housing with related social infrastructure. Consequently it is proposed to expand the guidance as it relates to education and other community facilities at the village. It should be emphasised that no secondary provision is planned on the site; this forms the subject of a separate project now underway and lead by the Council's Education professionals.

Impact on Adjacent Areas. The Garden Village site has natural boundaries to the North and west with the alignment of the A34 and A555 close by – but the area is much more open to the south and east. The treatment of these boundaries requires careful consideration and design. In addition the impact of the village on established areas such as Dairyhouse Lane and blossoms Lane has also been identified as a concern. It is therefore proposed to improve guidance relating to these cross boundary matters

Design and layout. A number of issues with the proposed design requirement and overall layout of the proposals were raised. Whilst the parameters plan remains very similar to the draft version, a number of improvements have been made. These include locating the primary school and extra care facility closer to the heart of the new village; amending the green infrastructure areas so that they connect better throughout the site and promote net gain on biodiversity; expanding the village green; and amendments to the overall layout, particularly in the south eastern part of the site to respond to concerns from Places Matter, enabling further views and vistas of the countryside and hills. The SPD also adds more detail on the process of producing the Character Area Design Codes.

Digital communications. These will be essential for the new village's self-sufficiency and social and economic wellbeing. Further information has

been added to the SPD to clarify the high quality digital communications infrastructure that will be required.

Infrastructure and phasing. Further information is provided to address concerns regarding the provision of the preliminary infrastructure, funding and phasing.

Review. A commitment to monitor and review the SPD is included, to make sure it remains up to date and fit for purpose.

- 5.15. These changes have all been incorporated into the revised SPD attached as Appendix 2.

6. Implications of the Recommendations

6.1. Legal Implications

6.1.1. Supplementary Planning Documents are guidance which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan. They must be consistent with national planning policy, must undergo consultation and must be in conformity with policies contained within the Local Plan.

- The process for preparing Supplementary Planning Documents is similar to a Local Plan document. However, they are not subject to independent examination by the Planning Inspectorate. There are four main stages in their production as follows:
 - Preparation and informal consultation
 - Consultation
 - Consideration of representations and completion of final draft of the SPD
 - Adoption of the Supplementary Planning Documents

6.1.2. Regulations 11 to 16 of the Town and Country Planning (Local Planning) (England) Regulations 2012 set out the requirements for producing Supplementary Planning Documents.

Strategic Environmental Assessment

6.1.3. Strategic Environmental Assessment involves evaluation of the environmental impacts of a plan or programme. The requirement for SEA is set out in the European Directive 2001/42/EC adopted into UK law as

the “Environmental Assessment of Plans or Programmes Regulations 2004”.

6.1.4. The SEA Directive sets out a legal assessment process that must be followed. Often within the planning context, the SEA requirements are met by incorporating it within a Sustainability Appraisal (SA), which is a requirement for Development Plan Documents.

6.1.5. There is no legal requirement for Supplementary Planning Documents to be accompanied by Sustainability Appraisal, and this is reinforced in Planning Practice Guidance (PPG ref: 11-008- 20140306). However, “in exceptional circumstances” there may be a requirement for SPDs to undertake Strategic Environmental Assessment where it is felt they may have a likely significant effect on the environment that has not been assessed within the SEA/SA of the Local Plan. In this case the Governing Policy of the Local Plan Strategy has been fully assessed and there is no need to replicate that at this stage.

6.2. Finance Implications

6.2.1. There are no direct financial costs arising from the approval of the SPD. It will be published on the Council’s website and will be available for all interested parties to download and print as required.

6.3. Policy Implications

6.3.1. The SPD will expand and amplify existing development plan policy.

6.4. Equality Implications

6.4.1. The Council has a duty under Section 149 of the Equalities Act to have due regard to the need to: eliminate discrimination; advance equality of opportunity between persons who share a “*relevant protected characteristic*” and persons who do not share it; foster good relations between persons who share a “*relevant protected characteristic*” and persons who do not share it.

6.4.2. SPD provides guidance on the creation of a new community. Accordingly it seeks to address the needs of all future residents.

6.5. Human Resources Implications

6.5.1. There are no direct implications for human resources

6.6. Risk Management Implications

6.6.1. There are no direct implications for risk management

6.7. Rural Communities Implications

6.7.1. As the SPD deals with just the planned new settlement there are no implications for rural communities. .

6.8. Implications for Children & Young People

6.8.1. The SPD includes guidance on the planned new school for the site. This is centrally positioned so as to maximise its accessibility and role in the new community.

6.9. Public Health Implications

6.9.1. There are no direct implications for public health.

7. Ward Members Affected

7.1. The Site is located within Handforth Ward – but the scale of the new settlement is such that it will have an impact on adjoining areas as well.

7.2. Around 70% of the site is owned by Cheshire East Council. The creation of a successful new settlement at Handforth will require leadership and ongoing involvement of Council functions and services over a number of years. In this regard the SPD is but the first step towards the delivery of a new village community.

8. Consultation & Engagement

8.1. The draft SPD was subject to six weeks consultation during September and October. Following this, all comments have been considered and revisions made to create a final version of the SPD ready for approval.

9. Access to Information

9.1. The Council's website includes a section on [planning guidance](#) and a series of supporting documentation is published in this location to support the SPD.

10. Contact Information

10.1. Any questions relating to this report should be directed to the following officer:

Name: Adrian Fisher

Job Title: Head of Planning Strategy

Email: adrian.fisher@cheshireeast.gov.uk

APPENDIX 1

**REPORT OF CONSULTATION INCLUDING SUMMARY OF REPRESENTATIONS &
RESPONSES**

APPENDIX 2

FINAL SUPPLEMENTARY PLANNING DOCUMENT

APPENDIX 1

Cheshire East Local Plan

The Garden Village at Handforth SPD

Report of Consultation: The Garden Village at Handforth Draft SPD

December 2018

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1. Introduction

- 1.1 The Local Plan Strategy allocates land east of the A34 in Handforth for the development of a new village. Referred to as the North Cheshire Growth Village in the plan, the new settlement is now referred to as the Garden Village at Handforth as it is one of a series of garden villages recognised nationally by the government.
- 1.2 When the LPS was adopted in July 2017 the site was identified as strategic site LPS 33 'North Cheshire Growth Village, Handforth East'. The allocation states:

"The North Cheshire Growth Village presents an opportunity to deliver a high quality, comprehensively masterplanned new settlement, embodying sustainable development principles and incorporating the highest quality of design to represent an exemplar sustainable community, contributing to the identified housing, employment and infrastructure needs of the borough." (LPS paragraph 15.395).
- 1.3 In addition, in January 2017 the government announced the site as one of 14 new garden villages to be created across the UK. The government's support to deliver new homes through the creation of new settlements was set out in the National Planning Policy Framework (March 2012) and further supported by the announcement of a new wave of garden villages, towns and cities in the 2016 budget. The 2016 budget was accompanied by the Garden Villages, Towns and Cities Prospectus (March 2016) published by the Department for Communities and Local Government which set out the government's proposed approach to facilitating the delivery of the new garden villages, towns and cities. The inclusion of the site in the first tranche of government-backed new garden villages reflects a clear commitment and expectation that this new settlement will deliver a distinctive and very high-quality place.
- 1.4 The SPD is intended to provide the over-arching guidance for the development of the site.

Draft SPD consultation

- 1.5 The Garden Village at Handforth draft SPD was published for consultation between 11 September and 22 October 2018. This report of consultation sets out the details of the consultation exercise. carried out on the first draft SADPD, the Interim Sustainability Appraisal, the Habitats Regulations Assessment and the Gypsy, Traveller and Travelling Showpeople 'call for sites'.
- 1.6 In addition, there were also consultations on The First Draft Site Allocations and Development Policies Document. The Garden Village at Handforth draft supplementary planning document and the draft Statement of Community Involvement which took place at the same time. There are separate reports of consultation covering these documents.

- 1.7 The draft Statement of Community Involvement sets out how the council intends to involve all sectors of the community in the planning process in the future. As this document was only in draft form at the time of consultation on The Garden Village at Handforth draft SPD, consultation was carried out in accordance with the requirements of the council's approved Statement of Community Involvement (2010).

2. Consultation documents

- 2.1 Comments were invited on The Garden Village at Handforth draft SPD. An extensive series of supporting documents and background evidence was also published as appendices to the consultation document. Comments could be made on these documents by relating the comments to the corresponding text in the draft SPD.

First Draft Site Allocations and Development Policies Document

- 2.2 The SPD is intended to provide the over-arching guidance for the development of the site. It will need to be supported by a more detailed design code which will flesh out much of the detail necessary to achieve the desired quality.
- 2.3 The overall vision for The Garden Village is: "To create a sustainable, integrated, inclusive, and vibrant community, where people of all ages and backgrounds can find a home that meets their needs through the different stages of their lives. A beautiful and characterful Cheshire Village in which to live, work and play. A place that is very well connected to its natural and urban surroundings. A distinct place with its own identity and a strong sense of community embedded within the highest quality environment."
- 2.4 The Core Objectives are:
- Establish the Vision and Strategic Objectives.
 - Identify the need for a comprehensive approach.
 - Identify the key infrastructure and key development requirements.
 - Provide a Comprehensive Masterplan.
 - Provide a Design Guide.
 - Outline the delivery plan, planning process and delivery programme.
- 2.5 Once adopted, although it is not part of the Development Plan, the SPD will be a material consideration that carries weight in decision making as a Local Development Document

Background evidence and supporting documents

- 2.6 The background evidence and supporting documents were also published:
- A. Garden Village Principles and UK Settlement Case Studies

- B. Cheshire Village Centre Case Studies
- C. Supporting Plans and Technical Studies, including:
 - Agricultural Land Classification
 - Air quality Assessment
 - Arboricultural Impact Assessment
 - Archaeological Desk Based Assessment
 - Ecology Assessment
 - Economic and Social Impact Assessment
 - Energy Efficiency, Renewable Energy and Sustainability Assessment
 - Flood Risk Assessment and Drainage Assessment
 - Framework Travel Plan
 - Heritage Statement
 - Landscape and Visual Impact Assessment
 - Noise and Vibration Constraints Assessment
 - Ordnance Survey Site Location Plan
 - Parking Study
 - Phase 1 Desk Based Ground Conditions Assessment
 - Phase 2 Site Investigation Report
 - Outline Sports Need Assessment
 - Topographical Survey
 - Transport Assessment
 - Utilities Statement
- D. List of Development Plan Policies and relevant Background Documents
- E. Glossary

2.7 In addition, an executive summary document was produced to provide an easy to read overview of the draft SPD.

3. Document availability

- 3.1 Electronic copies of the consultation documents and the background evidence and supporting documents were available on the council's consultation portal which could be accessed via the council's website.
- 3.2 Printed copies of the consultation document and the background evidence and supporting documents were available for inspection at the council's principal offices at Westfields, Middlewich Road, Sandbach CW11 1HZ.
- 3.3 Printed copies of the consultation document were available for inspection at:
- Crewe Customer Service Centre, Delamere House, Delamere Street, Crewe CW1 2JZ;
 - Macclesfield Customer Service Centre, Town Hall, Macclesfield SK10 1EA;
 - Handforth library, The Green Wilmslow Road, Handforth SK9 3ES;
 - Poynton library, Park Lane, Poynton SK12 1RB; and
 - Wilmslow library, South Drive, Wilmslow SK9 1NW

- 3.4 All of the consultation documentation was made available in the above locations from 05 September 2018, ready for the start of the consultation period on 11 September.

4. Publicity and engagement

Consultation notifications

- 4.1 Following adoption of the Local Plan Strategy in 2017, the council contacted all stakeholders on the council's local plan consultation database to ask them if they wished to continue receiving local plan updates and consultation notifications.
- 4.2 Notification of the consultation was sent to all active stakeholders on the council's local plan consultation database. This consisted of 56 printed letters sent on 10 September and 1,564 emails sent on 11 September. The stakeholders on this consultation database include local residents, landowners and developers, as well as planning consultants, businesses and organisations.
- 4.3 Copies of the notification email and letter are included in Appendix 1.
- 4.4 Separate email letters were also sent to Natural England, Historic England, the Environment Agency and Natural Resources Wales as statutory consultees, as well as all town and parish councils in Cheshire East and all MPs whose constituencies lie partly or wholly within Cheshire East Borough.
- 4.5 Town and parish councils adjoining Cheshire East in neighbouring authorities are included in the local plan consultation database and received the notification letter / email as detailed in paragraph 4.2.

Other publicity

- 4.6 A number of pages on the Cheshire East Council website provided information and links to the consultation. These pages included:
- The homepage (in the 'have your say' section): www.cheshireeast.gov.uk
 - The Cheshire East Local Plan page: www.cheshireeast.gov.uk/localplan
 - The Local Plan consultations page: www.cheshireeast.gov.uk/planning/spatial_planning/cheshire_east_local_plan/local_plan_consultations
- 4.7 Screen shots from each of these pages are included in Appendix 2.
- 4.8 Two press releases were issued, informing people of the consultations. The first was issued on 12 September with the title 'Garden Village takes another step closer' and the second was issued on 17 September with the title 'Consultation begins on next phase of borough's development plan'. Copies of these press releases are included in Appendix 3.

- 4.9 The press releases resulted in a number of articles on the consultation being published, including:
- 'Cheshire East moves 1,500-home Handforth Garden Village forward', Place North West 22/08/18. www.placenorthwest.co.uk/news/cheshire-east-moves-1500-home-handforth-garden-village-forward/
 - 'Council sets out vision for new garden village', alderleyedge.com 24/08/18. www.alderleyedge.com/news/article/17964/council-sets-out-vision-for-new-garden-village
 - 'Council sets out vision for new garden village', wilmslow.co.uk 24/08/18. www.wilmslow.co.uk/news/article/17963/council-sets-out-vision-for-new-garden-village
 - 'Delivery of Handforth Garden Village takes a step forward', socheshire 08/09/18. <http://www.so-cheshire.co.uk/delivery-of-handforth-garden-village-takes-a-step-forward/>
 - 'Public invited to consultation session on plans for Handforth Garden village', wilmslow.co.uk 12/08/18. www.wilmslow.co.uk/news/article/18019/public-invited-to-consultation-session-on-plans-for-handforth-garden-village
- 4.10 The consultation was also highlighted in the September edition of the council's 'Spatial Planning Update' newsletter which is sent to all town and parish councils and displayed on the council's website.
- 4.11 In addition, there was an article in the September / October edition of the Connected Communities newsletter, which was distributed at the end of September and is also available on the council's website at www.cheshireeast.gov.uk/council_and_democracy/connected-communities/connected-community-newsletters/

Consultation 'drop-in' session

- 4.12 A consultation drop-in session was held at Handforth Library on Tuesday 25 September from 3pm-7pm. This was publicised on the council's website, as well as the notification letter / emails and the press release dated 17 September.
- 4.13 Representatives from Cheshire East Council and Engine of the North were available to discuss the SPD proposals.
- 4.14 Approximately 50 people attended the session, with a variety of comments made, including:
- The need to ensure high quality housing, rather than a typical housing estate;
 - Issues around impact on neighbouring properties;
 - Concerns over the release of safeguarded land;

- The need to improve public transport;
- Concerns around highway capacity; and
- Drainage issues.

4.15 These issues have been considered alongside the issues raised through the formal consultation responses in the summary of key issues raised (Appendix 5).

5. Submitting comments

5.1 Comments could be submitted in a number of ways:

- Using the online consultation portal, linked from the council's website;
- By email to locaplan@cheshireeast.gov.uk; or
- By post to Spatial Planning (Westfields), C/O Municipal Buildings, Earle Street, Crewe CW1 2BJ.

5.2 Printed copies of consultation response forms were available for people to take away from the council's offices at Westfields, Sandbach and the locations listed in paragraph 3.3. The response form is shown in Appendix 4.

5.3 Information on how to submit comments was included on the consultation portal; in the foreword of the printed and PDF versions of the draft SPD; and on the printed comments form.

6. Representations received

6.1 In total, 36 different people / organisations submitted comments to the consultation. These comments can be viewed on the consultation portal at <http://cheshireeast-consult.limehouse.co.uk/portal/planning/spd/gardenvillage?tab=list>

6.2 The comments received covered a wide range of topics and issues. However the key matters brought out during the consultation can be summarised as follows:

- Better cycling provision
- Improvements to public transport; links to station and station facilities need an upgrade
- Need to consider how public transport can be better integrated
- Clearer guidance required on education and medical provision at the site
- Insufficient mitigation for lost green areas
- SPD could be strengthened by more emphasis on the important habitats and species on site
- Need to consider impact on adjacent green belt areas and especially Blossoms Lane
- Concern over merging of Handforth and Woodford.
- Concerns over the secondary access to Dairy House Lane

- Concern over drainage arrangements
 - Questions regarding the need for employment land.
 - Need more detail on the future for MoD / Total Fitness sites.
 - Responses from statutory bodies and infrastructure providers.
 - Provision of infrastructure and phasing.
- 6.3 A full summary of the key issues raised, the council's response and how the SPD has been amended as a result is set out in Appendix 5.

7. Next steps

- 7.1 All comments received on the first draft SADPD have been fully considered and the draft SPD has been revised to take account of as many of these representations as possible, as set out in Appendix 5.
- 7.2 The amended document will be presented to the council's Strategic Planning Board and the Housing Planning and Regeneration Portfolio Holder with a recommendation that the document be approved as a supplementary planning document.

Appendix 1: Notification letter and email



Working for a brighter future together

«AddressBlock»

Planning and Sustainable Development
Westfields, Middlewich Road
Sandbach
CW11 1HZ

Tel: 01270 685893

Email: localplan@cheshireeast.gov.uk

DATE: 10/09/2018

OUR REF: FDSADPD

YOUR REF: «Person_ID»

«GreetingLine»

Cheshire East planning documents consultations 11 September – 22 October

You have received this letter as you have previously responded to a Local Plan consultation or you have asked to be kept informed of future Local Plan consultations.

Following the adoption of the Local Plan Strategy last year, the council is preparing a number of additional planning policy documents. These are being consulted on between 11 September and 22 October 2018. They are:

- First Draft Site Allocations and Development Policies Document (SADPD);
- SADPD Sustainability Appraisal and Habitats Regulations Assessment;
- The Garden Village at Handforth draft supplementary planning document;
- Revised and updated Statement of Community Involvement; and
- A 'call for sites' that may be suitable for Gypsy, Traveller and Travelling Showpeople accommodation.

A brief explanation of each of these is set out overleaf.

The consultation documents and comments forms are available on the council's website at www.cheshireeast.gov.uk/localplan and in Cheshire East customer service centres and libraries. Responses should be returned to us using the consultation portal on our website, by email to localplan@cheshireeast.gov.uk or by post to Spatial Planning (Westfields), C/O Municipal Buildings, Earle Street, Crewe CW1 2BJ by no later than **Mon 22 October**. Your personal data will be processed in line with our Privacy Notice and your name and comments will be published and made available to view on the consultation portal

Further information can be obtained from the council's website or by contacting the Spatial Planning Team using the details at the top of this letter.

Yours sincerely,

Adrian Fisher
Head of Planning Strategy

All other enquiries 0300 123 5500

www.cheshireeast.gov.uk

Cheshire East planning policy consultations 11 September – 22 October 2018:

The **Site Allocations and Development Policies Document** (SADPD) will contain detailed planning policies and site allocations. Once adopted, its policies will be used alongside the Local Plan Strategy and neighbourhood plans to help determine planning applications. This consultation is on the first draft of the SADPD and is an important opportunity to help shape its policies and proposals, and to help us make sure that the document will provide an up-to-date planning framework to support our ambition of making the borough an even better place to live, work and visit.

In addition to the First Draft SADPD, we are also consulting on its accompanying **Sustainability Appraisal** and **Habitats Regulations Assessment** which look at the SADPD's contribution to sustainable development and its impact on internationally-designated nature conservation sites.

There is also a consultation on the draft supplementary planning document for **The Garden Village at Handforth** which includes a masterplan and design guide to inform development on this important site. We are holding a consultation drop in session at Handforth Library from 3pm – 7pm on Tuesday 25th September where more information will be available.

We are consulting on a revised and updated **Statement of Community Involvement** which sets out how the council will engage with stakeholders and the wider public when preparing planning policies and considering planning applications.

Finally, we are also carrying out a 'call for sites' that may be suitable for **Gypsy, Traveller and Travelling Showpeople accommodation**.

Further information is available on our website www.cheshireeast.gov.uk/localplan, at Cheshire East libraries and customer service centres, or by contacting the Spatial Planning Team:

Tel: 01270 685893

Email: localplan@cheshireeast.gov.uk

Post: Spatial Planning Team (Westfields), C/O Municipal Buildings, Earle Street, Crewe CW1 2BJ

Printed letter sent to the local plan consultation database

From: LOCAL PLAN

Sent: 11-Sep-2018 09:24

To: LOCAL PLAN

Subject: Cheshire East planning documents consultations 11 September - 22 October

You have received this email as you have previously responded to a Local Plan consultation or you have asked to be kept informed of future Local Plan consultations.

Following the adoption of the Local Plan Strategy last year, the council is preparing a number of additional planning policy documents. These are being consulted on between 11 September and 22 October 2018. They are:

- First Draft Site Allocations and Development Policies Document (SADPD);
- SADPD Sustainability Appraisal and Habitats Regulations Assessment;
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A brief explanation of each of these is set out below.

The consultation documents are available on the council's website at www.cheshireeast.gov.uk/localplan and in Cheshire East customer service centres and libraries. Responses should be returned to us using the consultation portal on our website; by email to localplan@cheshireeast.gov.uk; or by post to Spatial Planning (Westfields), C/O Municipal Buildings, Earle Street, Crewe CW1 2BJ by no later than **Mon 22 October**. Your personal data will be processed in line with our [Privacy Notice](#) and your name and comments will be published and made available to view on the consultation portal.

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Further information is available on our website www.cheshireeast.gov.uk/localplan, at Cheshire East libraries and customer service centres, or by contacting the Spatial Planning Team at localplan@cheshireeast.gov.uk or on 01270 685983.

Yours faithfully,

Adrian Fisher
Head of Planning Strategy
Cheshire East Council

Email sent to the local plan consultation database

Appendix 2: Screen shots from the council website


[A to Z site Index](#)

I want to find...

Jobs at the Council	Library books to renew or reserve	Care and support for children and adults
Payments to the Council	Council Tax	Housing
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Planning and planning applications	Business and Business Rates	Births, marriages and deaths
Schools and education	Roadworks and highway services	Rangers and outdoor recreation
Council and democracy	Car parks and parking	Environment
	Bus timetables and travel information	

In Focus



2000 couples marry in Cheshire East
[Breathtaking settings make Cheshire East a popular location for weddings](#)

News

- [26/09/2018 - Digital programme proves a hit](#)
- [25/09/2018 - Forgotten war heroes' names finally added to memorial](#)
- [24/09/2018 Borough's road repairs continue apace](#)
- [24/09/2018 Funding boost for homeless support](#)
- [21/09/2018 - Regeneration plans for Crewe town centre take step forward](#)

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Have your say

Consultations

- [Planning policy consultations](#) - ends Monday 22 October, including the First Draft Site Allocations and Development Policies document; The Garden Village at Handforth draft supplementary planning document; and a revised Statement of Community Involvement.
- [Learning disabilities strategy consultation](#) - ends Friday 5 October 2018
- [Mental health strategy consultation](#) - ends Friday 5 October 2018
- [Join the digital influence panel](#)

Planning applications

- [Comment on a current planning application](#)

[More consultations](#)

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- [Contact the council](#)
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- [Concerned about adult abuse?](#)



The new Cheshire East Council resident magazine



[Live Well Cheshire East](#) offers a range of services so you can find support, care and social activities for yourself or a loved one.

Screen shot of www.cheshireeast.gov.uk (taken 28 September 2018)



[A to Z site Index](#)

[Home](#) / [Planning](#) / [Spatial Planning](#) / [Cheshire East Local Plan](#)

Cheshire East Local Plan

The Local Plan sets planning policies and allocates sites for development. It is part of the statutory development plan for Cheshire East and is the basis for deciding planning applications. The Local Plan covers a range of matters including the number and location of new homes; the amount and location of employment land; protection and improvement of important open areas; provision of new infrastructure; and improvement of town centres and community facilities in the borough.

Our [Spatial Planning Update](#) provides a regular bulletin on planning policy matters affecting Cheshire East.

Submit your views

Following the adoption of the Local Plan Strategy last year, work is in progress on some further documents to set out planning policies in the borough and there are a number of different consultations taking place between 11 September and 22 October 2018.

- The Site Allocations and Development Policies document will contain detailed planning policies and site allocations. Once adopted, its policies will be used alongside the LPS and neighbourhood plans to help determine planning applications. Further information on the [First Draft SADPD consultation](#) is available on our consultation portal.
- In addition to the SADPD, there is a [Sustainability Appraisal consultation](#) and a [Habitats Regulations consultation](#), which looks at the SADPD's contribution to sustainable development and its impact on internationally-designated nature conservation sites.
- There is also a [consultation on The Garden Village at Handforth draft SPD](#) which includes a masterplan and design guide to inform development on this important site.
- We are [consulting on a revised and updated Statement of Community Involvement](#) which sets out how the council will engage with stakeholders and the wider public on all of its principal planning functions.
- Finally, we are also carrying out a 'Call for Sites' that may be suitable for [Gypsy, Traveller and Travelling Showpeople accommodation](#).

Key Local Plan documents

The Local Plan consists of a number of key documents which form part of the statutory development plan:

Document	Status	Description
Local Plan Strategy	Adopted 27 July 2017	The Local Plan Strategy is the centrepiece of the Local Plan, setting out strategic priorities for the development of the area along with planning policies and proposals. It is accompanied by an interactive policies map, which shows sites, policies and environmental / heritage designations.
Site Allocations and Development Policies document	Consultation on the first draft runs until 22 October 2018	The SADPD will allocate the remaining sites needed for future development and set out further detailed planning policies to be used when considering planning applications. The First Draft SADPD consultation runs from 11 September - 22 October 2018.
Minerals and Waste Development Plan Document	Draft in preparation	The MWDPD will set out policies for dealing with minerals and waste, and identify sites. Consultation on an Issues Paper took place between 24 April and 05 June 2017, alongside a 'call for sites' for minerals and waste sites.

In this section

- [Local Plan Strategy Development Plan Document](#)
- [Authority Monitoring Report](#)
- [Cheshire East Local Plan](#)
- [Local Development Scheme](#)
- [Local Plan Consultation Portal](#)
- [Local Plan Consultations](#)
- [Site Allocations and Development Policies Document](#)
- [Statement of Community Involvement](#)
- [Supplementary Planning Documents](#)

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01270 685893

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[Email Planning Department](#)


0300 123 5014

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Screen shot of www.cheshireeast.gov.uk/localplan (taken 28 September 2018)


[A to Z site Index](#)

[Home](#) / [Planning](#) / [Spatial Planning](#) / [Cheshire East Local Plan](#) / [Local Plan Consultations](#)

Local Plan consultations

This page gives details of all consultations that have taken place on the new Local Plan and all those that are currently scheduled. The consultations are listed in reverse chronological order. Community engagement is very important in developing the new Local Plan. Responses received during each previous consultation stage have been considered and have helped to influence the production of the Local Plan. Consultations on Neighbourhood Plans are shown separately on the [Neighbourhood Planning](#) page.

Current consultations

Following the adoption of the Local Plan Strategy last year, work is in progress on some further documents to set out planning policies in the borough and there are a number of different consultations taking place between 11 September and 22 October 2018.

- The Site Allocations and Development Policies document will contain detailed planning policies and site allocations. Once adopted, its policies will be used alongside the LPS and neighbourhood plans to help determine planning applications. Further information on the [First Draft SADPD consultation](#) is available on our consultation portal.
- In addition to the SADPD, there is a [Sustainability Appraisal consultation](#) and a [Habitats Regulations consultation](#), which looks at the SADPD's contribution to sustainable development and its impact on internationally-designated nature conservation sites.
- There is also a [consultation on The Garden Village at Handforth draft SPD](#) which includes a masterplan and design guide to inform development on this important site.
- We are consulting on a revised and updated [Statement of Community Involvement](#) which sets out how the council will engage with stakeholders and the wider public on all of its principal planning functions.
- Finally, we are also carrying out a 'Call for Sites' that may be suitable for Gypsy, Traveller and Travelling Showpeople accommodation.

Previous consultations

Community Infrastructure Levy Draft Charging Schedule (September - November 2017)

Cheshire East Council intends to introduce a [Community Infrastructure Levy](#) Charging Schedule for new development. Following consultation on a preliminary draft charging schedule in February - April 2017, we produced a Draft Charging Schedule for the proposed introduction of CIL. This sets out the level of CIL charge which is considered to be viable in different parts of the borough. Consultation ran from 25 September until 6 November 2017. To view the consultation documents and response received, please see the council's [consultation portal \(draft charging schedule page\)](#).

Minerals and Waste Issues Paper (April - June 2017)

The Minerals and Waste Development Plan Document will set out policies for dealing with minerals and waste, and identify sites. [Consultation on the Minerals and Waste Issues Paper](#) took place between 24 April and 05 June 2017, alongside a 'call for sites' for minerals and waste sites.

Site Allocations and Development Policies document - issues paper (February - April 2017)

The [Site Allocations and Development Policies document](#) will form the second part of the new Local Plan, allocating 'non-strategic' sites for development and setting detailed planning policies to guide development. Consultation on an issues paper took place between 27 Feb and 10 April 2017. We have now published the SADPD Issues Paper Report of Consultation (PDF, 2.6 MB). Further information and consultation responses are available to view on the Council's consultation portal: [Site Allocations and](#)

In this section

- [Development Strategy - Local Plan Consultation](#)
- [Issues and Options Consultation 2011](#)
- [Local Plan Consultations](#)
- [Mineral Issues Discussion Paper](#)
- [Place Shaping Consultation](#)
- [Sustainability Appraisal](#)
- [Town Strategies 2012](#)
- [Playing pitch strategy consultation](#)

Contact us

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01270 685893

All other planning enquiries (including planning application queries)

[Email Planning Department](#)

0300 123 5014

Rate this page

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☒ Good
 ☐ OK
 ☐ Poor

Screen shot of
www.cheshireeast.gov.uk/planning/spatial_planning/cheshire_east_local_plan/local_plan_consultations (taken 28 September 2018)

Appendix 3: Press releases



Garden Village takes another step closer

12/09/2018

The Garden Village at Handforth has taken a major step forward – passing another key delivery milestone.

Cheshire East Council's strategic planning board has already approved the consultation draft of the planning framework for the site and yesterday (Tuesday 11 September) the council's cabinet approved a suite of key practical measures necessary to progress delivery of the village.

These measures include authorising the council's executive director of place to enter into commercial, infrastructure and delivery agreements with other principal landowners and the successful tender developer. This will be funded from a £23m grant the council has secured from Homes England.

The proposed scheme is one of the government's 14 Garden Villages in the UK and locally, strategically and nationally significant.

This new Cheshire village will deliver 1,500 high-quality homes by 2030 in a sustainable, landscape-led development. A total of 47 hectares – more than 40 per cent of the site – will be green open space.

The draft supplementary planning document (SPD) sets the quality and design principles for The Garden Village and, once adopted, will form part of the planning policy that any future planning applications submitted for the site will be judged against. The SPD will ensure that the council's vision to deliver a high-quality, community-led Garden Village is realised and builds on the Local Plan Strategy and 'visioning' document for the site, as well as a suite of technical studies.

The council has now launched its consultation on the draft SPD, giving local stakeholders, interested parties and the public the opportunity to comment on the framework.

Councillor Ainsley Arnold, cabinet member for housing, planning and regeneration, said: “The Cheshire East Local Plan Strategy establishes the principle of creating a new plan-led settlement east of Handforth, promoting good growth for the region.

“This implementation strategy is one of the first of a number of steps the council will be taking to ensure the Garden Village becomes a reality as a great place to live and work. We therefore welcome as many comments as possible on the draft document.

“The draft SPD sets out the overarching design principles for the ‘Village Heart’ and each of the character areas of the Garden Village.”

Engine of the North will act as lead developer on behalf of the council and will submit a planning application to deliver the Village Heart and infrastructure.

Councillor Jamie Macrae, chairman of Engine of the North, said: “Engine of the North are the custodians of the council’s vision to create a truly sustainable and characterful new village for Cheshire East. This lifetime community will support its inhabitants as their lives grow and evolve, from first-time buyers to families, as well as older people looking to downsize.

“As over 40 per cent of the site will be green open space, amenity space and habitat protection, the Garden Village will not only be a great place to live but also somewhere for new and existing residents to come and enjoy their surroundings for generations to come.”

Press release dated 12 September 2018.



Consultation begins on next phase of borough's development plan

17/09/2018

Public consultation has begun on the next phase of Cheshire East Council's development plan.

The finalised document will provide the approved framework for housing, employment, and other key infrastructure sites up to 2030.

With the Local Plan Strategy adopted last year, the council has now launched a number of consultations, which will help identify further non-strategic sites for sustainable development, including housing. However, no final decisions will be made until the consultation process is concluded and all feedback considered.

The site allocations and development policy document (SADPD) follows a similar pathway to the Local Plan Strategy, with two rounds of six-week public consultations, supported by a range of evidence documents and followed up with a series of public hearings chaired by a government planning inspector.

When adopted, the SADPD will replace the policies of the three former borough local plans, covering Macclesfield, Congleton and Crewe and Nantwich.

The majority of development needs have already been provided for through the Local Plan Strategy.

The sites in the SADPD will be non-strategic – generally sites of fewer than 150 homes or five hectares (12.4 acres) in size. Some will be focused in key employment areas in principal towns, or in smaller key service centres.

The council must also meet its obligation to provide affordable housing, Gypsy and Traveller sites and sites for Travelling Showpeople and, as part of the consultation process, is now calling for potential sites to be identified.

A further element of public consultation is the review of planning boundaries, such as those for greenbelt and built-up areas. But there will also be measures to protect land regarded as important for biodiversity and recreation.

Consultations on sustainability appraisal and habitats regulations have now begun, which look at the SADPD's contribution to sustainable development and its impact on internationally-designated nature conservation sites.

Councillor Ainsley Arnold, Cheshire East Council cabinet member for housing, planning and regeneration, said: "I would urge all interested members of the community to get involved in this important consultation process.

"We know that Cheshire East is a truly great place to live, work, do business, raise a family and have access to good schools and quality housing. It is crucial that this next phase in the local plan process is open and transparent and that we encourage as many people as possible, including stakeholders and partners, to engage in this consultation process.

"Our Local Plan Strategy and the SADPD are absolutely central to the achievement of sustainable development in the borough – so I would urge people to get involved and have their say."

The council is also consulting on a revised and updated 'statement of community involvement', which sets out how the council will engage with stakeholders and the wider public when preparing planning policies and considering planning applications.

As previously announced, this week also saw the start of a consultation on the draft supplementary planning document for the Garden Village at Handforth, which includes a masterplan and design guide to inform development on this important site.

The council will hold a consultation drop-in session at Handforth Library on Tuesday 25 September from 3pm-7pm, where more information will be available on this draft.

Links to all the consultation documents can be found by visiting the web page: www.cheshireeast.gov.uk/localplan

The consultations run until 22 October 2018.

Press release dated 17 September 2018

Appendix 4: Consultation response forms

Cheshire East Local Plan Consultation Response Form (Autumn 2018)



Following the adoption of the Local Plan Strategy last year, work is in progress on some further documents to set out planning policies in the borough and there are a number of different consultations taking place between 11 September and 22 October 2018. The consultation documents are listed below and can be viewed online at www.cheshireeast.gov.uk/localplan and at:

- Westfields, Middlewich Road, Sandbach CW11 1HZ;
- Crewe Customer Service Centre, Delamere House, Delamere Street, Crewe CW1 2JZ;
- Macclesfield Customer Service Centre, Town Hall, Macclesfield SK10 1EA; and
- Public libraries in Cheshire East*.

You can use this consultation response form to submit comments on any of these documents:

- The **Site Allocations and Development Policies Document (SADPD)** will contain detailed planning policies and site allocations. Once adopted, its policies will be used alongside the Local Plan Strategy and neighbourhood plans to help determine planning applications. This is an important opportunity to help shape the policies and proposals in the SADPD and to help us make sure that the document will provide an up-to-date planning framework to support our ambition of making the borough an even better place to live, work and visit.
- In addition to the First Draft SADPD, we are also consulting on its accompanying **Sustainability Appraisal** and **Habitats Regulations Assessment** which look at the SADPD's contribution to sustainable development and its impact on internationally-designated nature conservation sites.
- There is also a consultation on the draft supplementary planning document for **The Garden Village at Handforth** which includes a masterplan and design guide to inform development on this important site.
- Finally, we are consulting on a revised and updated **Statement of Community Involvement** which sets out how the council will engage with stakeholders and the wider public on all of its principal planning functions.

We are also carrying out a 'call for sites' that may be suitable for Gypsy, Traveller and Travelling Showpeople accommodation, but there is a separate form available for this purpose.

Submit your views

The council's online consultation portal is our preferred method of submitting responses, but you can also respond by email or in writing using this comments form.

Online: Via the consultation portal at www.cheshireeast.gov.uk/localplan
Email: To localplan@cheshireeast.gov.uk
By post: Spatial Planning (Westfields), C/O Municipal Buildings, Earle Street, Crewe CW1 2BJ

Please make sure that your comments reach us by **22 October 2018**. We are not able to accept anonymous comments and you must provide us with your name and contact details. Your personal data will be processed in line with our Spatial Planning Privacy Notice, which is available on the council's website. Your name and comments will be published and made available to view on the consultation portal.

* The Handforth Garden Village documents are available online and in Handforth, Wilmslow and Poynton libraries only.

Cheshire East Local Plan Consultation Response Form (Autumn 2018)



Please return to:	Spatial Planning (Westfields) C/O Municipal Buildings, Earle Street, Crewe CW1 2BJ or by email to localplan@cheshireeast.gov.uk
Please return by:	Monday 22 October 2018

This comment form has two parts:

- Part A – Personal details.
- Part B – Your representation(s).

Comments Form Part A: Personal Details

	Personal Details*	Agent's Details (if applicable)
	<i>* If an agent is appointed, please complete only the Title, Name and Organisation in column 1 but complete the full contact details of the agent in column 2.</i>	
Title		
First Name		
Last Name		
Job Title (where relevant)		
Organisation (where relevant)		
Address Line 1		
Address Line 2		
Address Line 3		
Address Line 4		
Postcode		
Telephone Number		
Email Address (where relevant)		
Your Reference No. (if known)		

Please complete a separate Part B form for each comment that you would like to make. This response form provides enough space for four comments but please copy and attach further part B forms if required.

For further assistance in making comments please contact the Spatial Planning Team at localplan@cheshireeast.gov.uk or by telephone on 01270 685893.

Comment Form Part B: Comment

Name and
Organisation:

Office Use Only:

PID:

RID:

Q1. Which document are you commenting on? (please tick one box)

- ☐ First Draft Site Allocations and Development Policies Document (SADPD)
☐ Interim Sustainability Appraisal of the First Draft SADPD
☐ Habitats Regulations Assessment of the First Draft SADPD
☐ The Garden Village at Handforth Draft Supplementary Planning Document
☐ Draft Statement of Community Involvement

Q2. Which section of the document are you commenting on?

Paragraph / Policy / Site / Chapter / Figure

(please delete as appropriate and state which): _____

Q3. What is your overall view on this section? (please tick one box)

- ☐ Support ☐ Object ☐ Comment only

Q4. Please set out your comments or views on this section:

Printed consultation response form

Appendix 5: Summary of key issues and responses

Document section	Summary of key issues	Response to issues	Changes required
1	The document is lengthy and repetitive	The garden village site is a large and complex development site which seeks to become an exemplar new community. It is necessary for the SPD to provide extensive guidance to provide an appropriate framework for its development. A number of the issues are cross-cutting and in order to provide clarity in each section, it has been necessary to address some issues across different sections. However, every effort has been made to avoid repetition wherever possible.	Review draft document to use succinct language and remove unnecessary repetition where possible.
1	The principles cited within Paragraph 1.9 do not fully align with the TCPA Garden City Principles. It is our consideration that the principles should be applied in full, not simply on an ad-hoc basis, i.e. the removal of homes “which are generally affordable”. The SPD should therefore be amended., and the TCPA principles incorporated within the SPD.	There does not appear to be any reference to homes “which are generally affordable” either in the TCPA Garden City Principles or the principles set out in the SPD. The garden city principles have been tailored to this site (which is not a city) and are relevant to its local context.	Amend para 1.9 to further explain how the garden village principles have come about.
1	Further clarification of how the new community will “stand out from the ordinary” and will “embrace new architecture and technology to enrich people’s lives” is required.	The SPD provides a framework for the development of the new village. In particular, sections on the strategic objectives, key development requirements, the comprehensive masterplan and the design guide set out the ambitions for the site and give guidance on matters that will be determined through the planning	Add additional wording to the wording in para 1.19 in respect of access, community facilities, heritage and biodiversity..

Document section	Summary of key issues	Response to issues	Changes required
		application process.	
1	<p>These initial site works will be paid for using Housing Infrastructure Funding from Homes England, which will then need to be subsequently repaid and is only provided on the basis that the site is completed by 2030. The repayment mechanism and timing of this needs to be made clear at the outset of the SPD.</p> <p>Clarification is also required as to whether the HIF is sufficient to meet the initial infrastructure requirements, or if further contributions will be required. Clarification is also required of the Council's contingency plan, should the HIF is subsequently made unavailable what the Council's contingency plan is.</p>	It is agreed that the SPD could provide additional guidance around this issue.	Include further guidance in chapter 1 (and elsewhere) of the SPD.
1	<p>The option of retaining Council ownership of the land does not seem to be considered. Why don't Cheshire East Council develop at least part of the asset themselves (possibly through an ASDV) and rent out some of the houses?</p> <p>If Cheshire East Council followed some of the innovative land arrangements used by CWAC then it could retain some control over the type and style of houses being built. It could insist on well insulated houses laid out in ways to promote communities and encourage cycling and other sustainable travel.</p>	Noted. The council's function as a landowner differs from that as the planning authority. It is considered that the retention / disposal of land and long term ownership arrangements are not the domain of a SPD.	Remove information on arrangements for disposal of plots from this section.

Document section	Summary of key issues	Response to issues	Changes required
1	Clarification is required from the Council as to when development plots will be made available and delivered. We re-emphasise the need for further involvement with landowners and developers to ensure the proposed plots are deliverable and fit for purpose.	The plots will be made available in a timely manner to support development in accordance with the phasing plan. The need for further involvement is noted. It is considered that the retention / disposal of land and long term ownership arrangements are not the domain of a SPD.	Remove information on arrangements for disposal of plots from this section
1	Further clarification of the role between the Council and the Engine of the North is required.	Engine of the North is a wholly-owned company of Cheshire East Council and will act for the council in respect of its role as landowner. Engine of the North will not act for the council in its role as the local planning authority.	Include further guidance in chapter 1 (and elsewhere) of the SPD.
2	Whilst it is accepted that the SPD will be a material consideration, it is considered that further engagement with individual landowners/ housebuilders is required to ensure that what is being proposed is deliverable, particularly as paragraph 2.9 states that this is the only opportunity for engagement in this document.	The SPD provides a framework for delivery of the new garden village. Ongoing engagement with individual landowners and housebuilders will be essential to its successful delivery.	No changes proposed.
2	Chapter 2 suggests that the SPD would provide a set of objectives and guidance for site at a single point in time, and that applications over the remainder of the Plan period which are not consistent with the SPD would be resisted. This provides little opportunity to respond to market signals or changes to the wider policy framework to both update the SPD and/or to respond positively to planning applications that are submitted later but could otherwise be found acceptable in planning terms.	The preparation of the SPD does not alter the statutory development plan, which remains the basis for determining planning applications, unless material considerations indicate otherwise. A whole range of issues (potentially including national policy changes and market signals) could be regarded as material considerations alongside the SPD. However, the issue around changing context is recognised and it is proposed to	Add text to chapter 2 to confirm the council will monitor and review the SPD to make sure it remains up to date.

Document section	Summary of key issues	Response to issues	Changes required
	This chapter should be redrafted to provide a mechanism where the SPD could be reviewed and/or that proposals which are inconsistent should instead be given no positive weight and then the planning balance test set out by s38 (6) of the Act be invoked.	add a commitment to monitoring and review.	
2	The outcome of the EIA screening request should be made available to developers/landowners.	The outcome of the EIA screening request will be published on the council's website in the usual manner.	No changes proposed.
3	Dairyhouse Farm should become a farming museum akin to that in Tatton Park	The LPS policy for the site requires that "development must facilitate the preservation and refurbishment of the Grade II listed Dairy House Farm". In the SPD, CA002 requires the restoration of Dairy House Farmhouse for a suitable use. The farm could have a number of suitable uses but the SPD requirements would not preclude its use as a farming museum if suitable proposals were put forward.	No changes proposed.
3	The bulleted commentary which refers to Total Fitness (para 3.8) neglects to refer to the associated parking and also the sports court which is laid out to the south of the main Total Fitness building. For completeness, these should be expressly referred to.	Noted. The SPD could be updated to add further information on each of the existing uses on site.	Update paragraph 3.8 to add further detail to each of the existing uses.
3	The Coppice Way roundabout on the A34 will need to be upgraded. Its companion roundabout (immediately to the west) on Coppice Way will also need an upgrade. This	The highway mitigation proposals will upgrade the A34 / Coppice Way roundabout to accommodate development traffic.	No changes proposed.

Document section	Summary of key issues	Response to issues	Changes required
	complex junction already becomes congested at peak times and the problem will be greatly exacerbated by not only the opening of the Garden Village but also by the opening of the care village and housing estate south of Coppice Way. Intelligent traffic light control of this complex junction is warranted.	The roundabout within the retail park was included within the VISSIM modelling work and there was no indication that mitigation work would be required at it.	
3	Access to Handforth is currently almost impossible as the footbridge over the A34 links an area of marshy field and a woodland area, along the route of an old footpath	The proposals are to improve the quality of the footpath connections and their construction across the site, as well as replace the existing bridge with a new, more appropriately design bridge, which will address the concerns raised.	Add references to the details of pedestrian and cycle access being included within the Transport Assessment (Appendix C).
9	The Transport Plan places an excessive weight on the provision of a 'Rapid Bus Transport' proposal but the delivery of such a scheme and a timescale for delivery appears uncertain.	The proposed bus service would form the key public transport access to / from the site, the BRT would simply be an addition to this. The TA outlines how the new village will be provided with accessibility via public transport, particularly the proposed bus service to the development. A minor amend is proposed to signpost this information.	Add references to detailed information on proposed public transport access to the site being provided within the Transport Assessment, (Appendix C).
3	There is a shoppers 1 day per week and a service bus which goes to Cheadle via Heald green. It is not possible to get to Handforth from Handforth Dean on a regular service bus.	Paragraph 13.8 makes reference to bus stops in Handforth Dean Retail Park, not Handforth itself. The bus service to the retail park (No. 312) provides hourly services throughout the day (although not to Handforth centre). The public transport requirements in chapter 13 note that development should (where possible) provide direct access for bus services the connect The Garden Village to Handforth station, the district centre and beyond.	No changes proposed.

Document section	Summary of key issues	Response to issues	Changes required
3	The Bus Rapid Transit route should pass through the station car park (park and ride system) that is proposed adjacent to Handforth Youth Centre and through the existing village high street rather than down Earl Road (which already supports a bus route).	Noted. The Bus Rapid Transit scheme is being proposed to run between Hazel Grove and Manchester Airport. Cheshire East Council, Stockport MBC and the Greater Manchester Combined Authority (GMCA) are working together to plan and deliver this route.	No changes proposed.
3	The number of trains stopping at Handforth station has now been reduced to only 1 per hour and 2 at rush hour, not as stated in your document. There is 1 bus per hour, which travels from Macclesfield to Manchester. The local buses through the estates to Stockport have been discontinued. It is worth noting that while Handforth is only 4 miles from Manchester airport there are no public transport services. The only method of travel is car or taxi	<p>The current Northern Rail timetable (May 2018 - Dec 2018) details two services throughout the day between Handforth to Manchester with three services in peak hours. The upcoming timetable (Dec 2018 - May 2018) maintains the exact same service.</p> <p>According to the TfGM website all five services are still in existence with operating times and frequencies that match those noted in the TA. One of these timetables came into effect in April 2018, three in September 2018 and one in October 2018. It is proposed that the Bus Rapid Transit route will run to Manchester Airport.</p>	Update the TA appendices (which present the bus timetables) accordingly.
3	The proposed new village would have an impact on the number of passengers likely to travel by rail to/from Handforth station, therefore it is vital that the Council works with developers to ensure that this impact is fully assessed, with adequate funding identified to enable all necessary enhancement works to be undertaken. Focus should be on accessibility (to and within the station), passenger facilities, security, capacity and	<p>Noted. The council will continue to engage with Network Rail and developers regarding impacts on Handforth railway station</p> <p>As noted below, the Friends of Handforth Station, in conjunction with CEC, Northern Rail and Handforth Parish Council have commissioned a GRIP 2 study. This study will allow the consortium to apply to Access for All for funding to support the installation</p>	No changes proposed

Document section	Summary of key issues	Response to issues	Changes required
	<p>parking (both for cars and cycles).</p> <p>The Council and developers should seek to engage with Network Rail and the Train Operating Company to understand the impact of increase passenger usage at Handforth Station as a result of this development and identify any necessary enhancements through the production of a feasibility study.</p>	of a pair of lifts.	
3	<p>The car parks in Handforth are full already. The prospect of extra commuters from the Garden Village driving to the village to catch trains to Manchester is a real concern</p> <p>There are three solutions. Firstly a pay and display station car park with bicycle storage on the Cheshire East owned land adjoining the Youth Centre off Old Road - this may need some realignment to to improve the present dangerous Junction of Old Road with Station Road. Secondly the introduction of limited time free shopping car parking by way of a disc system or meters allowing say 2 hours ticketed free parking. Thirdly a complimentary bus service from the Garden Village to the Station car park along Coppice Way and Lower Meadow Way - this should be considered separately from the proposed BRT until it can be shown that the BRT is reality</p> <p>There is an opportunity to form a toilet facility</p>	<p>Noted. The use of this land for station parking is identified on the parameter plan as a potential park and ride facility with car and cycle parking and a bus connection. The potential provision of free shopping parking in Handforth district centre, is beyond the scope of the SPD. The proposed bus service between the garden village and Handforth would be routed past the station, with the proposal being for a stop within the park and ride site.</p>	No changes proposed.

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	in the library or in the expanded doctors surgery and this should be a community improvement provided and funded by the Garden Village		
3	While there is currently no suitable access for the disabled at Handforth station, The Friends of Handforth Station, in conjunction with CEC, Northern Rail and Handforth Parish Council have commissioned a GRIP 2 study. This study will allow the consortium to apply to Access for All for funding to support the installation of a pair of lifts.	Noted	No changes proposed.
3	<p>The Station does not have any facility for disabled or pushchair access to the station platforms - this is not mentioned in the SPD and needs to be addressed</p> <p>This will exclude those with small children, the disabled and the elderly because there aren't any lifts or ramps at the station they won't be able to access the platforms.</p>	Noted. Para 3.20 in the SPD acknowledges the lack of disabled access at Handforth railway station and consideration is being given to access improvements.	No changes proposed.
3	Only limited reference is made to existing ground conditions (Paragraph 3.21) within this section. a permit for closure has not yet been submitted for the southern landfill because gas emissions had not stabilised (at the time of survey) and that elevated methane concentrations and gas flows had previously been encountered. Whilst the report is clear that this appears to be low, clarification on the impact on public health for residential development is required, due to elevated levels within the groundwater and	The previous industrial and military operations of the site have been thoroughly investigated and assessed by way of both desk based and intrusive ground investigation fieldworks. Sources of contamination are noted on site and the council will require a suitably robust remediation strategy to be submitted for the review (and approval of) by the council and the Environment Agency in advance of any construction works in order to mitigate risks posed.	No changes proposed.

Document section	Summary of key issues	Response to issues	Changes required
	the need for passive protection measures for low-rise housing.		
4	NPPF is clear that SPDs are a “framework” to guide development, rather than a requirement which needs to be so strictly adhered to that any future development which potentially conflicts in part with this SPD would be refused. This needs to be reflected throughout the SPD.	Future planning applications will be determined in accordance with the statutory development plan (particularly the policy for strategic site LPS 33) with reference to other material considerations (including this SPD which sets out a framework for the development of the site).	Amend the wording of key requirements boxes to reflect the SPD's status as guidance.
4	The neighbourhood Plan for Handforth was adopted by CEC in July 2018.	Noted; the SPD will be updated.	Update the SPD to reference the Handforth Neighbourhood Plan as part of the statutory development plan.
5	Further clarity is required to confirm the Council's approach, on the basis that each developer/housebuilder will want to submit their own reserved matters application.	It is intended that developers will submit their own reserved matters applications for plots in due course, which will be determined in accordance with the statutory development plan unless material considerations indicate otherwise.	Minor amends to clarify the approach to the planning process.
5	We don't believe there are enough planned infrastructure facilities and services built into the draft SPD to make the vision a reality.	The SPD already provides significant levels of detail regarding the green infrastructure, community infrastructure and other infrastructure proposed. Whilst not wishing to add duplicate, the SPD could further emphasise the importance of infrastructure.	Add further details to the SPD regarding the provision of infrastructure and the delivery mechanisms to achieve this.
5	It is unclear what the developers' role will be given that Engine of the North will be submitting the application and applying the masterplan requirements so rigidly. A degree of flexibility within the SPD is required.	It is intended that developers will submit their own reserved matters applications for plots in due course, which will be determined in accordance with the statutory development plan unless material considerations indicate otherwise.	Amend the wording of key requirements boxes to reflect the SPD's status as guidance.
6	To ensure the social objectives fully align with the Vision, policy requirements derived	The use of the word 'village' is considered appropriate in describing the strategic	Amend the heading for social objective 1 to include the word

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	from LPS33 and Garden Village Principles, the following amendments are required: Create an inclusive, diverse and vibrant village. Amend to state “create a sustainable, inclusive, diverse and vibrant community” rather than a village, to reflect the Garden Village principles. Create a self-managing and self-sufficient village. Amend bullet point 2 – clarification of how a community run “managed village” will work in practice is required, again to ensure compliance with the Garden Village principles.	objectives for the garden village. It would also be appropriate to add the word ‘sustainable’. Further detail on the community management, maintenance and governance is set out in section 9 of the SPD.	sustainable.
6	Specific reference to provision of education should appear among the social objectives.	It is agreed that reference to education should be included in the social objectives.	Add a specific reference to education to the social objectives.
6	To ensure the environmental objectives fully align with the Vision, policy requirements derived from LPS33 and Garden Village Principles, the following amendments are required: Create a distinctive village. Bullet point 3 refers to the provision of “self-build and community build homes” within each area. It is unclear where this will be proposed and clarification is required. Create a timeless village. The site will be delivered by a number of different landowners and housebuilders with different house type styles. Clarification on the type of development envisaged by the Council is required.	The SPD provides guidance and sets the framework for the future development of the site but it does not provide detailed layout plans. It requires the provision of self build homes within each character area, but it will be for the future planning application to propose the precise details for delivering this requirement. The SPD provides significant levels of design guidance which (alongside the Cheshire East Design Guide) will inform further design codes. The preparation of further design codes is explained in chapter 12 (The planning process section).	No changes proposed to the objectives but add further information on the process for preparing further design codes to chapter 12..
6	Strongly support the objective to achieve a biodiversity net gain for the Garden Village	The Defra biodiversity metric will be used to calculate the extent of habitat creation	Add reference to environmental objectives to retain key habitat

Document section	Summary of key issues	Response to issues	Changes required
	<p>but recommend that the SPD provides clear advice on how biodiversity net gain should be measured e.g. use of the Defra metric. This will provide consistency for developers and will simplify the application determination process.</p> <p>We would like to see an additional objective around conserving important existing habitats like trees, hedgerows and ponds.</p>	<p>required to deliver a net gain for biodiversity.</p> <p>The masterplan seeks to retain key habitats across the site where possible, including ponds, trees, hedgerows, woodland and connecting green features. The objectives could be amended to reflect this.</p> <p>An update can to clarify that existing trees shown to be retained on the parameters plan must be retained and protected wherever possible.</p>	<p>features where possible.</p> <p>Amend the biodiversity section in chapter 9 to clarify that the Defra biodiversity metric will be used and that existing trees shown on the parameters plan must be retained where possible.</p>
6	<p>Inclusion of sustainable drainage systems and application of the surface water hierarchy are very important. Recommend the inclusion of two additional environmental objectives:</p> <p>‘A village with exemplary sustainable drainage for the management of surface water.’</p> <p>‘A village that incorporates sustainable construction techniques including water efficiency measures.’</p>	<p>The SPD already requires exemplary sustainable drainage and water efficiency measures but it could include a further environmental objective to highlight the importance of these issues.</p>	<p>Add a new environmental objective to address sustainable drainage and water efficiency measures.</p>
6	<p>To ensure the economic objectives fully align with the Vision, policy requirements derived from LPS33 and Garden Village Principles, the following amendments are required:</p> <p>Be an economic generator. The scheme will create a number of employment benefits, but it is unclear whether these opportunities will be for local people. Clarification is required.</p>	<p>The economic objectives already include an objective for sourcing local labour supplies to build, grow and maintain the village.</p> <p>The economic objectives are clear that the village should provide flexible work spaces, homes, wi-fi and superfast broadband, encouraging working from home and</p>	<p>Add information on the requirements for delivery of communications infrastructure in chapter 9.</p>

Document section	Summary of key issues	Response to issues	Changes required
	Create an integrated village. The SPD seeks to deliver flexible workspace, homes, WiFi and superfast broadband to encourage home working and shared spaces. However, this is not included as part of the economic objectives of the Site. This needs to be updated to reflect this.	through shared workspaces. Further information on communications infrastructure could be added in chapter 9.	
7	There is a licensed groundwater abstraction borehole located on the site. Any proposals to redevelop this area of the site will need to be accompanied by an appropriate plan and method statement to ensure that the borehole is decommissioned in accordance with relevant standards and guidance.	Noted. This will need to be addressed through the planning applications.	No changes proposed.
7	Due to the former land use(s), soil and /or groundwater contamination may exist at the site and the associated risks to controlled waters should be addressed by: 1. Following the risk management framework provide in CLR11, Model procedures for the management of land contamination. 2. Referring to the Environment Agency guiding principles for land contamination and the land contamination sections in the Environment Agency's Groundwater Protection: Principles and Practice. 3. Further information may be found on the land contamination technical guidance pages on the direct.gov website. All investigations of land potentially affected by contamination should be carried out by or	Noted. Assessments will be required at planning application stage with reference to the guidance and principals identified.	No changes proposed.

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	<p>under the direction of a suitably qualified competent person and in accordance with BS 10175 (2001).</p> <p>Contaminated soil that is, or must be, disposed of is waste. Therefore it's handling, transport and disposal is subject to waste management legislation which includes:</p> <ul style="list-style-type: none"> Duty of Care Regulations 1991 Hazardous Waste (England and Wales) Regulations 2005 Environmental permitting (England and Wales) Regulations 2010 The Waste (England and Wales) Regulations 2011 <p>Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005</p>		
7	Further clarification needs to be provided at the outset in terms of what the costs for infrastructure and ongoing maintenance will be because it is unclear at this stage what contributions and legal agreements the landowners will enter into and the extent of contributions sought.	Noted. Further general information can be added to the SPD regarding the provision, funding and delivery of infrastructure as well as the arrangements for future community governance and maintenance. It is not within the scope of the SPD to give precise detail on the level of contributions that will be required.	Add further information regarding the provision, funding and delivery of infrastructure as well as the arrangements for future community governance and maintenance.
7	The purpose of an SPD is to add detail and clarification to DPD policy, but not to compete and conflict with it. The LPS33 policy makes no requirement or reference to	The policy for strategic site LPS 33 refers to development of the village over the LPS period, i.e. by 2030.	Amend wording of relevant paragraphs in chapter 7 and add a commitment to monitoring and review in chapter 2.

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	<p>an intent that the allocation should be fully delivered within the Plan period or perhaps more quickly than that. Whilst the timely delivery of the objectives underpinning LPS33 is to be preferred, we do not think it is appropriate for the SPD to mandate when the objectives should be fully realised. It would also be inappropriate to dictate an inflexible "end date" which might very well conflict with market signals and (without intending to do so) suppress the potential to maximise delivery in a timely manner.</p> <p>We therefore suggest that the wording of paragraphs 7.4-7.6 should be fundamentally adjusted to provide support for timely delivery but not to suggest that it is absolutely necessary for all of the ambitions of the SPD to be met within the Plan period for it to be construed that the LSP33 policy objectives to have been met.</p>	The wording of the relevant paragraphs can be reviewed but it is the intention of the LPS and the SPD that the site will be complete by 2030. However, a commitment to monitoring and review of the SPD can also be added.	
7	KR003 creates uncertainty for the developer that planning permission will not be granted if the Council does not fully support what is proposed at this stage. The Council cannot have full control over the design and layout of the scheme proposed by individual housebuilders. The purpose of the SPD should be to guide development, not restrict it. Overly ambitious design requirements may hinder the delivery of the site, not support it.	Future planning applications will be determined in accordance with the statutory development plan (particularly the policy for strategic site LPS 33) with reference to other material considerations (including this SPD which sets out a framework for the development of the site).	Amend the wording of key requirements boxes to reflect the SPD's status as guidance.
7	This is an overly prescriptive approach which would not address future changes in the local	The wording of key requirements boxes can be amended to reflect the SPD's status	Amend the wording of key requirements boxes to reflect the

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	residential and employment market. The additional of '...unless changes in the market or other factors justify a review of the masterplan' will enable some flexibility to respond to future changes.	as guidance and a commitment to monitoring and review can be added.	SPD's status as guidance.
8	The intention (described in the SPD) is that much of the site preparation works – remediation, utility services, access roads etc – will be done by the Council before any of the building development starts. This is sensible and practical, but the costs for this are clearly very substantial – does the Council have sufficient funds available?	There are a number of mechanisms for funding the initial infrastructure works. Further information on the phasing of infrastructure works and securing their provision could be added to the SPD.	Add further detail to the SPD regrading phasing and delivery of initial infrastructure.
8	The council should use its position as majority landowner to influence a legally binding strategy which seeks to secure a co-ordinated approach to infrastructure alongside the delivery of development for the Garden Village. The main challenge is to go beyond the planning system and tie infrastructure requirements in as part of a legally binding framework, which includes drainage requirements for new development. Specifically we recommend consideration of a land value equalisation mechanism amongst land owners which is in the best interest of ensuring an overall strategy for the delivery of development and the implementation of infrastructure.	Noted. It is beyond the scope of the SPD to specify the mechanisms for such agreements between landowners. It is expected that the hybrid planning application will demonstrate how the site can be delivered in a comprehensive manner (through a detailed delivery plan).	No changes proposed.
8	Despite the emphasis on ensuring a comprehensive approach to site delivery, the SPD is silent on the need and application of an equalisation agreement across the	Noted. It is beyond the scope of the SPD to specify the mechanisms for such agreements between landowners. It is expected that the hybrid planning	No changes proposed.

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	various landowner interests. We consider the absence of any equalisation mechanism - that reflects garden village principles of comprehensiveness and better enables the delivery of lower value uses alongside higher value development – fundamentally risks the delivery of the NCGV in the manner expected. The absence of an equalisation agreement will act to undermine the willingness of landowners to deliver lower-value development that is considered integral to the success and delivery of the NCGV.	application will demonstrate how the site can be delivered in a comprehensive manner (through a detailed delivery plan).	
8	The scope of infrastructure to be financed by developer contributions is broad but is not itemised in detail by the draft SPD, and we are not aware of any separate evidence setting out detailed, or even estimated, costs. Similarly the draft SPD provides no proposed methodology for how the proposed 'proportionate' calculation on contributions will be applied. The SPD should set out the intended methodology and costs in a more forensic manner.	It is beyond the scope of this SPD to provide detailed costs of infrastructure provision but further detail around the process of securing the infrastructure provision could be added	Add further detail around securing infrastructure provision to the key infrastructure requirements chapter.
8	Current water and wastewater assets have limited capacity to support the planned growth. Collaboration with United Utilities in a co-ordinated approach will be necessary. The masterplan should include an overall drainage strategy for the management of surface water.	Noted. The council will continue to collaborate with United Utilities in respect of the infrastructure required. A drainage assessment has already been completed as part of the flood risk assessment and drainage issues will be fully considered as part of the hybrid planning application.	No changes proposed.
8	There should be a clear mechanism within	There are a number of mechanisms for	Add further detail to the SPD

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	the SPD to ensure that if public funding is not successful or is delayed, that key developers who have interest in land within the Garden Village have the option to assist in funding the delivery of the primary strategic infrastructure and other relevant infrastructure which is relevant to their land interests. In addition to providing the above mechanism for developers to assist in bringing forward the Phase 1 infrastructure if public funding was to be delayed or unsuccessful, the SPD should also make provision for developers who have contributed to the initial primary infrastructure works to have their Section 106 contributions to be dealt within in a holistic way to ensure that money recouped by the Council takes the monies already paid into consideration.	funding the initial infrastructure works. Further information on the phasing of infrastructure works and securing their provision could be added to the SPD.	regrading phasing and delivery of initial infrastructure.
8	The SPD states that contributions will be proportionate throughout the document, however, paragraph 8.19 states that this will be negotiated on a case-by-case basis depending on the type and scale of infrastructure. We would urge the Council to be consistent in their terminology and provide clarity at the outset whether these costs will be negotiated or are on a proportionate basis, and at what stage of the reserved matters process these will be secured.	Further detail around the process of securing the infrastructure provision could be added.	Review and add further detail around securing the provision of infrastructure.
8	The Garden Village at Handforth can support a CIL levy and that 25% of the monies accruing from such a levy should pass to	Issues concerned with the proposed CIL charging schedule are being considered through the examination process for that	Update text to confirm that the approach to CIL will be dependent on the outcome of the CIL

Document section	Summary of key issues	Response to issues	Changes required
	Handforth Parish Council for the purpose of funding infrastructure projects that are listed in the Handforth Neighbourhood Plan.	document. The form of contributions payable will reflect the final adopted version of the CIL charging schedule.	examination and the charging schedule subsequently adopted by the council.
9	There are a number of day to day facilities – doctors, dentist, other health and social care, day nurseries/ childcare, secondary education - which are either not currently provided on site with no clarity over how residents will access these facilities off-site or for which provision on site seems low. Access to these facilities is important for long term sustainability, to minimise vehicular movements and impacts on the highways network, to minimise the potential adverse impacts on existing health and education services in the area and should be given further consideration.	A number of day to day facilities and services are planned to meet the needs of future residents as set out in the Land Uses section of the SPD. However, given the size of the proposed village, it will not be practical or desirable to locate some higher-order facilities on site. In particular, The NHS Eastern Cheshire CCG has indicated its preference for healthcare provision is the redevelopment of the existing Handforth Health Centre, either on its current site or a nearby site (within a few hundred metres of the existing site and west of the A34).	No changes proposed.
9	It will be essential that development proposals within the Garden Village follow the hierarchy of drainage options for surface water with the expectation that no surface water will discharge to public sewer. The SPD should repeat a strengthened form of Policy ENV15 to ensure developers follow the hierarchy of drainage options for surface water outlined in the NPPG. It is fully expected that only foul water will communicate with the existing public sewer and surface water discharges to more sustainable alternatives. It is important that any strategy ensures that each parcel can discharge to a watercourse with unfettered rights to discharge. Without such agreements	<p>Drainage issues will be important considerations through the planning application process but it is not considered necessary to repeat national or local policy and guidance within the SPD as these will be taken into account in any case.</p> <p>The environmental objectives could be amended to refer to exemplary sustainable drainage for the management of surface water.</p>	Amend environmental objectives to refer to exemplary sustainable drainage for the management of surface water.

Document section	Summary of key issues	Response to issues	Changes required
	<p>in place, it is possible that ransom situations can arise which will compromise the most sustainable approach to the delivery of drainage and the speedy delivery of new housing. In this context, United Utilities recommends that consideration is given to producing a drainage strategy for the sustainable management of foul and surface water. This should include identifying the preferred body into which surface water will discharge from each 'Character Area' if infiltration of surface water is not an option for surface water discharge. Consideration should also be given to a strategy for new clean water infrastructure in liaison United Utilities. The document should specify opportunities to ensure maximum contribution from design and topography to reduce surface water run-off. The SPD should state that there is a requirement for new development to be innovative when considering drainage design, for example to include using only permeable surfaces as a way to reduce the volume and rate of surface water discharge. Including exemplary sustainable drainage as part of the development principles will reinforce the planning policy requirements of SE13 and ENV15, helping to ensure that the allocation is drained in the most sustainable way, whilst not impacting on the developable area in the scheme.</p>		
9	Is there a plan for social housing to let?	The SPD requires homes with a mix of	Add text to the land use

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		tenures and sizes as well as a minimum of 30% affordable homes under the provisions of LPS Policy SC 5. The affordable provision will include a proportion of social rented housing. The SPD could be amended to confirm that the mix of homes should have regard to identified local needs.	requirements for housing to confirm that housing should have regard to identified local needs.
9	Originally the Council's planners had envisaged a housing development mix of 5-bedroom houses (150), 4-bed (675), 3-bed (450), and 2-bed (225), a seemingly reasonable spread. However, having been requested by the Inspector (at the CIL Examination) to re-appraise the Garden Village in light of the SPD publication, the Council have now advised him that the mix is to be changed substantially. The 4-bed houses are to be slashed from 675 to 251, 3-bed increased by almost a quarter to 554, 2-beds almost double from 225 to 403, and 66 1-bed apartments and houses have been introduced. The latter includes a clutch of 1-bed houses, an extremely uncommon configuration. The sum effect of these changes is to demonstrate that the original presumptions upon which the residential part Garden Village was presented in the Local Plan Strategy, was over-stated by 16% and the Local Plan is far less viable – and thus deliverable – than originally anticipated. I am concerned that the Garden Village will be developed in an ultimately unsuccessful	The SPD specifies that a mix of housing types and tenures should be provided and the precise mix of types and tenures will be determined through planning applications. The Garden Village needs to create a mixed and vibrant settlement and create a real community and so a mix of homes will be created from starter homes, through to large detached family homes. 1 bed homes would be primarily located in apartments or small maisonettes with 2 bed homes located in apartments, townhouse or in smaller semi-detached properties. In order to create a sense of place the density of the proposed homes will vary depending how far from the village centre they are, like a traditional settlement. Thus, the higher density townhouses and apartments will be located close to the village centre and have densities of between 45 to 60 dwellings per hectare or up to circa 20,000sqft/acre (net) with the medium density areas being at about 14 to 16,000 sqft/acre and the lower density fringe areas dropping to 10,000 to 12,000sqft. These types of figures are	Add text to the land use requirements to confirm that housing should have regard to identified local needs.

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	fashion if this permutation of housing types goes forward.	typical of a range of house builders from the national companies down to local builders and the range allows choice and opportunities for all sectors of the community to be able to live in the village.	
9	The policy refers to the need to provide 30% affordable, 5% self-build/community-build homes, and to provide a mixture of housing including bungalows and level access accommodation. This concept is supported in principle by Bloor Homes, however, it is unclear whether the location of these units is predetermined by the Council.	The SPD provides guidance and sets the framework for the future development of the site but it does not provide detailed layout plans. It will be for the future planning application to propose the precise details for delivering the requirements for self build, affordable homes and an appropriate mix of housing.	No changes proposed.
	Further consideration should be given to “live work” units, etc. to facilitate the objectives of the Garden Village principles.	New forms of employment space are likely to increase in importance in the future and it will be appropriate for the SPD to reference these.	Add references to communal shared workspace and home working to the key development requirements
9	The CIL calculation shows that the proposed form of development will generate a significant loss - clearly if those figures are correct the development will not go ahead , and if a more viable form of employment use cannot be identified it would be better to bite that particular bullet now and reallocate the employment land for a use which is likely to go ahead	The provision of employment land is an important component of the overall mix of uses on site and is required by policy. Issues concerned with the proposed CIL charging schedule are being considered through the examination process for that document. The form of contributions payable will reflect the final adopted version of the CIL charging schedule.	Update text to confirm that the approach to CIL will be dependent on the outcome of the CIL examination and the charging schedule subsequently adopted by the council.
9	Reference should be made to the inclusion of homeworking/ shared spaces within the employment land allocation to ensure it accords with the Garden City Principles, the SPD’s objectives, and the changing nature of living and employment arrangements.	One of the strategic objectives for the garden villages is “employment uses which blend a diverse range of uses, including communal shared workspace and home-working”. It would be appropriate to expand on this further within LU002.	Add text to land use requirements for employment to reference new forms of employment use.
9	Handforth Neighbourhood Plan (pages 86	The Local Plan Strategy sets the	No changes proposed.

Document section	Summary of key issues	Response to issues	Changes required
	and 87) questions the wisdom of allocating land for employment purposes within the Garden Village when other locations such as Airport City offer a far more attractive location with enterprise zone status and reduced business rates. The allocation of Garden Village land for employment use also reduces the viability of the development and hence its ability to support a CIL levy.	overarching policy context for the development of the site within the statutory development plan. The LPS site allocation includes the provision of employment land, which has been found sound through examination. The role of SPD is to provide guidance and a framework to guide delivery within the bounds of the development plan policies, which include the provision of employment land.	
4	The £347,081 of S106 money (ref 513C) accruing from the Jones Homes development south of Coppice Way should be used to help fund the primary school within the Garden Village. This money is designated for “primary education within 2 miles of the development site”.	Noted. It is beyond the scope of the SPD to specify how S106 monies from other sites should be allocated, although the garden village would be an appropriate location for primary provision to service the adjacent development site, and accommodating pupils from adjacent sites would assist in providing the school at the outset of The Garden Village construction.	No changes proposed.
9	<p>Suitable medical facility with a health centre and play grounds, and swimming pool and pet centre. To have a community centre, for social activity and encourage tenants and residents associations to hold monthly meetings with local councillor and police to attend in order to stop anti-social behaviour.</p> <p>Of significant concern is the provision of sufficient healthcare in Handforth and Wilmslow and the fact that all Wilmslow GP surgeries are located in the south of the town. The draft SPD contains little or no detail on health services and how and where</p>	The NHS Eastern Cheshire CCG has indicated that it would not support provision of a new health centre within the garden village and its preference is for the redevelopment of the existing Handforth Health Centre, either on its current site or a nearby site (within a few hundred metres of the existing site and west of the A34). LU003 confirms that the village centre will include a community centre (village hall). Reference to children’s play facility could be included.	Add reference to children’s play facility to the land use requirements for the local centre.

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	these will be provided for this very significant sized community. This should be considered critical to the infrastructure requirements of the Garden Village and its ability to be a sustainable development.		
9	The provision of just one nursery on the site seems low and there is no data on the intended size of the nursery and how many children this would accommodate. While the local market would presumably pick up any latent or outstanding demand, this may necessitate conversion of dwellings into nursery space or, again, generate additional traffic movements on and offsite for families to access these essential services.	In accordance with the strategic site policy LPS 33, the SPD makes provision for a children's day nursery. It is intended that this would be provided by a private operator to service the market demand. The SPD does not specify a limit on the size of this facility, therefore does not restrict the number of children that could be accommodated.	No changes proposed.
9	There is also included, a group of 175 additional dwellings on one of the largest land parcels on the entire site, in the form of an "Extra Care" 'village'. Although an extra care facility was contemplated in the Local Plan Strategy (adopted in 2017) nothing on this scale was presented during the Inspection of the Plan, and this scale has never been consulted upon nor widely discussed, and it seems widely divergent from what the Plan intended. In any event, this 'extra care village' is loss-making by over £12 million. A developer would not consider building such a project, and there is also the fact that such a care village is already being developed at the Coppice Way / A34 "gateway" into the Garden Village by Jones Homes, which would present significant	<p>Issues concerned with the proposed CIL charging schedule are being considered through the examination process for that document. The form of contributions payable will reflect the final adopted version of the CIL charging schedule.</p> <p>The SPD does not specify the size of the extra care facility but there is operator interest and it will form an important component of the overall mix of uses on the site, to meet the needs of all sectors of the community.</p>	Update text to confirm that the approach to CIL will be dependent on the outcome of the CIL examination and the charging schedule subsequently adopted by the council.

Document section	Summary of key issues	Response to issues	Changes required
	<p>competition.</p> <p>The previously-proposed loss-making office development has been dropped in the latest appraisal in CIL/PH06, but the day nursery which loses over £ ½ million remains.</p>		
9	<p>Reference is made throughout the SPD to the need for the mixed-use local centre to be community focused and run, however, it is unclear how this will be facilitated. Reference is also made to the potential to restrict retail and leisure space at the outset which will then be considered and reviewed through the process. It is unclear what mechanism will be in place to facilitate this.</p>	<p>The community management section of chapter 9 in the SPD confirms that a Community Management and Maintenance Plan ("CMMP") should be prepared as part of the Hybrid Planning Application to govern the long-term use, maintenance and management of community facilities.</p>	No changes proposed.
9	<p>The statement that retail and leisure floorspace will be considered and approved as part of the hybrid planning application is premature and will be a decision at that time having regard to the development plan and material considerations.</p> <p>The policy should make appropriate reference to any development which is not consistent with an up-to-date development plan having to pay regard to the provisions of the NPPF and specifically the sequential approach and impact with specific reference to the availability of sites within and the potential impact on existing defined centres.</p> <p>The SPD should be prescriptive in setting upper thresholds for retail and other town</p>	<p>All applications are considered on their own merits, having regard to the development plan and material considerations. The wording in the draft SPD will be amended to reflect this.</p> <p>Development proposals should have regard to the requirements of the NPPF (including sequential approach and impact tests where relevant) as well as the requirements of LPS policy EG 5 'Promoting a town centre first approach to retail and commerce' but it is not necessary to repeat the requirements of policy set out elsewhere.</p> <p>The future planning application will need to set out evidence to demonstrate that the</p>	<p>Amend text of the land use requirements for the local centre to clarify that retail and leisure floorspace will be considered as part of future planning applications.</p>

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	centre uses. To not set upper thresholds for the floorspace generates uncertainty over the scale of development for which planning permission might be sought.	town centre floorspace proposed is appropriate and policy-compliant.	
9	<p>The existing scale of Wilmslow High School and the delivery of numerous Strategic Housing Sites ahead of the Garden Village we believe makes the option of using Wilmslow High School both unfeasible and detrimental to students. Wilmslow Town Council feel that the need for a new High School should be reintroduced in to the plans.</p> <p>There is a planned financial contribution to expand Wilmslow High School as the village grows but the capacity to be provided here is not quantified. Further detail should be provided on how much capacity can be created here and whether this is likely to fully meet the needs of the Garden Village.</p> <p>These concerns are compounded by the safeguarded land site (LPS35) which has potential to deliver a high quantum of further housing in the future and therefore a significant additional secondary age population who will need accommodating.</p> <p>There should be a concerted push to include a secondary school on site as it appears they are attempting to water down what was suggested in LPS 33.</p>	<p>A planned extension to Wilmslow High will increase capacity for an extra 600 children (although noting the plans are not finalised and planning permission has not sought to date). The phase 1 extension will provide capacity for extra 300 (360 PAN, an increase of 60 children per year group) children. Financial contributions will be required through S106 agreements.</p> <p>The safeguarded land is not allocated for development. If a future review of the local plan proposed to allocate this land, then consideration of education needs would be required at that time.</p> <p>The policy for strategic site LPS 33 requires "...provision of, or contributions to, secondary school provision to meet projected needs. Proposals should consider the potential to include a secondary school on site".</p>	No changes proposed.

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9	<p>Despite the proposal that the new primary school will be built by 2020-21 it clearly cannot be operational until there is a critical mass of pupils on the Garden Village development - there is no apparent plan for accommodating the new arrivals until such time as that new facility is available</p> <p>It is unclear how and when this requirement for financial contributions will be required (i.e. if there is a threshold for number of units to be constructed)</p>	Ideally, a single form primary school should be operational prior to the first dwelling occupancy (suitable and accessible alternative interim provision is available in the local area). The school would then be expanded to a two form entry as the village grows. The text in the land use requirements for education could be updated to clarify this.	Update the text for education land use requirements to clarify that an initial single-form school should be provided prior to the first new residential occupancy on the site (unless it can be demonstrated that suitable and accessible alternative interim provision is available in the local area).
9	It is unclear how and when this requirement for financial contributions for education will be required (i.e. if there is a threshold for number of units to be constructed) and when this will be facilitated, and the costs spread proportionality.	The full cost of the two form entry school will be paid by S106 monies through S106 agreements with each housing developer. If the single form school needs to be provided upfront then it will be funded by the S106 monies overall but to accelerate delivery, the council will bring forward funding through developer agreements / land disposals at the outset and reclaim the costs through S106 monies later.	No changes proposed.
9	<p>The SPD refers in several places to formal sports facilities but the reality of the proposal seems to fall well short of the principle. The Cheshire East study of local playing / recreation facilities throughout the Council area identified a significant shortfall in playing fields in Handforth with no full size facilities available</p> <p>The development proposes to almost double the population of Handforth with this and</p>	<p>LU005 gives an indication of the minimum level of sports provision required resulting from the garden village proposals.</p> <p>A Sports Needs Assessment has already been undertaken and accounts for population growth and requirements as set out in both the Playing Pitch and Indoor Built Facility Strategies. In the SPD, LU005 requires that sports provision should be in line with these strategies and LPS Policy</p>	Add text to sports land use requirements to clarify that sports provision will be provided in consultation with Sport England.

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	<p>other developments but there is only provision for one full size grass pitch and one half size junior 3G artificial surfaced pitch (so still no all-weather full size pitch in the whole of Handforth)</p> <p>Wilmslow Hockey Club based just over the border in Styal has one AstroTurf pitch for its 10 teams which is fully utilised during the week by other clubs demonstrating a shortfall in available accommodation- the Club would be happy to take on the administration and bookings of a full size Astro pitch provided on the Garden Village in return for first call on its use on Saturdays</p> <p>It seems that the absence of a full size Astro pitch on the land misses an opportunity to make good the existing shortfall in recreational facilities and fails to provide additional facilities for the increased population</p>	<p>SC 2. Future planning applications will need to demonstrate compliance with this requirement.</p> <p>The SPD could be updated to clarify that new sports provision will be provided in consultation with Sport England.</p>	
9	<p>The population of the proposed development is estimated to be 3500 new residents, generating additional demand for indoor sports facilities. If this demand is not adequately met then it may place additional pressure on existing sports facilities, thereby creating deficiencies in facility provision. In accordance with the NPPF, Sport England seeks to ensure that the development meets any new sports facility needs arising as a result of the development. Sport England's</p>	<p>A Sports Needs Assessment has already been undertaken and accounts for population growth and requirements as set out in both the Playing Pitch and Indoor Built Facility Strategies. In the SPD, LU005 requires that sports provision should be in line with these strategies and LPS Policy SC 2. Future planning applications will need to demonstrate compliance with this requirement.</p>	<p>Add text to sports land use requirements to clarify that sports provision will be provided in consultation with Sport England..</p>

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	<p>Sports Facilities Calculator (SFC) can help to provide an indication of the likely demand that will be generated by a development for certain facility types. The SPD makes reference to off-site contributions but no detail is given. It is assumed that the Indoor Built facilities strategy 2017 will be used to understand the off-site indoor sports requirements generated by the development.</p> <p>The IBFS advises as a key challenge – ‘To take account of housing and population growth in both Wilmslow and Handforth and to improve the quality of the facilities currently available at Wilmslow LC.’</p>	The SPD could be updated to clarify that new sports provision will be provided in consultation with Sport England	
9	Clarification of the associated costs of sports facilities for developers is required.	It is beyond the scope of this SPD to set out the detailed costings for infrastructure provision. However, further detail around the process of securing the infrastructure provision could be added.	Review and add further detail around securing the provision of infrastructure in chapter 8.
9	<p>You were directed to the very real significance of the views of the Peak District hills to the East, which together with more distant views of the landscape, the foreground and middle ground, offer a truly distinctive and “proper view” not often experienced across the flat Cheshire plain. The softness to the Eastern fringe and these splendid views create an immediate sense of a real village.</p> <p>Consider “cranking the grid” to direct the street pattern more to the distant Eastern</p>	The parameters plan and green infrastructure sections could be amended to better orientate development and require proposals / green infrastructure to take better advantage of views and vistas.	Amend the parameters plan and green infrastructure sections better orientate development and require proposals / green infrastructure to take better advantage of views and vistas.

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	views and to give much more attention to the sloping Eastern open end of the Garden Village.		
9	Insufficient mitigation of lost green wilderness. The green strip that is provided in the plan is adjacent to the heavily used A34, noise & pollution will be prominent, so inadequate.	The proposals retain large areas of the current ecological habitats and improve access to a wider area of green spaces which are currently inaccessible agricultural land. A range of habitats are proposed in this green infrastructure network to help in mitigating any losses. Off-site mitigation is also being explored to ensure a net gain of habitats in the wider area. Whilst some areas of ecological habitat will not be accessible to the public to ensure minimal disturbance to wildlife and comprehensive network of footpaths and cycleways is proposed within the Green Infrastructure network to ensure dog walkers and joggers can access a series of circular routes through and around the site. The SPD could provide additional information on the green infrastructure proposed.	Add a new 'Green Infrastructure Network Plan' to the comprehensive masterplan.
9	We support the requirements in this section and the recognition of the multi- functional benefits that Green Infrastructure brings. The Defra metric should define the proportion of enhancement required in order to achieve the biodiversity net gain aspect of Green Infrastructure.	The Defra biodiversity metric will be used to calculate the extent of habitat creation required to deliver a net gain for biodiversity. The SPD could be amended to clarify this.	Update the biodiversity section of chapter 9 to confirm that the Defra metric will be used.
9	Whilst it is appropriate to acknowledge existing uses and to set out that they might well change in the future, it does not appear	It is not the intention of the SPD to prevent future changes from happening at the MoD or Total Fitness sites. SPD text could be	Amend SPD text to make it clear that the SPD does not seek to prevent changes from happening at

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	appropriate or justified to effectively reject any such changes to occur within the Plan period. We therefore conclude that the Total Fitness building should be included within the village centre allocation and this would mean that both the existing use is appropriate and that there is a properly considered framework for potential future uses for the site within the remainder of the Plan period and potentially beyond that.	amended to make this clearer. The local centre is intended to provide small scale retail and other services to meet the day to day local needs of The Garden Village. There is some uncertainty over any potential future use of the Total Fitness site should it come forward for redevelopment, and the site as presently configures attracts visitors from a much larger area so would not form part of the local centre intended to meet the local needs of The Garden Village.	the MoD or Total Fitness sites.
9	As set out in the Better Defence Estate programme, the DBS site will be vacated in 2023, but the SPD assumes that the current use will continue.	Dialogue with the MoD has confirmed that there is no certainty regarding any future plans for the MoD site. The SPD could be updated to confirm the approach to any future application and also to commit to monitoring and review of the SPD if circumstances change.	Amend text to indicate the approach to any future planning applications on the MoD or Total Fitness sites and to commit to monitoring and review of the SPD.
9	The majority of the supporting evidence documents assume that the MOD's existing use at the DBS site will remain unchanged but this is not an accurate assumption. The TA (at para 2.4) acknowledges that the MoD may relocate from the site and describes the expected future use of the site, including details of the expected replacement built form. It is not the role of a TA to provide detailed design requirements for the	Dialogue with the MoD has confirmed that there is no certainty regarding any future plans for the MoD site. The 'other technical requirements' section of the SPD notes that the supporting documents use development assumptions for the purpose of their own assessments. The TA does not set detailed design requirements for the redevelopment of the MoD site.	Amend text to indicate the approach to any future planning applications on the MoD or Total Fitness sites and to commit to monitoring and review of the SPD.

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	redevelopment of a site.		
9	It is noted that the creation of an exemplar garden village will be informed by design codes, which will be approved as part of the hybrid planning application and must be adhered to as part of any future application. It is therefore essential that comments from developers are taken into consideration as part of the proposed masterplan, particularly as there is a requirement for all planning applications to demonstrate they are consistent with the development requirements.	There will be the usual process of consultation on the hybrid planning application. However, the SPD could clarify that an overall spatial design code would be considered as part of the hybrid planning application. Further 'character area design codes' could be produced and consulted on by the council following the hybrid application. This would allow further input.	Amend the design codes section and planning process section to clarify that an overall spatial design code will be considered as part of the hybrid planning application. Further 'character area design codes' will be produced and consulted on by the council following the hybrid application.
9	The first sentence refers to 'no net loss' of biodiversity whereas, elsewhere in the DPD 'net gain' is referred to. We suggest that the first line is amended to say 'net gain'.	LU006 in the draft SPD seeks to deliver an overall gain for biodiversity. The revised NPPF and draft policy on the First Draft SADPD has an emphasis on 'net gain' rather than 'no net loss'. To ensure the SPD is consistent and to better align with the NPPF and first draft SADPD, it would be better to refer to 'net gain' throughout.	Amend SPD to refer to 'net gain'.
9	Cheshire Wildlife Trust raise a concern about the impacts of the SPD on the local wildlife site and how this is contrary to Local Plan Policy SE3	The site is allocated for development in the LPS and the developable area of the site allocation covers part of the LWS. Protection of the LWS has been a key factor taken into account through the SPD. It has been considered as an important feature in terms of the fauna and supporting habitats. Retained areas of the LWS will be protected (both during and post construction) and habitat creation and enhancement measures are proposed ensuring connectivity between the retained	Add further information to set out how the retained area of the LWS will be protected and enhanced.

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		<p>area of the LWS. The impact on the LWS will be considered in detail within the EIA to support the future planning application.</p> <p>Further information to clarify the protection measures could be added to the SPD</p>	
9	<p>CWT raise a concern that the development of the site will be likely to deliver a net loss for biodiversity rather than achieve a net gain due to the significant areas of habitat lost and the relatively modest extent of new habitats proposed on-site. They are also concerned that retained areas of habitat will be damaged by public access including the creation of footpaths and cycleway. CWT acknowledge that off-site habitat creation is proposed, but no details of this are provided as part of the SPD. In their view there is consequently no assurances that the SPD objectives in respect of biodiversity would be delivered.</p>	<p>The SPD is clear that there should be an overall net gain for biodiversity (e.g. in the environmental objectives and para 9.8). This will be measured using the Defra biodiversity metric and following the mitigation hierarchy, off-site habitat creation, enhancement and management proposals will be required where avoidance of impacts and other mitigation measures on-site cannot delivered an overall net gain. The planning application will need to give details of the mitigation and habitat creation measures proposed to ensure that the overall net gain is delivered.</p> <p>The SPD could clarify that publicly accessible areas, paths and cycleways should be designed to avoid impacts on areas of particular ecological importance.</p>	<p>Add text to clarify that paths, cycleways and publicly-accessible areas of green infrastructure must be designed to minimise potential impacts on areas of ecological importance. This should include the choice of materials used.</p>
9	<p>The SEMMMS refresh is absolutely critical to any proposals of development of the North Cheshire Growth Village. The refresh which is currently in progress will further raise a number of issues. Cheshire East Council do not show how they will incorporate these into their plans. We would like to see the draft SPD to take into account the issues raised</p>	<p>As noted in the SPD, the conclusions of the SEMMS refresh will continue to inform development decisions – including those relating to The Garden Village.</p>	<p>No changes proposed.</p>

Document section	Summary of key issues	Response to issues	Changes required
	within the refresh.		
9	<p>The council should look at the example provided by Exeter City Council who have made a name for themselves by building houses to passivhaus standards.</p> <p>When Exeter City Council, was offered a funding opportunity by the to develop council housing in Exeter, they decided to provide exemplary, affordable housing, built to the highest standard of sustainable construction.</p> <p>I can find no mention of passivhaus standards in the consultation “The Garden Village at Handforth Draft Supplementary Planning Document”. Why not?</p>	<p>Noted. The council’s function as a landowner differs from that as the planning authority. In terms of planning requirements, it is considered that it may be difficult to justify a requirement to build to passivhaus standards.</p> <p>However, further information could be added to the SPD regarding energy efficiency measures.</p> <p>The requirements set out in the SPD would not preclude the construction of houses to passivhaus standards should any developer or landowner propose this.</p>	Add further information on energy efficiency to the environmental objectives.
9	<p>There has to be suitable parking space for residents or to have a multi-storey car park with reserved parking spaces also to incorporate charging points, for electric vehicles</p> <p>To have two water supplies for houses with gardens as filtered water is not necessary to water gardens or for use to flush toilets, also to have storage facility to save rain water from roof.</p> <p>Energy saving for homes - to draw heat from ground as they do in Sweden, to have small rotary turbines to heat water in header tanks - turbines to be mounted on top of roof, also to use solar cells</p>	<p>Car parking is a major consideration for the emerging proposals and they will accord with CEC Policies and be designed in accordance with the adopted CEC Design Guide.</p> <p>It is proposed that every house will have an overnight vehicle trickle charging point and that the Village High Street will also have fast electric charging points for vehicles, located either in the car parks or laybys in appropriate/prominent locations for ease of access.</p>	Add text to the renewable and energy efficient development section and the land use requirements for the village centre to refer to electric vehicle charging points.

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9	We would reject aspirations to achieve high standards of BREEAM. The assessment under BREEAM is bespoke and is not necessarily consistent with other approaches to reduce net energy demand or improve resilience to climate change. It may also be the case that over the remainder of the Plan period that the subject matter moves on, and there is a more effective approach which is developed and recognised. We would instead suggest that development should promote a low carbon approach and that major applications should be accompanied by a sustainability assessment which can make reference to an appropriate methodology for assessment.	The aspiration to achieve a high rating under schemes such as BREEAM is consistent with LPS Policy SE 9 'Energy efficient development'. It is not an absolute requirement and expects development to seek to achieve a high rating under schemes such as BREEAM.	No changes proposed.
9	Has the council evaluated the impact on the traffic moving north and south on the A34? And, during the works, the impact on other roads (Manchester Rd through Handforth centre and the road from Prestbury Road Wilmslow to Woodford)? Both these roads become congested as we road users try to find other ways to reach our destination when there are queues on the A34.	The VISSIM modelling presented in the TA clearly shows that the mitigation works proposed will satisfactorily mitigate the development impact, and therefore will not worsen the current situation on the road network.	No changes proposed.
9	The A34/A555 are extremely busy roads and are currently being widened to cope with existing traffic. A potential further 3000 cars joining the A34 through one egress from the estate will cause considerable congestion particularly in rush hours.	Table 13 in the TA shows that in the morning peak hour there will be a total of 1201 cars associated with the whole development (not just the residential element), with 709 of these egressing the site. There will be two points of egress onto	No changes proposed.

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		the A34 not one. The VISSIM modelling presented in the TA clearly shows that the mitigation works proposed will satisfactorily mitigate the development impact, and therefore will not worsen the current situation on the road network.	
9	<p>We do not currently believe that the proposed vehicle access planned for the site is realistic and would question whether the local and strategic highways will be able to absorb the additional traffic flows created by 1,500 houses given the limited actions proposed in the draft SPD, current traffic flows in the area and a number of highways or landscape constraints which exist.</p> <p>We do not agree that the junction and highways improvements proposed will sufficiently address capacity issues and congestion caused by the Garden Village. The traffic movements out of the Garden Village are likely to result in journeys which are predominantly north-south. We believe that the adverse impacts on the local and strategic highways network have not been sufficiently addressed. In particular, traffic movements from the 1500 dwellings North wards into Stockport Borough at morning peak will severely impact on our residents and will cause delays, congestion and increased journey times. This is exacerbated by the under provision of education, child care and health services on the Garden</p>	The VISSIM modelling presented in the TA clearly shows that the mitigation works proposed will satisfactorily mitigate the development impact, and therefore will not worsen the current situation on the road network.	No changes proposed.

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	Village site which will create more peak time A34 north-south car movements as people will have to travel daily to access educational provision in particular.		
9	<p>Para 7.1 notes that the site has limited access on foot cycling and public transport which must be addressed. However apart from the replacement Bridge over the A34 it is unclear where there are to be any improvements to cycle and foot access</p> <p>The primary means of walking and cycling connection the Garden Village to the village of Handforth appears to be by the new Garden Bridge and the footpath through the Jones Homes Coppice Way housing development and Hallwood Road and onto Station Road. However the pavements on both sides of Station Road are dangerously narrow and unsuitable for use by pushchairs or wheelchairs - and there seems to be little opportunity to widen these to a safe standard - even after negotiating these the route from the station to the shops is tortuous. The other route referred to is via Spath Lane but again that is not convenient</p> <p>The better and much more straightforward pedestrian route to the Village is by the footpath on Coppice Way and Lower Meadow Way under the railway to Church Terrace meeting the village at the library with an easy journey from there to the shops - this</p>	<p>The existence of the Coppice Way - Lower Meadow Way - Church Terrace route for pedestrians is detailed within the text of the TA when discussing existing footway provision (Section 3.3). The provision of a signal pedestrian crossing at the A34 / Coppice Way roundabout then links this route directly into GVH. The route of this path is also included in the pedestrian and cycle permeability plan.</p> <p>The SPD could be strengthened by adding further references to pedestrian access, particularly the provision of a signal pedestrian crossing at grade across the A34.</p>	<p>Add text to end of para 3.16: "Detailed information on proposed pedestrian and cycle access routes is provided in the Transport Assessment, which is contained in Appendix C."</p> <p>Add a further reference to the at grade pedestrian crossing.</p>

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	is not mentioned in para 3.16 and does not appear to have the attention of those planning the Garden Village.		
9	Despite the originally assumed link to the A555 dual carriageway now being dropped, the costs for highways described in the SPD (page 43 onwards) have increased alarmingly from £15 million to £25.8 million in CIL/PH06. Now that the Airport Relief Road (A555) is open, we shall soon be able to assess how effective the traffic mitigation measures taken by Stockport MBC (to relieve the severe peak-hours congestion at the A34 intersection) have been. Initial impressions are not encouraging, but a proper evaluation obviously cannot be made for some months. Yet decisions about the Garden Village will have been taken before this crucial data is available. Traffic volumes in the WYG transport assessment (appendix to the SPD) show significant volumes, and the cumulative impact with the other LPS developments planned in Handforth, Wilmslow, and elsewhere in the north of the Borough will have a serious combined impact. The transport assessment forecasts at least 2,000 extra vehicles on the A34 in each of the peak periods.	<p>The VISSIM modelling work undertaken is based on the SATURN model that was produced for the A6MARR study, and accounts for changes in traffic flows on the network following the opening of this new stretch of highway.</p> <p>The VISSIM modelling presented in the TA clearly shows that the mitigation works proposed will satisfactorily mitigate the development impact, and therefore will not worsen the current situation on the road network.</p> <p>Table 13 in the TA shows that the worst case two-way traffic generation (in the morning peak hour) will be 1201 cars associated with the whole development (not just the residential element).</p>	No changes proposed.
9	With the recent opening of the A6MARR, the additional traffic brought on by the new development could mitigate any congestion relief that will be seen over the coming weeks and months. Further to this, while the	The VISSIM modelling work undertaken is based on the SATURN model that was produced for the A6MARR study, and accounts for changes in traffic flows on the network following the opening of this new	No changes proposed.

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	<p>SEMMMS Refresh is ongoing, I note that CEC do not state how any further issues raised by this will be taken into account.</p> <p>I do not share the view of CEC that a 10 year 'window of opportunity' is suitable to resolve any issues arising from this. Journeys stemming from the garden village would be predominantly north-south, and while long-standing issues on this route like the A34/560 Gatley continue to cause huge delays to residents purely due to outdated infrastructure, there is too great a risk of total gridlock without this being taken into account by CEC now, rather than waiting to see just how bad any future impact gets.</p>	<p>stretch of highway.</p> <p>The requirements under planning are for the development to mitigate its own impact, not rectify any existing issues there may be on the network.</p> <p>The VISSIM modelling presented in the TA clearly shows that the mitigation works proposed will satisfactorily mitigate the development impact, and therefore will not worsen the current situation on the road network.</p> <p>The scope of the TA, and therefore the potential extent of traffic impact, has been discussed with SMBC, TfGM and at no point has there been the requirement to assess impact at the A34/560 junction.</p> <p>It is understood that there are congestion issues at this junction and this is of interest to Highways England due to the junction's proximity to the M60. There has been no request from Highways England to directly assess development impact at this junction.</p>	
9	<p>The projected level of bus and cycle usage does not seem to be realistic when considering current commuting trends and patterns, and where the jobs of people living on the site will likely be located. It does not appear that the current proposals would encourage residents of the site to use buses</p>	<p>Targets for sustainable transport use are defined in the Framework Travel Plan, which is appended to the SPD. It is noted in the FTP that these are based on Census Travel to Work statistics in the absence of any specific data related to the garden village. These will be amended accordingly</p>	No changes proposed.

Document section	Summary of key issues	Response to issues	Changes required
	and cycling to the extent which is projected.	when the first travel survey on the garden village is undertaken.	
9	<p>Unclear how the Poynton Relief Road will improve highway capacity on A34. A contribution to the PRR may not be appropriate given that Poynton Town Council object to the CIL zero rate and also no CIL monies will flow to Handforth Parish Council which has its own list of infrastructure projects that require funding.</p> <p>Providing a bus service to run between the Garden Village and Handforth train station is surely crucial for obtaining connectivity between the two. This bus service should run onwards from the proposed park and ride facility (car park adjacent to the youth centre) into Handforth village centre, round the Spath Lane loop and onwards via the A555 to the airport. As part of the park and ride facility, and in order to provide access for all at the station (see above), a pelican crossing should be installed on Station Road immediately on the station side of the entrance to the new car park.</p>	<p>Traffic data used in the TA comes from an area wide SATURN model which allows for re-routing of traffic when conditions on the highway network change, for example provision of the PRR. This model shows that PRR will cause a reduction in traffic along the A555 and A34.</p> <p>A bus service between the GVH and Handforth is proposed, and detailed within the TA. While this notes the potential for extending it to the airport, the exact further routing would be something for the operator to consider. Notwithstanding this, the BRT would operate through the garden village and would serve the airport.</p>	No changes proposed.
9	A public footpath runs along Blossoms Lane and we understand that Cheshire East is responsible for its maintenance, at present it is in a very poor state of repair and if residents of the new estate would like to benefit from 'country walks' CEC will need to spend some money on it to avoid injury.	The SPD could be amended to require opportunities to improve public rights of way linkages via Blossoms Lane to be explored.	Amend the SPD to require opportunities to improve public rights of way linkages via Blossoms Lane to be explored.
9	The SPD requirements for an overall	It is beyond the scope of the SPD to set out	Update the SPD to clarify the

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	<p>management organisation should be expanded to ensure that a suitable management body and regime is delivered. Requirements for the management organisation should include:</p> <p>The management organisation must be a charitable or non-profit making body constituted for the purpose of maintaining open spaces.</p> <p>The body must have a proven track record, over at least three years, showing its financial viability, experience of the operation of service charges, long term financial modelling and management of open spaces.</p> <p>The body must have a proven track record of at least 3 years of managing sensitive wildlife habitats including SBI's and SSSI's.</p> <p>The body must have a proven track record of at least 3 years of community engagement, education and training programmes.</p> <p>There are a range of models available for how this might be delivered. The Land Trust model offers the potential to deliver value for money whilst still securing a wide range of local benefits and community involvement.</p>	<p>detailed requirements for an overall management organisation. However, the SPD does required the preparation of a site-wide community management, maintenance and governance plan as part of the hybrid planning application, which sets out the proposed management arrangements.</p> <p>Some minor amends could be made to clarify its scope and funding arrangements.</p>	scope and funding arrangements to apply to the site-wide community management, maintenance and governance plan
9	It will be necessary to set up a Governance Board, comprising representatives from the local community, local business owners, stakeholders, developers, community interest groups & political members. In the short	Noted.	No changes proposed.

Document section	Summary of key issues	Response to issues	Changes required
	<p>term, we would recommend an Advisory Board that could be established as a precursor to the setting up a formal Governance Board.</p> <p>One of the keys going forward is to establish a Garden Village Development Charter, which requires developers, landowners & stakeholders to sign up to the ethos, values & principles of a Garden Village development. In the future, as the Garden Village is developed, the citizens of Garden Village those who choose to live, work and participate will also be required to sign up to a Garden Village Citizens Charter.</p>		
9	<p>We are concerned at the environmental and air quality impacts created by the traffic flows generated from the Garden Village and the resulting congestion (particularly on the A34). These have not been addressed by the draft SPD and further examination of this issue is required, particularly given the existence of very nearby locations where there are already exceedances of emissions and air quality issues and the emerging GM Clean Air Plan.</p>	<p>An Air Quality Assessment has been prepared as a supporting document to the SPD which has fully considered air quality matters. This issue will be further considered through the planning application process.</p>	<p>No changes proposed.</p>
9	<p>KR005 is an overly prescriptive approach which would not address future changes in the local residential and employment market. The additional of ‘...unless changes in the market or other factors justify a review of the masterplan’ will enable some flexibility to respond to future changes.</p>	<p>The wording of key requirements boxes can be amended to reflect the SPD’s status as guidance and a commitment to monitoring and review can be added.</p>	<p>Amend the wording of key requirements boxes to reflect the SPD’s status as guidance.</p>

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9	<p>The supporting appendices of the TA include the scoping study documents that were sent to each of the parties, however the scoping correspondence itself is not provided in either the TA or its supporting appendices. It is recommended that this is included, for transparency.</p> <p>The Transport Assessment is considered to be robust given the proposed quantum of development. It is WSP's opinion that the cumulative impacts of the site alongside other stated committed developments in the wider area, most notably growth proposals set out as part of the proposed Manchester International Airport expansion on the SRN is likely to be Highways England's key concern.</p>	<p>The TA is already a lengthy document but the scoping correspondence can be included in the relevant TA appendices.</p> <p>Highways England were consulted extensively during the Local Plan Strategy process and did not have any objections to the scheme. They have also been consulted about the TA and not provided any adverse comments. All this is understandable given that the nearest point on the SRN is the M60, and development traffic will have significantly dissipated by the time it reaches this.</p>	Include scoping correspondence in the TA appendices.
9	CWT are very concerned that TEP's ecological appraisal completely overlooks the presence of the Local Wildlife Site (LWS).	It is expected that the ecological assessment accompanying future hybrid planning application will include an assessment of the impacts of the proposed scheme on the LWS.	No change proposed.
10	This is an overly prescriptive approach which would not address future changes in the local residential and employment market. The additional of '...unless changes in the market or other factors justify a review of the masterplan' will enable some flexibility to respond to future changes.	The wording of key requirements boxes can be amended to reflect the SPD's status as guidance and a commitment to monitoring and review can be added.	Amend the wording of key requirements boxes to reflect the SPD's status as guidance.
10	The site plan is condensed and does not show as to what The Garden Village at Handforth will look like.	The SPD is a high-level spatial masterplan, the additional detail will be included in the Design Codes for the site as well as the planning applications. Creating quality	No changes proposed.

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		design and a sense of place as key to the development of this Garden Village and the emerging design will conform with the adopted CEC Design Guide as well as create its own unique sense of place.	
10	<p>We welcome the designation of the southern element of the Total Fitness within the Mixed Use Local Centre and the reference to the potential for a Landmark Element which we conclude to be appropriate.</p> <p>However, we note with concern that the remainder of the Total Fitness is excluded from the village centre and is effectively left to remain as is. The existing use is a main town centre use in NPPF terms and should reasonably form part of the identified village centre both in land use terms but also in the context that the more flexible allocation does provide the planning framework for potential new uses should the existing TF use become sub-viable.</p> <p>It is also of some concern that there is no apparent vehicular access into both the identified frontage zone and the TF land behind it. The parameters plan should identify an indicative access solution which could then be taken forward as necessary and subject to broader considerations in terms of design quality.</p>	<p>The local centre is intended to provide small scale retail and other services to meet the day to day local needs of The Garden Village.</p> <p>There is some uncertainty over any potential future use of the Total Fitness site should it come forward for redevelopment, and the site as presently configures attracts visitors from a much larger area so would not form part of the local centre intended to meet the local needs of The Garden Village.</p> <p>The SPD could add some text to clarify the approach in the case of an application to redevelop the Total Fitness site and a commitment to monitoring and review can be added.</p>	Amend text to indicate the approach to any future planning applications on the MoD or Total Fitness sites and to commit to monitoring and review of the SPD.
10	The Masterplan should provide specific guidance for the future use of the TF and	There is considerable uncertainty over if and when these plots may become	Amend text to commit to monitoring and review of the SPD.

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	MOD plots within the Plan period. We have set out and maintain that the entire TF plot should be included within the Village Centre allocation for appropriate main town centre uses which could include reference to town centre living. The residual TF area which is all within the Village Heart Character Area should also be located within the Village Centre boundary.	available for development. The SPD could be updated to confirm the approach to any future application and also to commit to monitoring and review of the SPD if circumstances change.	
9	Parcel 1 (MoD) is currently marked as employment land, but we would like clarity on the future of this land should the MoD choose to withdraw. Would this remain as employment land or would a further residential/ housing use be sought? This is a significant sized parcel of land and should the Council seek to bring forth further housing this would have considerable impact on the sustainability of the Garden Village as a whole, creating a greater need for supporting infrastructure which we believe is already below an optimal level in the draft SPD and planned site delivery.	There is considerable uncertainty over if and when these plots may become available for development. The SPD could be updated to confirm the approach to any future application and also to commit to monitoring and review of the SPD if circumstances change.	Amend text to commit to monitoring and review of the SPD.
9	Parcel 6 (Total Fitness) is currently marked as leisure use and is occupied by Total Fitness. It is our understanding that the land is in the ownership of Cheshire East Council and is leased to the current occupier. Should Total Fitness withdraw from this site or the lease run-out/ not be renewed, what is Cheshire East Council's intention for this parcel of land? Would they seek a further leisure use? Is it intended that the current	There is considerable uncertainty over if and when these plots may become available for development. The SPD could be updated to confirm the approach to any future application and also to commit to monitoring and review of the SPD if circumstances change.	Amend text confirm approach to any future applications on these sites and to commit to monitoring and review of the SPD.

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	occupier is in situ long term, or is the lease likely to end during the period identified for delivery of the site? This is a significant size parcel of land and again should the Council seek to bring forth further housing development on this part of the site, we believe this would significantly and fundamentally alter the infrastructure requirements of the settlement as a whole and would impact further on the neighbouring areas in terms of roads, transport, health and social care provision, education provision and policing.		
9	The layout of the housing adjacent to Blossoms Lane will severely impact on the rural character of Woodford. The current draft SPD does not currently note that Blossoms Lane has a quiet lane designation to protect and maintain its rural character, allow shared use by walkers, cyclists, horse riders and motorised users and to contain rising motorised traffic.	It is intended to create a landscape buffer between the proposed development of the Garden Village and Blossoms Lane (as shown as strategic green infrastructure on the parameters plan), in part to retain the rural character of the Lane and also to ensure existing properties are not adversely impacted by the development. The character area principles for Kissing Gate and Blossoms Lane character areas could be amended to reference the protection of the character of Blossoms Lane	Amend the character area principles for Kissing Gate and Blossoms Lane character areas to reference the protection of the character of Blossoms Lane.
10	It is a fact that families prefer houses on culs de sac rather than through routes - it is appreciated that current planning thinking is against culs de sac but I would ask that the design reflects what people actually want , rather than possibly transitory planning philosophy	Detailed design will be guided by the design codes and the Cheshire East Design Guide. In line with the SPD, homes with a mix of tenures, sizes and locations should be provided to meet the needs of all sections of the community.	No changes proposed.

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9	The proposed layout of the site would reduce the already limited space between Handforth and the Cheadle constituency, particularly Woodford and Blossoms Lane. This increases the likelihood of our towns and villages merging together.	The layout of the site is designed to minimise the impact on the surrounding countryside. Development densities reduce significantly at the edges of the site and the interfaces with the open countryside. Significant areas of strategic green infrastructure are proposed around the site which will serve a number of benefits including screening of development plots.	No changes proposed.
9	The MoD land and Total Fitness, both at the north of the site, remain marked for employment and leisure use respectively. Any clarity on the future use of these sites would be greatly appreciated, as any housing development further to what is already proposed would even further reduce urban sprawl directly on the Stockport/Cheshire East boundary, and compound the transport and infrastructure issues that would arise.	These sites are not identified for housing in the SPD. There is considerable uncertainty over if and when these plots may become available for development. The SPD could be updated to confirm the approach to any future application and also to commit to monitoring and review of the SPD if circumstances change.	Amend text confirm approach to any future applications on these sites and to commit to monitoring and review of the SPD.
10	To ensure the new Garden Village is delivered “comprehensively”, there is a need to include the safeguarded land allocation within the masterplan at the outset as part of the overall design approach, in order to provide certainty of the safeguarded land’s role in the delivery of this key site. It is our view that excluding this parcel of land at this stage will result in piecemeal development and will effectively be contrary to the Council’s aspirations for the site. This is reflected in the masterplan proposed by Bloor Homes. It is Bloor Homes’ position that further land release of their site	The safeguarded land is not allocated for development and as set out in LPS Policy PG 4, policies related to development in the open countryside apply.	No changes proposed.

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	to the south will help to improve the viability of the overall scheme to enable more land to be released in a comprehensive manner.		
10	<p>The overall masterplan should include the safeguarded land, ensuring a more comprehensive overall strategy.</p> <p>The Masterplan could be further improved by:</p> <p>Retaining the alignment of existing PROWs, where possible, in order to more completely satisfy Design Aims 3 & 5 which call for “a village which is well-connected within and to the wider area” and “attractive cycling and walking routes”.</p> <p>The integration of more well-connected development blocks and minimising single-sided aspect roads (i.e. the integration of isolated blocks such as the ones in the southwestern portion of the site) would better achieve Design Aim 4 which is to “promote social interaction and help to create and maintain a sense of community”.</p> <p>The consolidation of high to medium density residential development in the western fringe of the site, by providing more community members and residents would also contribute to the potential success of the proposed local centre, which is also a goal of Design Aim 4, “to create a vibrant heart during the daytime</p>	<p>The safeguarded land is not allocated for development and as set out in LPS Policy PG 4, policies related to development in the open countryside apply.</p> <p>The masterplan could look again at the alignment of PROWs.</p> <p>The areas of green infrastructure separating development blocks, particularly in the southwestern portion of the site is important for minimising harm to ecological features and to link ecological assets.</p> <p>Whilst parcels 22 and 23 are identified as being higher density than some parcels (e.g. to the south east), it would not be appropriate to increase density further in this location. A relatively low density form of development is required here to help minimise the impacts on the retained area of the LWS and to reflect its location at the edge of the site with an interface to the open countryside beyond. As expressed in the character area principles, development should also respect the rural character of the adjacent Blossoms Lane.</p>	Amend the masterplan to retain the alignment of existing PROWs where possible.

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	and evenings". We support the principles of CA003: Kissing Gate Character Area, however, we suggest that parcels 22 and 23 on the Parameters Plan should be developed at higher densities with the expectation that the Safeguarded Land forms part of the Comprehensive Masterplan.		
10	Along the north western boundary of the site is Spath Lane and adjacent to this is Handforth Brook, which is designated "main river". Under the Environmental Permitting (England and Wales) Regulations 2016, a permit may be required from the Environment Agency for any proposed works or structures, in, under, over or within eight metres of the brook.	Noted.	No changes proposed.
9	The proposed location for the village centre is at the entrance to the site adjacent to the A34. The village centre should be located centrally within the site, and indeed would have to be if it is to perform the function of a village centre as part of a walkable garden village settlement. This is a pre-requisite to ensuring convenient access for all new residents and to serving local needs. The site is large with an area of 114 hectares. If the village centre is in the currently proposed position along the A34, inevitably, some new residents will drive to	The location of the village centre is in line with the LPS site allocation. This notes that the proposed village centre is intended to be in the north-west portion of the site to take advantage of the existing primary vehicular access points which provide connectivity with Handforth Dean and the A34. The village centre is intended to serve a local function to serve day to day needs of The Garden Village. Some additional text could be added to the land use requirements for the local centre to clarify	Add text to the land use requirements for the village centre to clarify that retail uses must be small scale to serve the local needs of The Garden Village.

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	the local centre, which is completely at odds with garden village principles and those of achieving a sustainable form of development. A village centre located along the A34 would also attract passing trade from non-garden village residents, furthering the potential impact on existing centres by diverting the trade of those who might otherwise shop in such protected locations as the centres of Handforth or Wilmslow.	this.	
9	<p>Concern over the secondary access via Dairy House Road to Hall Moss Lane. The roads are narrow with sharp bends and traffic calming measures have already been necessary.</p> <p>If buses were to use the Dairy House Lane (restricted) access, this would result in their entry and exit via Hall Moss lane. This is unsuitable due to the nature and layout of the road, and it would have a negative impact on residents in the Cheadle constituency.</p> <p>There are no proposals and no detail on what mitigation might be undertaken to improve this situation and make it suitable for a buses and other road users. The draft SPD does not indicate how the Stockport roads will be maintained and who will bear the cost of the impact on infrastructure on Hall Moss Lane and any mitigation measures that might be required here to adequately accommodate the new and increased use.</p>	<p>With regard to the Dairy House Lane / Hall Moss Lane junction, this contains large kerb radii (circa 10m) that could accommodate larger vehicles such as buses. With regard to Hall Moss Road, which southbound towards Woodford then becomes Moor Lane, the minimum width is circa 6m and in many places is in excess of 6.5m. A 6m wide road carriageway is the minimum width required to accommodate busses (as detailed in in Manual for Streets) and therefore this route could satisfactorily accommodate bus services.</p> <p>The only increase in traffic along Dairy House Lane, and therefore Hall Moss Lane, would be buses. The frequency of buses along this route (a 12-hour service with buses every 15 minutes would equate to an additional two-way flow of 84 vehicles per day) would not significantly impact on the road carriageway infrastructure.</p>	No changes proposed.

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9	Lower density housing adjacent to Woodford is welcomed but a green buffer of trees and shrubs would help to screen the village.	The layout of the site is designed to minimise the impact on the surrounding countryside. Development densities reduce significantly at the edges of the site and the interfaces with the open countryside. Significant areas of strategic green infrastructure are proposed around the site which will serve a number of benefits including screening of development plots.	No changes proposed.
9	Properties on Blossoms Lane are directly adjacent to parcel 22 and development may completely overwhelm the houses. The electricity supply, septic tank / land drains and water supply runs through the site and there is concern that essential services will be interrupted.	The SPD envisages the implementation of large areas of the green infrastructure network prior to development taking pace and thus would in some measure mitigate tot impact of the construction phase on adjoining properties. This concern/issue will be explored further as the phasing is further developed through the planning applications.	No changes proposed.
10	<p>The need for employment land is questioned: the LPS sets a maximum amount of employment land (12ha) but no minimum.</p> <p>'The Garden Village at Handforth Economic and Social Impact Assessment, June 2018' finds that "The ELR concludes that as a worst case scenario, Handforth could require up to 2.79 ha [to 2030]. The ELR made no allowance made for any flexibility factor and it took no account of the current quality of jobs provision in each town or any policy interventions such as economic regeneration programmes that would require extra land.</p>	<p>The overall employment land requirement as 2010-2030 as set out in LPS Policy PG 1 is a minimum of 380ha, as evidenced by the Employment Land Review and the Alignment of Economic, Employment and Housing Strategy Report.</p> <p>LPS Policy PG 7 'Spatial distribution of development' states that Handforth is expected to accommodate in the order of 22 ha of employment land. This is based on a large body of published evidence and was found to be sound at examination.</p> <p>The 12 ha employment land at the garden</p>	Amend text to indicate the approach to any future planning applications on the MoD or Total Fitness sites and to commit to monitoring and review of the SPD.

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	<p>Nevertheless, if a 30% flexibility factor were added to the demand requirement for Handforth (as per page 139 of the 2012 ELR) , this would only increase the gross demand to 3.63ha, whilst Handforth is located in one of the more affluent areas of the North West and has a wide variety of good quality jobs in the vicinity.</p> <p>The provision of between 12500 sqm and 22750 sqm of B-Class employment floorspace at TGV site, setting aside other employment land that is already available in the vicinity, suggests that there is more than enough employment land to meet local needs.” (Paragraphs G5.29-5.31)</p> <p>The Economic and Social Impact Assessment (for example at paragraph G5.22), incorrectly assumes that the MoD use at the DBS site will ‘remain unchanged’.</p> <p>Evidence presented to the Planning Inquiry for the recovered appeals for various development proposals at Handforth Retail Park includes evidence in respect of demand for employment space at Handforth and which concluded that there is little market appetite for employment space within the Handforth area.</p> <p>There is no evidence to demonstrate that the</p>	<p>village (as per Site LPS 33) forms an important part of the overall employment land provision in Handforth as well as being vital in the delivery of an exemplar sustainable new community at the garden village site.</p> <p>The site is currently in use for employment purposes and dialogue with the MoD has confirmed that there is no certainty regarding any future plans for the MoD site. The SPD could be updated to confirm the approach to any future application and also to commit to monitoring and review of the SPD if circumstances change.</p>	

Document section	Summary of key issues	Response to issues	Changes required
	<p>allocation of the DBS site for employment use is a viable and deliverable proposition. There is no justifiable basis for the allocation of the DBS site for employment use within the draft SPD, and the site's proposed allocation for employment should not be carried forward.</p> <p>Rather, the future use of the DBS site and its potential 'allocation' by the emerging NCGV Masterplan should have regard to the opportunity of the site to contribute fully and appropriately to the Better Defence Estate programme and Government expectations for the public estate to deliver new homes.</p>		
10	The DBS site has established access rights to the use of Dairy House Lane. The provision of a controlled access regime, of whatever arrangement, to the current unfettered access provisions enjoyed by the DBS site along Dairy House Lane will not be supported by the MoD.	Measures will be required to manage and / or limit the use of Dairy House Lane by traffic (other than for existing authorised users, buses, cyclists and pedestrians) to appropriately manage traffic movements and prevent new through routes being created. A minor change is proposed to clarify access arrangements via Dairy House Lane.	Amend SPD to clarify considerations relating to access arrangements via Dairy House Lane.
10	Your plans indicate that allotments and orchards are to be created, would it be possible to include some of these to the SSE of Parcel 22 to minimise pollution. These fields are prime agricultural land so would be suitable, not sure what's buried underneath the plot earmarked for allotments near the 'Village Green' because it was part of 61MU a WWII maintenance unit for the RAF and	It is intended to create a landscape buffer between the proposed development of the Garden Village and Blossoms Lane (as shown as strategic green infrastructure on the parameters plan), in part to retain the rural character of the Lane and also to ensure existing properties are not adversely impacted by the development. Native woodlands, grasslands and if	Remove the reference to 'allotments and orchards' next to the village hill from the parameters masterplan and instead include a number of allotment locations on the new green infrastructure network plan.

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	there have been problems with 'buried' hazards from the war at the Woodford Garden Village site.	<p>appropriate other landscape uses such as allotments could be located in this buffer zone.</p> <p>The previous industrial and military operations of the site have been thoroughly investigated and assessed by way of both desk based and intrusive ground investigation fieldworks. Sources of contamination are noted on site and the council will require a suitably robust remediation strategy to be submitted for the review (and approval of) by the council and the Environment Agency in advance of any construction works in order to mitigate risks posed. This remediation strategy must include a specification for soil chemical quality within which are areas of garden, allotment and public open space must fall within in order to be rendered suitably for intended uses. The detail of the remediation solutions will be confirmed in due course but is likely to comprise the use of clean soil cover systems and removal of contamination sources in areas deemed to be at risk.</p> <p>The masterplan could remove the reference to 'allotments and orchards' next to the village hill and instead include a number of allotment locations on the new green infrastructure network plan.</p>	
10	The Garden Village Principles set out in the	The location of the employment uses on	No changes proposed.

Document section	Summary of key issues	Response to issues	Changes required
	<p>SPD (para. 1.9) include the provision of ‘a wide range of local jobs within easy commuting distance of homes and without reliance on the use of the private car’. As such, it would be considered more appropriate to disaggregate the employment uses across the site, with particular focus on the village core.</p> <p>It is requested that the parameters plan be revised to show the DIO and Mr. Russell’s land as predominately residential parcels, delivering housing at a medium density of 35-50 dph. We recognised that there would be some scope for delivering small scale employment within this area, but the revision would ensure that the DIO’s land is disposed of in line with the MOD and government’s aim of releasing the land for housing.</p>	<p>site would mean they are within easy commuting distance of new homes within The Garden Village but they are also easily accessible from locations outside of the village.</p> <p>Whilst shared workspaces, home working and other new forms of employment use may be best suited to be pepper-potted around the new village, in general it is most appropriate to locate the employment uses in the area identified to provide flexibility over the development form to meet the needs of modern occupiers.</p>	
10	<p>As we have alluded to previously, we conclude that the only appropriate way forward for the TF site is for it to be identified within the Mixed Use Local Centre allocation. We also think it important that the movement hierarchy plan provides an opportunity to move into the site from the Village High Street frontage both by car and by non-car mode. The Figure 10 layout currently provides no direct access into the TF site from the Village High Street which would render this a backland site and compromise the opportunity for it to properly connect with other sustainable economic uses within the</p>	<p>It is not the SPD’s intention to render the Total Fitness site a ‘backland site’. The movement and public realm could be updated to show links into the site.</p>	<p>Update movement and public realm plan to show links into the site.</p>

Document section	Summary of key issues	Response to issues	Changes required
	defined centre.		
10	The proposed realignment of Dairy House Lane crosses the location of an existing property which benefits from an extant consent for a replacement dwelling (16/1533M). It is requested that the alignment of Dairy House Lane be revised to avoid crossing this consent.	The proposed alignment of Dairy House Lane has been designed to accommodate buses and is considered the most appropriate alignment.	No changes proposed.
10	There is very little detail of the cycle routes planned. In order to be effective a cycle route must be safe along its entire route. As an example of the level of detail I would like to see please see the Sandbach Town Cycling Plan and the routes included in that document	<p>There is a comprehensive and well-connected set of proposed footpath /cycleways around the site, both adjoining the road network and within the proposed Green Infrastructure connecting the development out to Handforth and wider area. The detail on the form and construction of the paths will be set-out in the Spatial and Detailed Character Codes that will follow, in line with the Adopted Cheshire East Design Guide.</p> <p>Detailed information on proposed cycle routes is also presented in section 5.3 of the TA, which includes a route map as Figure 6. A minor amend is proposed to signpost this information.</p> <p>Further information could be added to the pedestrian and cycle permeability plan to give additional details of proposed cycle linkages.</p>	<p>Signpost the detailed information on proposed pedestrian and cycle access routes that is provided in the Transport Assessment.</p> <p>Add further information to the pedestrian and cycle permeability plan to give additional details of proposed cycle linkages.</p>
10	We note that the movement hierarchy plan at Figure 10 provides no opportunity to move	The pedestrian and cycle permeability plan could be updated to include links into the	Update the pedestrian and cycle permeability plan to include links

Document section	Summary of key issues	Response to issues	Changes required
	into the TF site from the Village High Street frontage by car. It is plain by reference to Figure 11 that the same regrettable conclusion is drawn in terms of access and linkage by non-car mode.	Total Fitness site.	into the Total Fitness site.
10	<p>We believe the south-western part of the site should correspond to Phase 1B (as illustrated on the alternative Phasing Plan) in order to bring forward housing delivery early, given the issues of remediating the eastern part of the site.</p> <p>The Council's proposals are to bring the green infrastructure forward as part of Phase 1. We believe there should be an integrated approach between the development of the green spaces and the delivery of houses, which is why it would be beneficial to endorse Bloor Homes' approach to phasing. The success of open space relies on active surveillance and interaction with its context. Allowing more of the houses to come forward earlier would support this principle.</p> <p>The west boundary of the site sits next to the A34, which acts as a 'shop front' for the development. Allowing the delivery of more houses as part of Phase 1 will improve this gateway corridor. Locating key buildings along this fringe will help legibility for existing and new residents.</p>	The SPD could be amended to clarify that the phasing plan is indicative. Amends could also be made to the phasing plan to facilitate early delivery of dwellings and to clarify timing on delivery of primary infrastructure.	Amend SPD to clarify that the phasing plan is indicative. Amend the phasing plan to facilitate early delivery of dwellings and clarify timing on delivery of primary infrastructure.
10	At this point, the phasing plan simply identifies the residual TF land as "existing"	There is some uncertainty over any potential future use of the Total Fitness site	Amend text to indicate the approach to any future planning

Document section	Summary of key issues	Response to issues	Changes required
	<p>with no reference for change over the Plan period.</p> <p>We also note with concern that there is no reference on the phasing plan to any alternate or temporary access solution to the TF during what will be a substantive construction period to deliver the key infrastructure</p>	<p>and the associated timing should it come forward for redevelopment during the plan period.</p> <p>The SPD could be updated to confirm the approach to any future application and also to commit to monitoring and review of the SPD if circumstances change. An amend could be made in chapter 12 to reference the need for the detailed delivery plan to consider construction phasing and temporary access arrangements.</p>	<p>applications on Total Fitness site and to commit to monitoring and review of the SPD. Amend text to reference the need for the detailed delivery plan to consider construction phasing and temporary access arrangements.</p>
10	<p>The Phasing Plan attached to the SPD (Figure 13) indicates that Bellway's land interest at Dairy House Farm is located within Development Phase 2 which will be delivered within Years 4 – 6. The Phase 1 enabling infrastructure would not preclude this land coming forward in an earlier phase as the current route of the proposed spine road would enable appropriate access into this development parcel.</p>	<p>The SPD could be amended to clarify that the phasing plan is indicative. Amends could also be made to the phasing plan to facilitate early delivery of dwellings and to clarify timing on delivery of primary infrastructure.</p>	<p>Amend SPD to clarify that the phasing plan is indicative. Amend the phasing plan to facilitate early delivery of dwellings and clarify timing on delivery of primary infrastructure.</p>
9	<p>The plan shows that the village centre, other non-residential uses and only 100 homes would be constructed within Phase 1 (years 1-3). This is completely illogical as it makes no sense to build out the local centre in its entirety at the same time as only 100 of the 1,500 dwellings that it is considered could be accommodated within the garden village. The local centre should be there to serve the local needs of new residents once a community is well on the way to being</p>	<p>The phasing plan shows the enabling infrastructure for the village centre being delivered in phase 1.</p>	<p>No changes proposed.</p>

Document section	Summary of key issues	Response to issues	Changes required
	established and should be built out as part of the later phases of development, and most appropriately in a phased manner itself, when a higher number of dwellings are constructed and occupied.		
10	<p>It is noted that within the Masterplan there are Phase 2 land parcels (namely parcels 22 and 23, as shown in the Parameters Plan) which are located in the peripheries of the Garden Village area and would not follow a systematic pattern of build out from the core infrastructure out.</p> <p>This may result in isolated areas of housing coming forward, and lead to piecemeal development across the site. A revised phasing plan would allow for a logical build out of the site, focusing on the north of the site in the early phase, with the development of land between the A555 and the Gateway routes and infrastructure into the site. The build-out would then progress south towards the Green Belt and open countryside.</p>	The SPD could be amended to clarify that the phasing plan is indicative. Development will not be 'piecemeal' if it comes forwards in accordance with the overall masterplan for the village. Amends could also be made to the phasing plan to facilitate early delivery of dwellings and to clarify timing on delivery of primary infrastructure.	Amend SPD to clarify that the phasing plan is indicative. Amend the phasing plan to facilitate early delivery of dwellings and clarify timing on delivery of primary infrastructure.
10	The DVS site will be vacated from 2023 and should be included in development phase 2 or 3.	<p>There is some uncertainty over any potential future use of the Total Fitness site and the associated timing should it come forward for redevelopment during the plan period.</p> <p>The SPD could be updated to confirm the approach to any future application and also to commit to monitoring and review of the SPD if circumstances change.</p>	Amend text to indicate the approach to any future planning applications on the MoD site and to commit to monitoring and review of the SPD.

Document section	Summary of key issues	Response to issues	Changes required
10	<p>The proposed Infrastructure Works plan would appear to place public transport infrastructure across the entirety of the TF frontage to the new High Street which would therefore impede the opportunity to deliver future access to that plot.</p> <p>We agree that it is important to provide appropriate infrastructure and the proposed siting does emphasis the centrality and importance of this site. However, the proposed arrangement does fundamentally impede the opportunity to access the site (other than to the rear) which could render it something of a backland site and prejudice its deliverability.</p>	It is not the purpose of the primary infrastructure plan to be quite so prescriptive over the exact positioning of bus stops and the diagram could be amended to remove such information.	Amend the primary infrastructure plan to remove the exact positioning of bus stops.
11	<p>To ensure that the development at Handforth is in line with Garden Village principles it should ensure the following:</p> <p>Hedges and trees should be retained where possible, to allow for the conservation of biodiversity links.</p> <p>Open space should ultimately be designed to encourage interaction and community building.</p> <p>Green spaces should be accessible to all and enhance the natural environment, providing a comprehensive green infrastructure network that uses zero-carbon and energy-positive technology to ensure climate resilience.</p>	The SPD could be updated to add further detail on the matters raised.	Add further detail around retention of hedges and trees, community interaction and accessible green spaces.
11	Para 11.4 states that the “design guide is not a rigid set of rules. However, it is a design	The text of key requirement 7 could be updated to reflect the SPD’s status and	Update text of key requirement to reflect the SPD’s status and

Document section	Summary of key issues	Response to issues	Changes required
	framework which all planning applications should be guided by". Identifying that development which does not comply with the design guide and SPD will be refused contradicts this position.	provide a little more flexibility.	provide a little more flexibility.
11	<p>It is noted that Active design principles are referenced in GI006 Outdoor sports facilities, but the principles extend much further than outdoor sports facilities and green infrastructure.</p> <p>Sport England, in conjunction with Public Health England, has produced 'Active Design' (October 2015), a guide to planning new developments that create the right environment to help people get more active, more often in the interests of health and wellbeing. The guidance sets out ten key principles for ensuring new developments incorporate opportunities for people to take part in sport and physical activity. The Active Design principles are aimed at contributing towards the Government's desire for the planning system to promote healthy communities through good urban design. Sport England would commend the use of the guidance in the master planning process for new residential developments.</p>	Issues around Active Design will need to be addressed through the detailed planning applications for the school and community build elements of the site.	No changes proposed.
11	Lighting should be kept to a minimum near to Woodford and the wildlife area.	Noted. This is a detailed issue which should be considered further through the application process.	No changes proposed.
11	The GI Principles and the SPD in general could be strengthened by providing more	The GI principals section could be strengthened by referring to the particular	JB to suggest text

Document section	Summary of key issues	Response to issues	Changes required
	emphasis on the important habitats and species on the site. Ponds and newts are referred to but are not really emphasised in the GI Principles. It could also define any other known habitats and species that should be a key consideration when planning biodiversity enhancements for the site.	species and habitats that the site supports (ponds, species rich grassland, butterflies dragonflies and damselflies, ponds and amphibians including great crested newts etc.) and stating that the GI will be developed to deliver benefits for these identified assets.	
11	It is unclear how the sports facilities provision as detailed in GI0006 is derived. The Cheshire East Playing Pitch strategy identifies for example the need for two full size 3G Artificial grass Pitches to meet training demand. Issues with regard to the capacity of existing cricket facilities in the area (particularly around training) Overplay of rugby at Wilmslow Rugby Club and the need to resurface the Hockey facility at Wilmslow High School. Part 7 of the PPS indicates the increase in demand for sports facilities of the growth in the population of the area. Has the Playing Pitch New Development Calculator be used to understand the demands generated specifically by this development?	The green infrastructure principles section provides a guide as to the green infrastructure needs arising at the new village rather than the surrounding area. The section on land use requirements for sports facilities could be updated to clarify that Sport England should be consulted on the sports provision.	Update the section on land use requirements for sports facilities to clarify that Sport England should be consulted on the sports provision.
11	The local watercourse into which surface water drainage is to discharge already has a history of flooding and high water table - although the development is to have SUDS and possibly water retention swales there is concern that these measures may not be enough to alleviate flooding danger	Noted. A drainage assessment has already been completed as part of the flood risk assessment and drainage issues will be fully considered as part of the hybrid planning application.	No changes proposed.
11	As noted above, we suggest the following text is added to Policy GI009, which can be	The SPD could be amended to reflect the text suggested.	Amend the text in the green infrastructure principles section to

Document section	Summary of key issues	Response to issues	Changes required
	<p>amended to reflect any local circumstances: 'The development of the site will be expected to follow the surface water hierarchy and incorporate exemplary Sustainable Drainage methods. The expectation will be for only foul flows to communicate with the public sewer.</p> <p>The preference will be for new development to incorporate surface level sustainable drainage systems with multi-functional benefits as opposed to underground tanked storage systems for the management of surface water.</p> <p>Any proposal as part of the Handforth Garden Village will be expected to be part of a site wide strategy for infrastructure (foul and surface water and clean water supply) that considers topography to avoid a piecemeal approach to infrastructure. Proposals should demonstrate how the site delivers infrastructure as part of a wider strategy having regard to interconnecting phases of development. It will be necessary to ensure the infrastructure proposals are part of a wider, holistic strategy which coordinates the approach to infrastructure between phases, between developers, and over a number of years of construction. The applicant will be expected to include details of how the approach to infrastructure on a phase of development has regard to interconnecting phases within a larger site.</p>	<p>A drainage assessment has already been completed as part of the flood risk assessment and detailed drainage issues will be fully considered as part of the hybrid planning application.</p>	<p>refer to the surface water hierarchy and exemplary sustainable drainage methods.</p>

Document section	Summary of key issues	Response to issues	Changes required
	<p>Infrastructure should be sized to accommodate flows from interconnecting phases and drainage strategies should ensure a proliferation of pumping stations is avoided on a phased development. This will ensure a piecemeal approach to infrastructure is avoided and that any early phases of development provide the infrastructure to meet the needs of any later interconnecting phases of development. In delivering drainage as part of a wider strategy, applicants will be expected to ensure unfettered rights of discharge to watercourses between the various parcels of development within a wider development to prevent the formation of 'ransom situations' between separate phases of development.</p> <p>Approved drainage schemes will be expected to be supplemented by appropriate maintenance and management regimes for the lifetime of any surface water drainage schemes.'</p>		
11	<p>Suggested design principles for the safeguarded land:</p> <p>This land lies to the most south-western point of the site, below the Kissing Gate Character Area.</p> <p>This area will contain mid-density residential development of 25-40 dwellings per hectare. Density will be higher in the northern part, fading out towards the south, to create a softer</p>	The safeguarded land is not allocated for development and as set out in LPS Policy PG 4, policies related to development in the open countryside apply.	No proposed changes.

Document section	Summary of key issues	Response to issues	Changes required
	<p>edge.</p> <p>This area will have a suburban to rural feel with a mix of short townhouse rows, semi-detached and detached homes, consistent with a mid-to-low-density area, as the site extends outwards.</p> <p>Public realm will comprise a series of squares and gardens within the development parcels, enclosed by the surrounding built form.</p> <p>The fringe of development to the south of this area will blur the edge of the village with the wider countryside.</p>		
12	<p>There is reference in paragraph 12.4 to a necessity to complete the development by 2030. That is inconsistent with the stated requirements and advice of DPD policy LPS33 and if it is the intention of the Council to invoke this then the SPD approach is procedurally incorrect.</p> <p>We conclude that the approach taken within the DPD is both more pragmatic and more likely to deliver sustainable economic development and new homes- that development should be taken forward in a timely manner and that early delivery should be afforded positive weight.</p>	<p>The policy for strategic site LPS 33 refers to development of the village over the LPS period, i.e. by 2030.</p> <p>The SPD seeks to comply with this requirement and the reference in para 12.4 that “the site must be completed by 2030” is in the context of the detailed delivery plan to be submitted as part of the hybrid planning application process.</p> <p>Whilst there is every expectation that the site will be complete by 2030, it may be appropriate to make a minor adjustment to reflect that development should be programmed to be complete by 2030.</p>	Amend wording to clarify the expected approach to development timings.
12	There are some concerns over deliverability in terms of timescales. This is on the basis that it is evident that there are some inconsistencies within the Council and the	The SPD sets out the council's requirements for the delivery of the site in terms of its function as the local planning authority. The SPD could refer to the	Update the indicative delivery programme to take account of the latest information.

Document section	Summary of key issues	Response to issues	Changes required
	<p>Engine of the North's programme.</p> <p>For example, the Cabinet Paper (of 11th September 2018) included a detailed timetable for delivery of the Site, but these timescales do not accord with the timescales identified in Figure 29, i.e. the target date for determination within the Cabinet Report timetable is the end of May 2019, rather than April 2019 (as indicated by Figure 29).</p> <p>This also applies to conditions as the Cabinet Paper states that these will not be discharged until November 2019, but start on site is envisaged in April 2019. Whilst we fully appreciate not all the conditions will be precommencement and the Council will have had sight of the condition requirements prior to determination, consistency between the two documents is required.</p>	<p>envisaged timings as the 'indicative' delivery programme and update to take account of the latest information.</p>	
12	<p>The draft SPD contains very limited information on the phasing of the site delivery and only shows indicative phasing. We believe this needs early agreement and formal tying-in so that adequate infrastructure is in place at the earliest possible stage. For example, consideration of conditions on the number of houses which may be built before completion of critical infrastructure such as the primary school and full highways mitigation measures. The current illustrative phasing diagram shows that the single form entry primary school</p>	<p>Ideally, a single form primary school should be operational prior to the first dwelling occupancy (unless it can be demonstrated that Wilmslow Academy can be used in the interim subject to review and suitable access). The full cost of the two form entry school will be paid by S106 monies through S106 agreements with each housing developer. If the single form school needs to be provided upfront then it will be funded by the S106 monies overall but to accelerate delivery, the council will bring forward funding through developer</p>	No changes proposed.

Document section	Summary of key issues	Response to issues	Changes required
	<p>should be completed in the first phase with around 100+ houses expected at this point. Cheshire East Council should identify a phasing which ensures that further house building cannot take place beyond an identified number unless the school is complete. We would recommend that there can be no building beyond the four hundredth house until the primary school is fully complete and open.</p> <p>The draft SPD proposes full site delivery by 2030. Is this deliverable? For a fully sustainable, high quality development with adequate infrastructure and considerable highways and transport works required this seems like a relatively short timescale</p>	<p>agreements / land disposals at the outset and reclaim the costs through S106 monies later.</p>	
12	<p>Start of site in April 2019 is unlikely: It presumes an immediate signing of any legal agreement; That the application is not recovered by the Secretary of State; Provides no allowance for CPO and inquiry; Presumes no legal challenge is mounted to the permission and/or CPO; All pre-commencement conditions are discharged to the effect there are none applied to require any such discharge – a matter that is more likely to extend the application determination process; All contracts are let for the Phase 1 infrastructure for an immediate start;</p>	<p>The SPD sets out an ambitious but realistic programme for delivery of The Garden Village. The indicative delivery programme could be updated to take account of the latest information.</p>	<p>Update the indicative delivery programme to take account of the latest information.</p>

Document section	Summary of key issues	Response to issues	Changes required
	Other regulatory controls and consents are received, some of which may be unable to be processed until a grant of permission is received; Environmental mitigation measures are secured for start of works; and, That all future tenders, reserved matters, conditions discharge, and implementation falls into sequence without delay		
12	The outline delivery plan has a possible post-2030 date. The SPD may be using Jan-Dec rather than Apr 2029 – Mar 2030 that is relevant to the plan period.	The diagram should be amended to reflect the correct end date of March 2030.	Amended the diagram to reflect the correct end date of March 2030.

Cheshire East Local Plan

The Garden Village at Handforth Supplementary Planning Document

December 2018





THE GARDEN VILLAGE

AT HANDFORTH



Foreword



I am delighted to introduce the council's Supplementary Planning Document (SPD) to guide the development of the North Cheshire Growth Village, to be known as 'The Garden Village at Handforth'.

This is a strategic site allocation in the adopted Cheshire East Local Plan Strategy. It is also one of 14 new garden villages announced by the government.

The site represents a very exciting opportunity to create an exemplar new village in the borough. It will provide a mix of around 1,500 new dwellings, including starter and other affordable homes. There will also be plots for self-build and community-build homes. It will be a community where people can move through the village as their lives grow and evolve. The new village will include up to 12 hectares of employment land and a new high-quality village centre with shops, pub, restaurants, etc. Other community facilities will include a two-form primary school, children's day nursery, extra care housing, sports facilities and a village hall.

All development will be of the highest quality of design and The Garden Village will create a pleasant and sustainable community, supported by the infrastructure it needs. A main feature will be the creation of around 47 hectares of green open space which includes extensive green corridors, small country-park style spaces, formal sports pitches, playgrounds, community allotments and orchards. New development will also protect and enhance important landscape and ecology features, such as trees and ponds.

The SPD supplements adopted planning policy and will be an important consideration in determining planning applications. It informs landowners and developers, clearly setting out what the council expects in line with social, economic and environmental principles of sustainable development.

I welcome everyone to work constructively with us to ensure The Garden Village is a major success.

Cllr Ainsley Arnold
Housing, Planning and Regeneration Portfolio Holder



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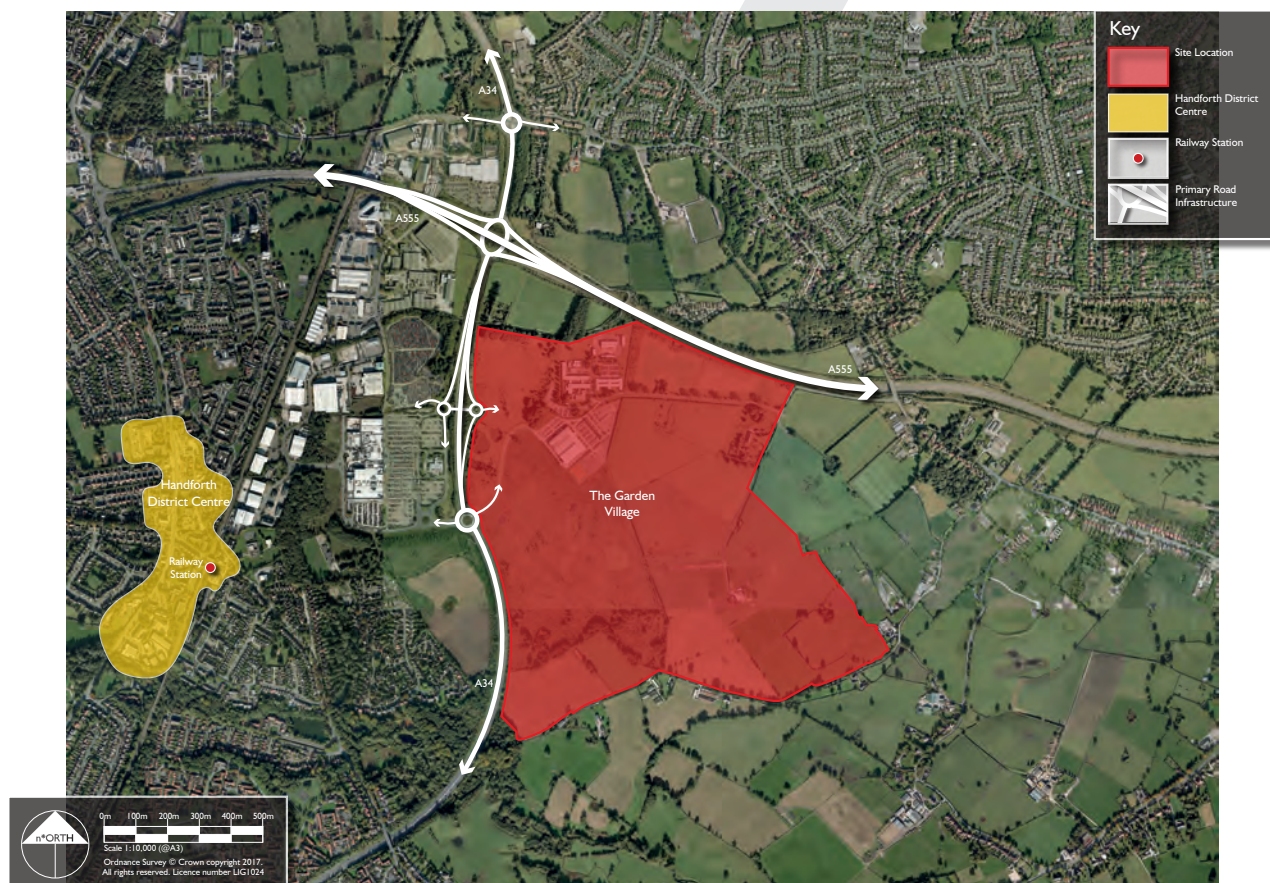


1 Introduction

Background

1.1 This supplementary planning document (“SPD”) has been produced by Cheshire East Council (“the council”). It is designed to guide the comprehensive delivery of a new Garden Village in Handforth, in accordance with the council’s adopted Local Plan Strategy (“LPS”). The extent of the proposed new settlement is shaded red on Figure 1 below (“the site”).

Figure 1 Site location (source: ProMap)



1.2 The council considered the case for a new settlement in the preparation of the LPS and consulted widely with the public and other stakeholders on the proposals. The council recognised that the site occupies a strategic location. It lies at a northern gateway to Cheshire East at the junction of the A34 and A555, providing excellent access to Manchester city centre and Manchester Airport. The site is also located close to the well-established urban areas of Handforth, Wilmslow, Bramhall and Alderley Edge.

1.3 During the LPS process, the council demonstrated the site provides a suitable location for a new settlement based on an assessment of a wide range of issues, including: traffic and access, landscape, flood risk, ground contamination, air quality, archaeology, heritage and ecology.

1.4 Subsequently, the local plan inspector agreed there is a need for a new sustainable settlement in the borough and the site should be favoured over other sites and strategies. The inspector’s report considered the scale of the site, the strategic development needs for



housing and employment land, its strategic and sustainable location, and available infrastructure. The inspector's report in June 2017 concluded:

"...having considered all the representations, evidence and discussions, I conclude that the principle of this new sustainable development is appropriate, justified with proportionate evidence, positively prepared, effective, deliverable and soundly based, and meets the terms of the NPPF." (paragraph 230)

1.5 The LPS was adopted in July 2017 and the site was accordingly identified as a strategic site under the LPS site allocation reference '**Site LPS 33 North Cheshire Growth Village, Handforth East**'. The allocation states:

"The North Cheshire Growth Village presents an opportunity to deliver a high quality, comprehensively masterplanned new settlement, embodying sustainable development principles and incorporating the highest quality of design to represent an exemplar sustainable community, contributing to the identified housing, employment and infrastructure needs of the borough." (LPS, paragraph 15.395)

1.6 The government's policy to deliver new homes through the creation of new settlements was set out in the previous National Planning Policy Framework (March 2012). In addition, the 2016 Budget was accompanied by the Garden Villages, Towns and Cities Prospectus (March 2016) published by the Department for Communities and Local Government which set out the government's approach to facilitating the delivery of new Garden Villages, Towns and Cities. Furthermore, in January 2017 the government announced the Site in Handforth as one of 14 new 'garden villages' to be created across the UK.

1.7 In acknowledgement of its location in Handforth, and recognition of its national status as a Garden Village, for the purposes of this SPD the LPS site allocation (LPS 33) is referred to as "The Garden Village at Handforth" (abbreviated to "The Garden Village" or "the site" throughout).

About Garden Villages

1.8 The term 'garden village' has its roots in the 'Garden City Movement' of the early 1900s. Garden villages are engrained in Britain's urban development history (e.g. Bourneville, Port Sunlight, New Earswick). They represent principles of good physical planning, quality architecture, plentiful open space, and inclusive community involvement and self-management. The original garden villages were also based on a strong foundation of industry and employment, with their developers combining factory production with well-designed and healthy environments in which people could live and work.

1.9 Garden villages built today should apply the same principles, but in a 21st Century context. They should create vibrant, diverse and affordable communities. Therefore, the council is committed to creating a new garden village at Handforth which is consistent with a set of 'garden village principles' that are relevant to today and appropriate for this site. These principles are inspired by the garden city principles and tailored to the site and planning policy framework relevant to The Garden Village. These principles also draw upon the evidence in documents A and B listed in Appendix 1 of this SPD. Therefore, the garden village principles for The Garden Village at Handforth are:



- Strong vision, leadership and community engagement.
- Community ownership, long-term stewardship, and local governance.
- Wide range of homes, including affordable homes and self-build and community-build homes.
- A wide range of local jobs within easy commuting distance of homes and without reliance on the use of the private car.
- Extensive, beautiful and imaginative green infrastructure; combining the best of town and country to create a healthy community and including opportunities to grow food.
- Development that provides net biodiversity gains and protects local heritage assets.
- Development that uses low carbon and energy efficient technology.
- Village centre which is walkable from homes and employment uses and is vibrant and inclusive for all ages.
- Land value capture for the benefit of the community.

Constraints and opportunities

1.10 The constraints to deliver The Garden Village are significant and complex. Some of these constraints are identified in the LPS Strategic Site allocation (LPS 33). They are also reflected in the technical studies listed in Appendix 1. They are also discussed later in this SPD.

1.11 For example, there is extensive ground contamination requiring remediation and reprofiling; vehicle access points need upgrading and traffic capacity on the strategic highway network requires mitigation works; natural features (trees, hedgerows and ponds) must be retained where possible; existing public rights of way need protecting or diverting as necessary; barriers to pedestrian, cycle and bus routes connections to the local area need to be overcome; important habitats and compensatory habitats for great crested newts and other wildlife must be designed to support and enhance the biodiversity of the site; heritage assets (e.g. Dairy House Farm) must be preserved and enhanced; residential and other sensitive land uses must be protected from noise and pollution sources; and development must not prejudice the potential future comprehensive development of safeguarded land (adjoining to the south) under LPS Site reference LPS 35.

1.12 Conversely, the opportunities to deliver The Garden Village can unlock considerable benefits for the local and wider community - socially, environmentally, and economically.

1.13 In strategic terms, the LPS seeks to create 'sustainable, jobs-led growth and sustainable, vibrant communities'. It focuses on new housing development in strategic locations through the creation of a new sustainable urban village and urban extensions. Under the 'case for growth' the top priority for the LPS is to increase the borough's economic and social well-being in a way that is cohesive and sustainable. Policy PG 1 'Overall development strategy' sets out the overall level of development which should be provided across the borough between 2010 and 2030. Policy PG 2 'Settlement hierarchy' identifies Handforth as a 'key service centre'. Policy PG 7 'Spatial distribution of development' identifies in the order of 22 hectares of employment land and 2,200 new homes to be developed within Handforth, mostly on the site.



1.14 The Garden Village at Handforth can support these policy objectives. The main reasons are:

- Provides a new sustainable settlement in the borough.
- Provides a significant proportion of new housing and employment development needs in this part of the borough.
- Provides the delivery of community and other infrastructure to support the economic growth of Cheshire East.
- Reduces the impact of the release of Green Belt on existing communities elsewhere.

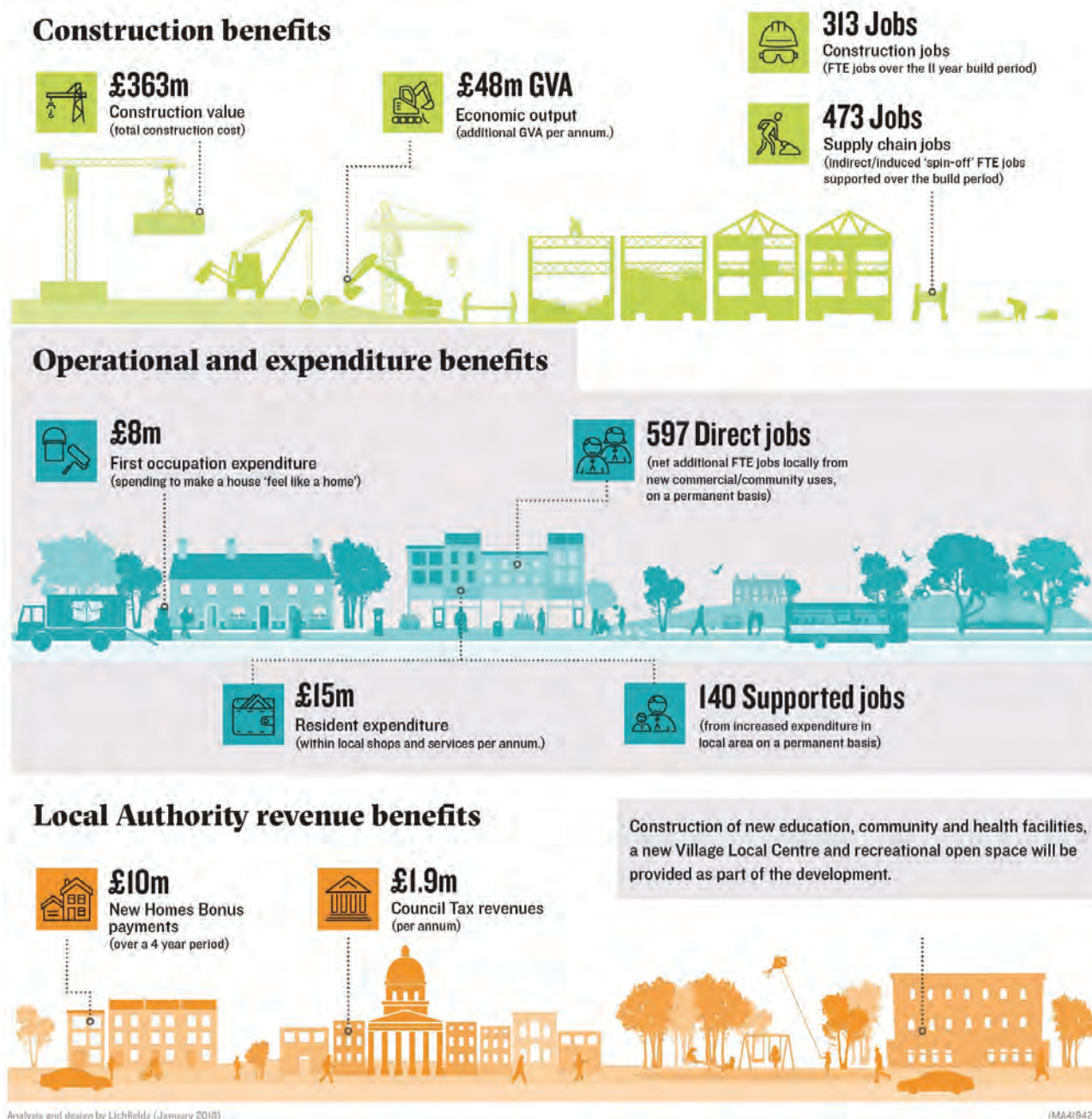
1.15 In socio-economic terms, the sheer scale of the site (approximately 114 hectares) and its strategic location means that the site has the ability to deliver around 1,500 new homes (including a range of housing types and tenures), up to 12 hectares of employment land, a new village centre (retail, restaurants, pub, sports facilities, extra care housing etc.), a two-form entry primary school and extensive green infrastructure. It can also support wide-ranging infrastructure off-site which includes highways and transport, secondary school and special needs education, health, and sports facilities.

1.16 The site can significantly boost housing, jobs and economic growth. The delivery of around 1,500 new homes can help to meet 4% of the housing target for the borough over the LPS plan period (2010-2030), improve housing choice and affordability. It can create construction jobs over the duration of the development phase and create permanent employment opportunities across a wide range of sectors once commercial buildings are built and occupied. It can also boost local spend on goods and services. The provision of new retail and leisure, education, health and wider community facilities can also improve the local infrastructure, benefitting future and existing residents.

1.17 Some of these potential benefits based on the proposals for The Garden Village at Handforth are illustrated in Figure 2 below.

1.18 Furthermore, the site presents an exciting and unique opportunity to create a new settlement which celebrates 'garden village principles' as outlined above, reflected and inspired by some examples nationally and locally set out in documents A and B listed in Appendix 1.

Figure 2 Illustrative socio-economic benefits (January 2018) (source: Lichfields)



1.19 The council seeks to follow these principles by creating a new exemplar sustainable community which:

- stands out from the ordinary – physically, visually, and functionally;
- is unique, beautiful, imaginative, inclusive, vibrant, timeless, characterful, and inspiring for people who live, work and visit there;
- is surrounded and connected by small country-park style spaces and large green corridors, sport pitches, attractive tree-lined streets, ponds, play areas, allotments, orchards, etc.
- encourages young and older people to socialise, share open spaces and play sport
- provides easy and safe access by all non-car modes to visit shops, leisure, healthcare, education, wider community facilities, and places of work;



- comprises mixed densities and different character areas, but also has unifying characteristics which creates a single sense of place;
- provides a village centre which lies in the heart of the village and provides day-to-day needs for retail, leisure, healthcare, education and wider community uses;
- preserves and enhances the local heritage assets;
- protects and enhances overall biodiversity; and
- embraces new architecture and technology to enrich people's lives.

The council's role in delivering The Garden Village

1.20 This is an exceptional opportunity to create a new settlement in the borough. It must be delivered as an exemplar sustainable community that is consistent with the LPS Site Allocation (LPS 33) and this SPD.

1.21 To help ensure The Garden Village is a major success the council is taking a lead role in its delivery as the lead developer and landowner. This is briefly outlined below.

1.22 The council (through its development company, Engine of the North) will firstly seek to secure a hybrid planning permission to accelerate the planning process. This will simultaneously establish outline planning permission for the whole site and secure detailed approval for the 'initial preparation and infrastructure works (IPIW)'. The IPIW will be strategic (primary) infrastructure and include: essential ground remediation and re-profiling; access works to the A34; village high street road, bell-mouths and utility connections; removal and replacement of the existing footbridge over the A34; and partial provision of green infrastructure. The delivery of these works will be overseen by Engine of the North on behalf of the council, and must be fully completed to the satisfaction of the local planning authority prior to the construction of new buildings on the site. The general extent is identified in the comprehensive masterplan (chapter 10). The hybrid planning permission will therefore give certainty across the whole site and address strategic (primary) infrastructure at the outset. The cost of these works will be funded through site-wide planning obligations imposed as part of the hybrid planning permission (and any subsequent planning consents granted on the site). The council is exploring all sources of funding to enable the delivery of these works at the earliest possible stage following the grant of planning approval.

1.23 The council will also oversee the delivery of other key facilities such as schools, health, sport and community facilities, which will also be funded through site-wide planning obligations.

1.24 In addition, the council will put in place a long-term plan for the maintenance and management of the community facilities on the site, that can be operated and managed by those who live and work in the village, working in partnership with the council. This will also be secured via planning obligations.

1.25 The council will work to secure the co-operation of landowners, developers and the wider community to successfully deliver The Garden Village in line with the adopted LPS and this SPD.



2 About the SPD

Purpose, role and objectives

2.1 The purpose of this SPD is to guide the successful delivery of The Garden Village.

2.2 The role of the SPD is to articulate the manner in which the LPS Site Allocation (LPS 33) should be implemented.

2.3 To guide the delivery of the site, the six core objectives of this SPD are:

- Establish the vision and strategic objectives.
- Identify the need for a comprehensive approach.
- Identify the key infrastructure and key development requirements.
- Provide a comprehensive masterplan.
- Provide a design guide.
- Outline the delivery plan, planning process and delivery programme.

2.4 The policy for LPS Site Allocation LPS 33 requires that development must be in accordance with an approved and agreed comprehensive masterplan and design guide. The SPD sets out what the council expects to see as part of any future planning and will be a material consideration in determining all future planning applications (including: outline and full planning applications, hybrid planning applications, reserved matters applications, and listed building applications). Planning applications which are not consistent with this SPD will not be supported by the council.

2.5 This SPD will guide the preparation of the Design Codes (Spatial and Character Area Codes) to follow. The Design Codes will set the parameters ('rules') for the detailed layout and design of new development across the entire site. The Design Codes will also be prepared and approved by the council.

Supporting information

2.6 This SPD is supported by a range of supporting documents listed in Appendix 1. These have informed this SPD and should be read in conjunction with all chapters.

Strategic environmental and Habitats Regulations Assessment

2.7 The preparation of SPDs does not require a Sustainability Appraisal but may, in exceptional circumstances, require a Strategic Environmental Assessment ("SEA") if there are likely to be significant environmental effects, that have not already have been assessed during the preparation of the Local Plan.

2.8 In consideration of the site's allocation in the LPS, a Sustainability Appraisal (incorporating a SEA) and a Habitats Regulations Assessment ("HRA") have already been undertaken. The SEA and HRA assessed the likely significant effects on the environment and ecological habitats of implementing the development and accords with the relevant regulations. The Sustainability Appraisal was supported by a Sustainability Appraisal Adoption Statement that summarises the iterative approach that was undertaken and confirmed that the LPS has been prepared in accordance with:



- Regulation 35 of the Town & Country Planning (Local Planning) (England) Regulations 2012 (“The 2012 Regulations”);
- Regulation 16 of the Environmental Assessment of Plans and Programme Regulations 2004; and
- Paragraph 165 of the National Planning Policy Framework.

2.9 The HRA met the legal obligations under the Conservation of Habitats and Species Regulations 2010, to carry out a HRA of the LPS on its effects on European sites. The HRA identified no likely significant effect on any European site in relation to The Garden Village.

Monitoring and review

2.10 The council will monitor and review this SPD to ensure it remains up-to-date. This will take into account changing in national and local planning policies, or other material considerations.



3 The site and surroundings

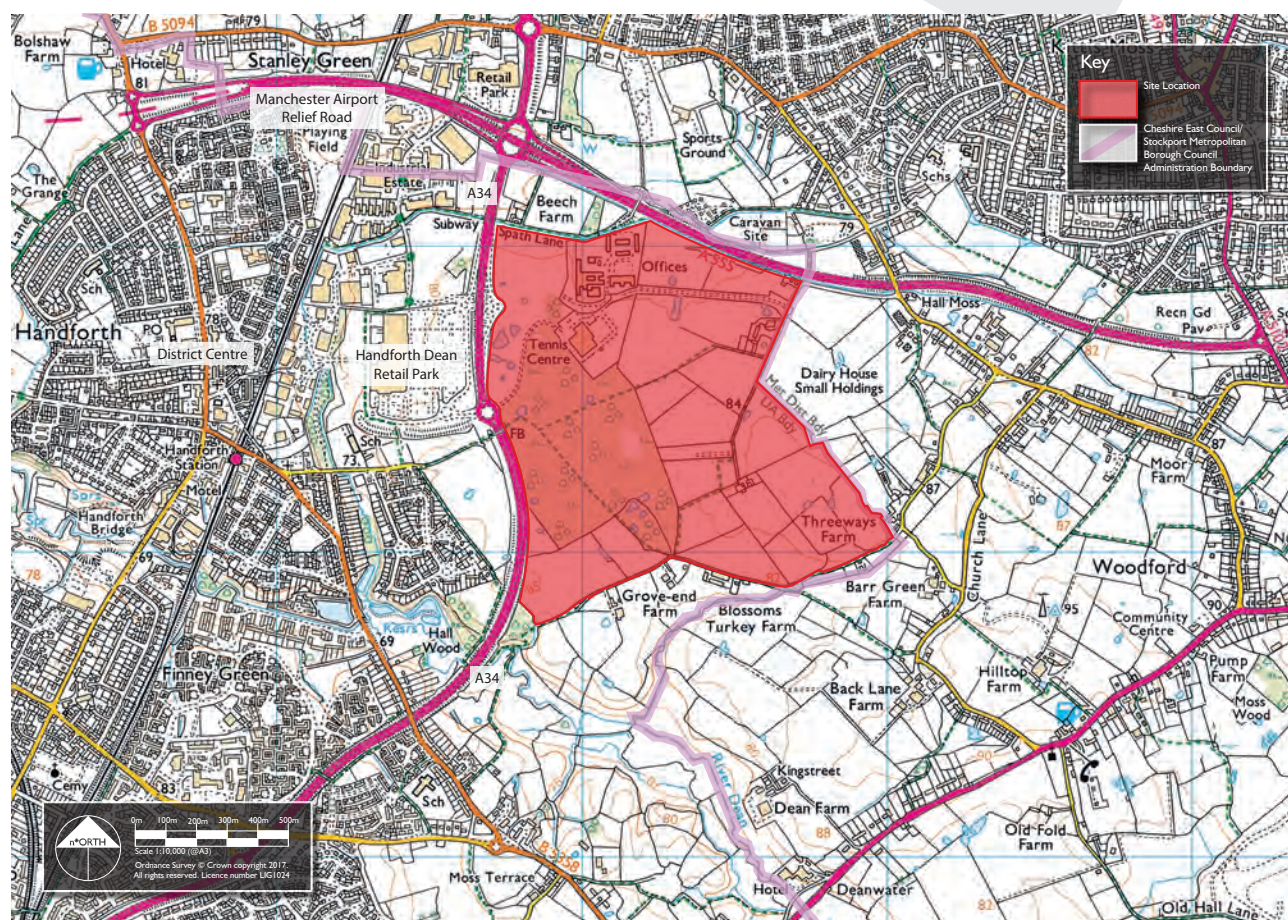
3.1 This chapter briefly outlines the site and its surroundings. It should be read in conjunction with the supporting plans and technical studies listed in Appendix 1 which provide detailed information.

The site and surroundings

3.2 The site lies at a strategic location at a gateway into Cheshire East Borough, on the eastern side of Handforth. It borders to the north and east with the administrative boundary of Stockport Metropolitan Borough.

3.3 The site is bordered by the A34 (Wilmslow-Handforth Bypass) to the west; the A555 (Manchester Airport Eastern Link Road) to the north, open farmland to the east, and is bordered by Blossoms Lane and open countryside to the south. The site is shown located in Figure 3 below.

Figure 3 Site location (source: ProMap)



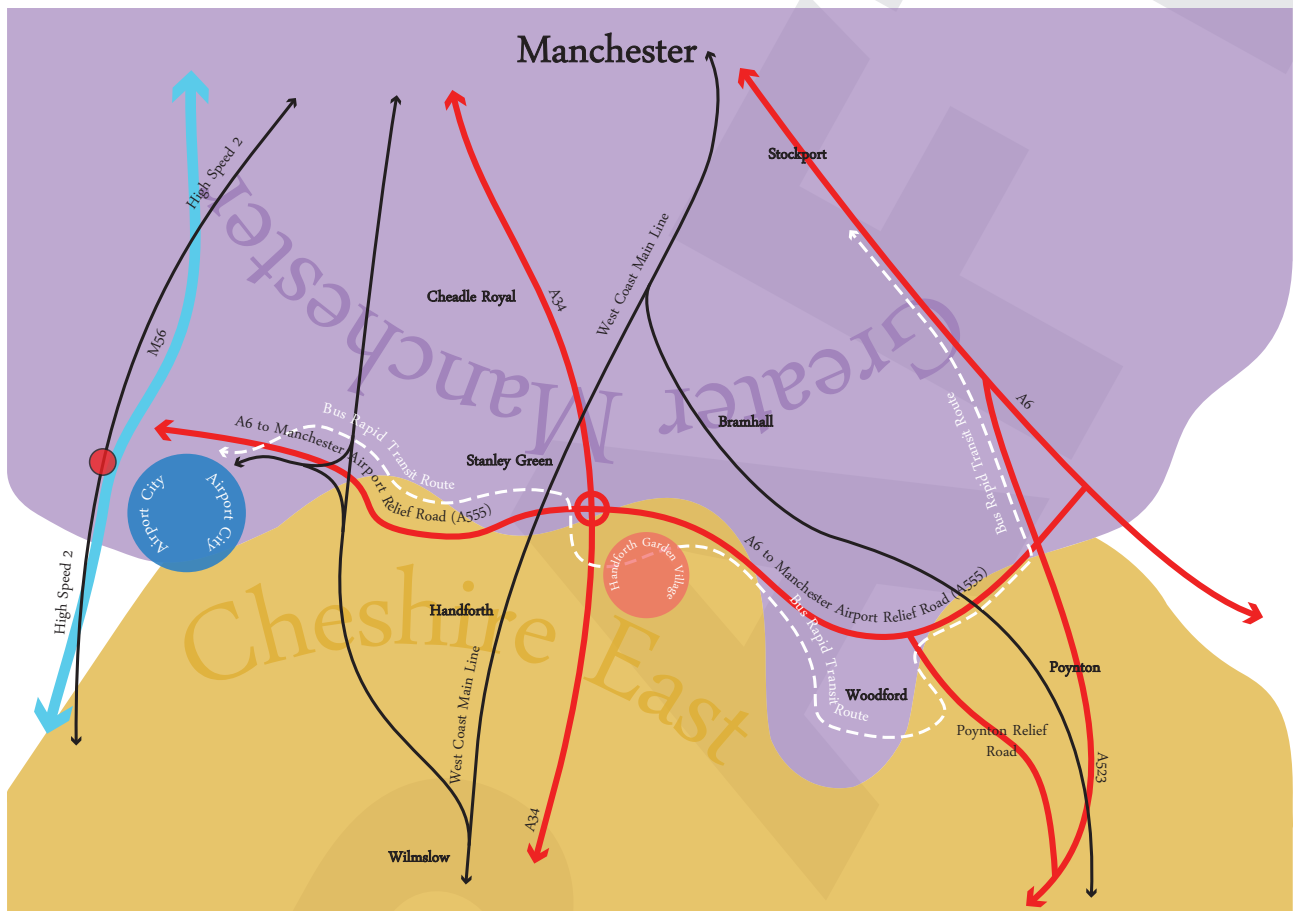
3.4 The site is surrounded to the west (across the A34) in Handforth by large-scale retail, industrial and residential development. To the north (over the A555) is a rugby club and open fields, with suburban housing beyond. To the east and south is mainly open farmland with a scattering of farm buildings and isolated dwellings.

3.5 The site lies in the parish of Handforth. Handforth is a suburban area on the northern edge of Cheshire East Borough. It is identified as a 'Key Service Centre' in the LPS. It is a



sustainable area with a train station, local bus services, primary schools, retail facilities, wider community services and employment areas. The district centre of Handforth lies approximately 1km to the west of the Site. It contains about 70 retail units, restaurants, hot food takeaways and community services (including a health centre and library). The Handforth Dean Retail Park lies immediately to the west of the site and contains several large format retailers which comprises a Tesco Extra, M&S, Boots and Next.

Figure 4 Strategic Location



3.6 As can be seen from Figure 4, the site is located in a strategic location. It is situated only 17km from Manchester City Centre and 7km from Manchester Airport (and Airport City). It is also in close proximity to the highly sought-after areas of Handforth (1km), Wilmslow (3km), Bramhall (5km), and Alderley Edge (7km). Handforth has a train station and bus services as outlined in the Transport Assessment listed in Appendix 1.

Site characteristics

3.7 The site area measures approximately 114 hectares. The site generally slopes southwards. The largest landform anomaly is a domed mound area to the south-west of Dairy House Farm which at its centre is approximately 10 metres higher than the surrounding land.

3.8 The site comprises significant existing land uses. The extent of these uses is defined in Figure 5. It includes:

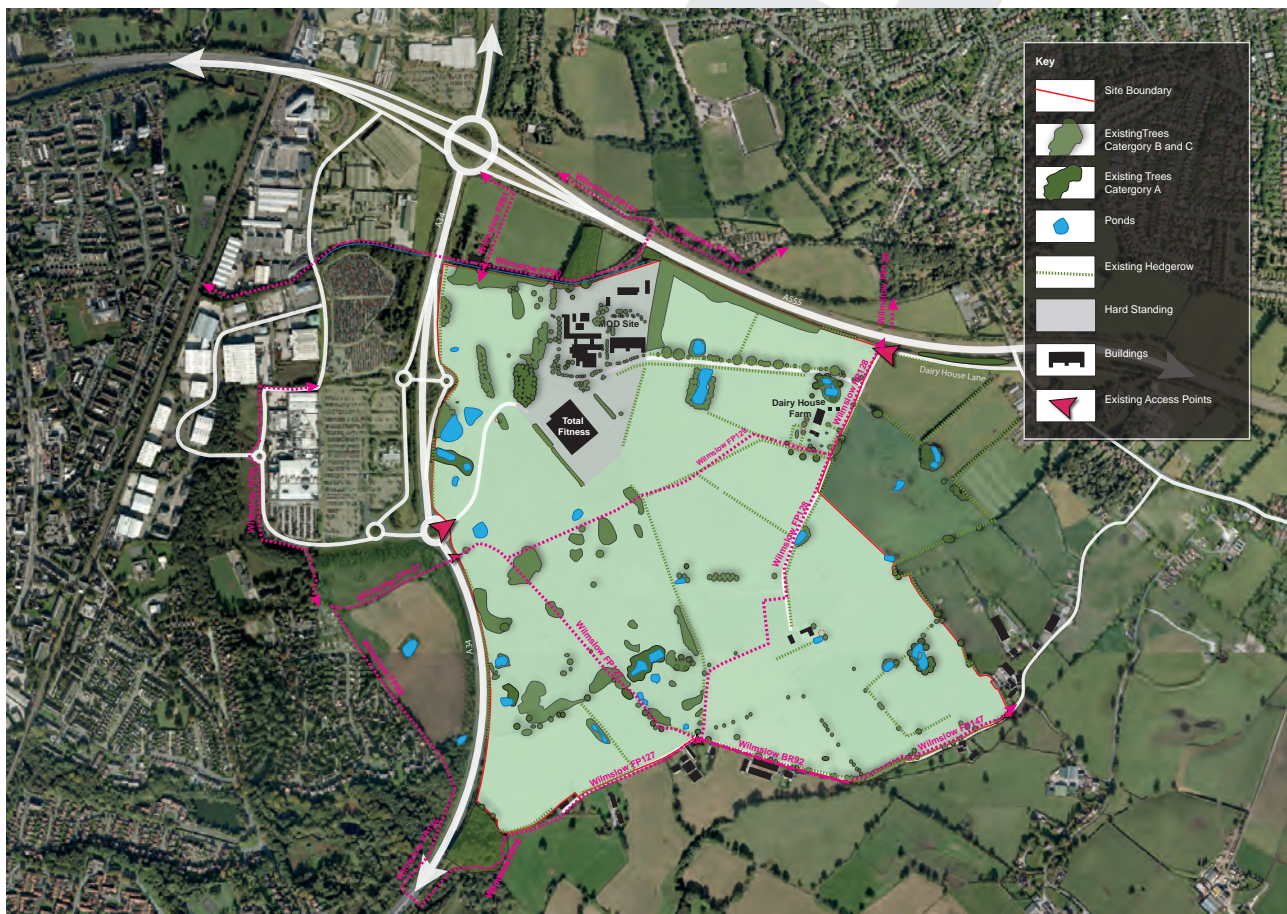
- **Ministry of Defence (MoD) offices:** former RAF Handforth 61 Maintenance Unit (M.U.) buildings comprising single storey buildings extending to approximately 9,000 m² gross



internal area floorspace, occupied by the MoD administration function. Site includes ancillary parking and a grass football pitch. Approximately 300 staff are employed on site.

- **Total Fitness health club:** large warehouse-type building comprising 25m lane swimming pool, warm family pool, 200m indoor running track, saunas and steam room, hydrotherapy pool, ladies' only gym, free-weights area, cardio suite, group exercise studios, spin studio, and café. Club is operated on a private membership basis. Site includes ancillary parking and outside disused tennis courts. Other uses within the building include a hairdresser salon and a bike shop.
- **Residential dwelling:** comprising a large two storey house with outbuildings located at the southern end of Dairy House Lane.

Figure 5 Existing uses, historical and landscape features



3.9 There is also a disused farmhouse (Dairy House Farmhouse – Grade II Listed) and associated farm buildings adjacent to the north-east boundary. The general extent of the former farmhouse and outbuildings are also identified in Figure 5.

3.10 The site contains no trees or woodland groups protected by Tree Preservation Orders (TPOs). However, the site contains 268 individual trees and 68 groups and four woodland groups. The survey identifies 41 trees as category A, 142 trees as category B, and 7 trees as category U. All the remaining 150 trees and groups have been categorised as C.

3.11 There are 27 ponds on the Site, five of which contain great crested newts. Common toad, common frog and smooth newt have also been recorded in ponds within the site. Part

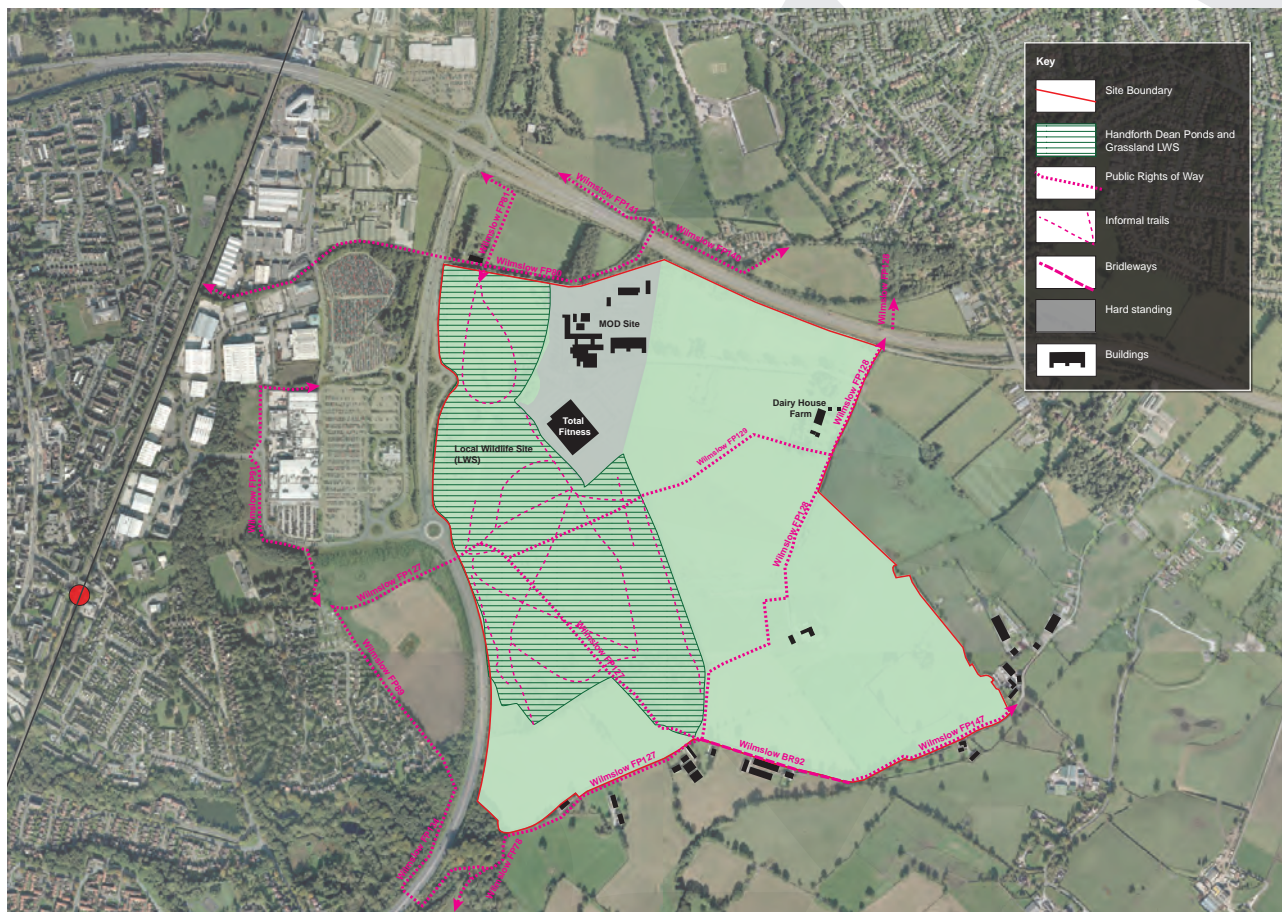


of the site is also a designated non-statutory Local Wildlife Site. Public rights of way and informal trails traverse the site and connect to the wider area.

3.12 The site includes approximately 10 hectares of open land which remains in the Green Belt and is identified as 'protected open space' according to Site LPS 33 in the LPS.

3.13 The principal existing features on the site are identified in Figures 5 and 6.

Figure 6 Local wildlife site, public rights of way and informal trails



Access

3.14 The site is highly accessible to the strategic highway network (A34 and A555). The main vehicular access is from the roundabout off the A34 to the west. This roundabout serves Coppice Way, leading to Handforth Dean Retail Park opposite. There are slip roads to the north which lead to two dumbbell roundabouts connecting beneath the A34 and provides a secondary access to Handforth Dean. However, this junction does not provide direct access to the site at present.

3.15 Vehicular access from the east is provided from Dairy House Lane. This comprises a two-way single carriageway road, with a 30mph speed limit. Dairy House Lane forms a priority junction with Hall Moss Lane, which provides access to Woodford (to the south) and Bramhall (to the north). The MoD and Total Fitness have historic vehicular access rights along the access road leading off Dairy House Lane within the site.



3.16 Pedestrian and cycle access is from a range of pedestrian and cycle connections within the site and to Handforth, Woodford, Cheadle Hulme and Bramhall. Details are outlined in the Transport Assessment listed in Appendix 1. There are several crossing opportunities in the form of footbridges and underpasses over the A34 and A555 for pedestrians and cyclists. Access over the A34 to Handforth train station and district centre is provided by a footbridge adjacent to the A34 / Coppice Way roundabout. However, the footbridge is inconvenient for cyclists and has no wheelchair access facilities. There is also an underpass provided via Spath Lane. Spath Lane traverses through the site before bridging over the A555. The bridge at Hall Moss Lane to the east provides pedestrian access over the A555.

3.17 The newly opened A6 - Manchester Airport Relief Road (A6MARR) scheme provides a new segregated pedestrian/cycle route along the entire route, including the A555 section.

3.18 Bus routes operate near the site. The nearest bus stop is situated at Handforth Dean Retail Park, located within 400m walking distance of the site. A Bus Rapid Transit (BRT) route is being proposed to run between Hazel Grove and Manchester Airport/Airport City. Cheshire East Council, Stockport MBC and the Greater Manchester Combined Authority (GMCA) are working together to plan and deliver this route. Early discussions between the parties indicate a strong desire for the BRT to be routed on an east-west axis through the Site (including a bus stop within the proposed village high street). Figure 4 highlights the potential BRT route.

3.19 Handforth train station is located approximately 900m walking distance from the west side of the site and approximately 1.4km from the centre of the site. The vast majority of the site is within 2km of the rail station. The station is managed by Northern Rail and is on the electrified Crewe to Manchester line. During Monday to Saturday daytime Handforth is served by two services per hour in each direction (up to three in peak periods), each running from Manchester in the north to either Alderley Edge or Crewe in the south. During evenings and on Sundays, there is an hourly service to both Manchester and Alderley Edge, with every second service continuing south to Crewe. The train journey from Handforth to Manchester Piccadilly is approximately 24 minutes, and to Stockport is approximately 9 minutes..

3.20 There is currently no dedicated car parking for rail users at Handforth train station. There are two cycle lockers and a six-cycle stand at Handforth rail station. The eight storage spaces provided are secure and monitored by CCTV. Each Northern Rail train has capacity to carry two bikes free of charge, and space is allocated on a first come first served basis. The station platforms are not at grade and are accessed by stairs on both sides. Currently, there is no suitable disabled access to the station platforms.

Ground conditions

3.21 The site is extensively contaminated in parts to varying degrees due to its historic uses. The previous uses include the former RAF Handforth 61 Maintenance Unit (M.U.) base and inert landfill waste areas. A large portion of land to the south and south east remains undeveloped farmland and is relatively uncontaminated.

Site history

3.22 The most significant history relates to the former Dairy House Farmhouse and the extensive former RAF Handforth.



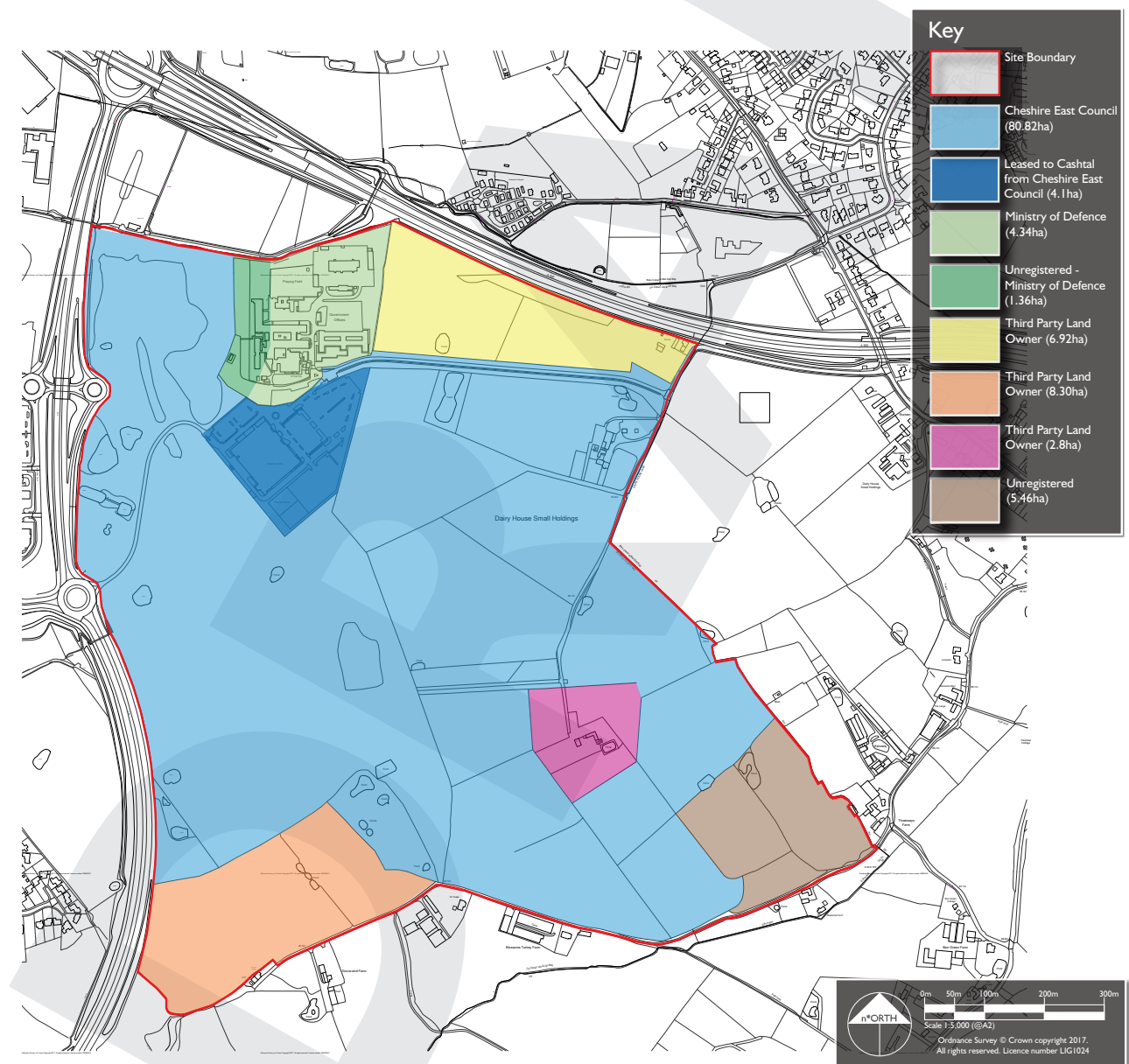
3.23 The former Dairy House Farm comprises the farmhouse and large outbuildings. The farmhouse was built in the early 18th Century and later altered in the 19th and 20th centuries. The farmhouse and outbuildings are redundant and in a dilapidated condition.

3.24 RAF Handforth was a maintenance unit that stored and dispatched equipment for the Royal Air Force during World War Two. It had the official name of RAF Handforth No 61 M.U. (Maintenance Unit). The depot opened in 1939 and closed in 1959. The only surviving buildings of RAF Handforth are those currently occupied by the MoD offices.

Site ownership

3.25 The Site falls into a number of separate ownerships, as illustrated in Figure 7 below. The council owns approximately 70 per cent of the site area (shaded blue). Other parcels of land within public and private ownership are scattered across the site.

Figure 7 Site ownership (September 2018)





4 Planning policy framework

4.1 This chapter outlines the national and local planning policy framework, and policy-related documents, which have informed the preparation of this SPD. Further details are also contained in the list of development plan policies and relevant background documents (referenced in Appendix 1).

National planning policy - National Planning Policy Framework

4.2 The latest version of the revised National Planning Policy Framework (NPPF) was published in July 2018.

4.3 The NPPF states that the purpose of the planning system is:

“...to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.” (paragraph 7)

4.4 The NPPF advises that sustainable development may be achieved through the allocation of new settlements with self-contained facilities and providing an opportunity to properly plan infrastructure to support new construction. The NPPF states:

“The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities. Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way. In doing so, they should:

- a. consider the opportunities presented by existing or planned investment in infrastructure, the area’s economic potential and the scope for net environmental gains;*
- b. ensure that their size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment), or in larger towns to which there is good access;*
- c. set clear expectations for the quality of the development and how this can be maintained (such as by following Garden City principles), and ensure that a variety of homes to meet the needs of different groups in the community will be provided;*
- d. make a realistic assessment of likely rates of delivery, given the lead-in times for large scale sites, and identify opportunities for supporting rapid implementation (such as through joint ventures or locally-led development corporations); and*
- e. consider whether it is appropriate to establish Green Belt around or adjoining new developments of significant size” (paragraph 72)*

4.5 The NPPF makes clear the importance that the government attaches to the design of the built environment. The NPPF states:



"The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process." (paragraph 124)

4.6 The NPPF also advises on the use and content of supplementary planning documents to set out design expectations. It states:

"To provide maximum clarity about design expectations at an early stage, plans or supplementary planning documents should use visual tools such as design guides and codes. These provide a framework for creating distinctive places, with a consistent and high-quality standard of design." (paragraph 126)

4.7 The NPPF advises that

"Planning policies and decisions should ensure that developments:

- a. will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c. are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d. establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e. optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f. create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."* (paragraph 127)

4.8 The National Planning Practice Guidance (NPPG) guides for implementing the NPPF.

Local planning policy

4.9 The Cheshire East Local Plan Strategy ('LPS') was adopted 27th July 2017. It is the council's most important tool for shaping development in Cheshire East over the period to 2030. It is the first part of a new statutory local plan and forms part of the relevant statutory development plan affecting the site. The LPS should be considered alongside the 'saved' policies of the Macclesfield Borough Local Plan ('MBLP') adopted in January 2004, and the Handforth Neighbourhood Plan ('HNP') adopted in July 2018.



The Cheshire East Local Plan Strategy (LPS)

4.10 The LPS sets out the overall vision and planning strategy for development in the borough. It contains planning policies to ensure that new development addresses the economic, environmental and social needs of the area. It also identifies strategic sites and strategic locations that will accommodate most of the new development needed.

4.11 The LPS sets out the 'Case for Growth'. It states that the top priority for the council is to increase the borough's economic and social wellbeing in a way that is cohesive and sustainable. The LPS states:

"The LPS is therefore vital in driving and supporting the development of jobs in the borough and the infrastructure and housing that is needed to support that employment. Through the local plan, Cheshire East has to make sure that there is sufficient land allocated for business, retail, leisure and other commercial developments to ensure that jobs led growth is delivered."
(from LPS, chapter 4)

4.12 The LPS (chapter 5) sets out the 'Vision for Cheshire East in 2030'. To deliver the Vision for Cheshire East by 2030, the LPS (chapter 6) sets out the following four 'Strategic Priorities'. They are:

- Promoting economic prosperity by creating conditions for business growth.
- Creating sustainable communities, where all members are able to contribute and where all infrastructure required to support the community is provided.
- Protecting and enhancing environmental quality of the built and natural environment.
- Reducing the need to travel, managing car use and promoting more sustainable modes of transport and improving the road network.

4.13 The Vision and Strategic Priorities provide the framework for all Policies, Strategic Locations, Strategic Sites and Safeguarded Land identified in the LPS.

4.14 The relevant LPS designations (LPS 33 and LPS 35) are outlined below. The most relevant LPS policies are set out in the list of development plan policies and relevant background documents (referenced in Appendix 1).

Strategic Site LPS 33 (North Cheshire Growth Village, Handforth East)

4.15 The site is allocated as a Strategic Site (LPS 33) in the LPS (chapter 15, pages 293-298). The allocation is reproduced below.

Site LPS 33

North Cheshire Growth Village, Handforth East

The development of the North Cheshire Growth Village site over the Local Plan Strategy period will deliver a new exemplar 'Sustainable Community' in line with an agreed comprehensive masterplan and supported by a North Cheshire Growth Village Design Guide, including:



1. Phased provision of around 1,500 new homes, including a full range of housing types and tenures;
2. Up to 12 hectares of employment land, primarily for B1 uses;
3. New mixed-use local centre(s) including:
 - i. Retail provision to meet local needs;
 - ii. Local health facilities where appropriate, or contributions to local health infrastructure;
 - iii. Public house / take away / restaurant;
 - iv. Sports and leisure facilities;
 - v. Community centre and other community uses;
 - vi. Children's day nursery;
 - vii. Extra care housing; and
 - viii. Hotel.

Additional uses or alternatives to those specified will be considered where it can be demonstrated that the local centre will still provide a vital and vibrant centre for the new community;

4. New two form entry primary school and provision of, or contributions to, secondary school provision to meet projected needs. Proposals should consider the potential to include a secondary school on site;
5. The incorporation of green infrastructure including:
 - i. Green corridors;
 - ii. Country-park style open spaces;
 - iii. Public open space including formal sports pitches; and
 - iv. Allotments and / or community orchard
6. The provision of, or appropriate contributions towards, the infrastructure and facilities required to support the development, including highways and transport, education, health, open space and community facilities.

Site Specific Principles of Development

- a. High quality design must reflect and respect the character of the local built form (especially in relation to the setting of listed buildings) and natural environment creating an attractive place to live and work, appropriate to its location, through having a thorough understanding of the site's features and contributions they make to the local area. Development must be in accordance with an approved and agreed comprehensive masterplan and North Cheshire Growth Village Design Guide.
- b. A delivery plan will be required showing the phasing of development and timing of provision of the local centre and other community facilities and infrastructure. Supporting facilities and infrastructure must be delivered as early as is feasible to emphasise the new settlement's sustainable credentials in its early years.
- c. All new dwellings should aim to achieve a 'Built for Life' accreditation (or equivalent under a comparable successor scheme) and where possible, dwellings should aim



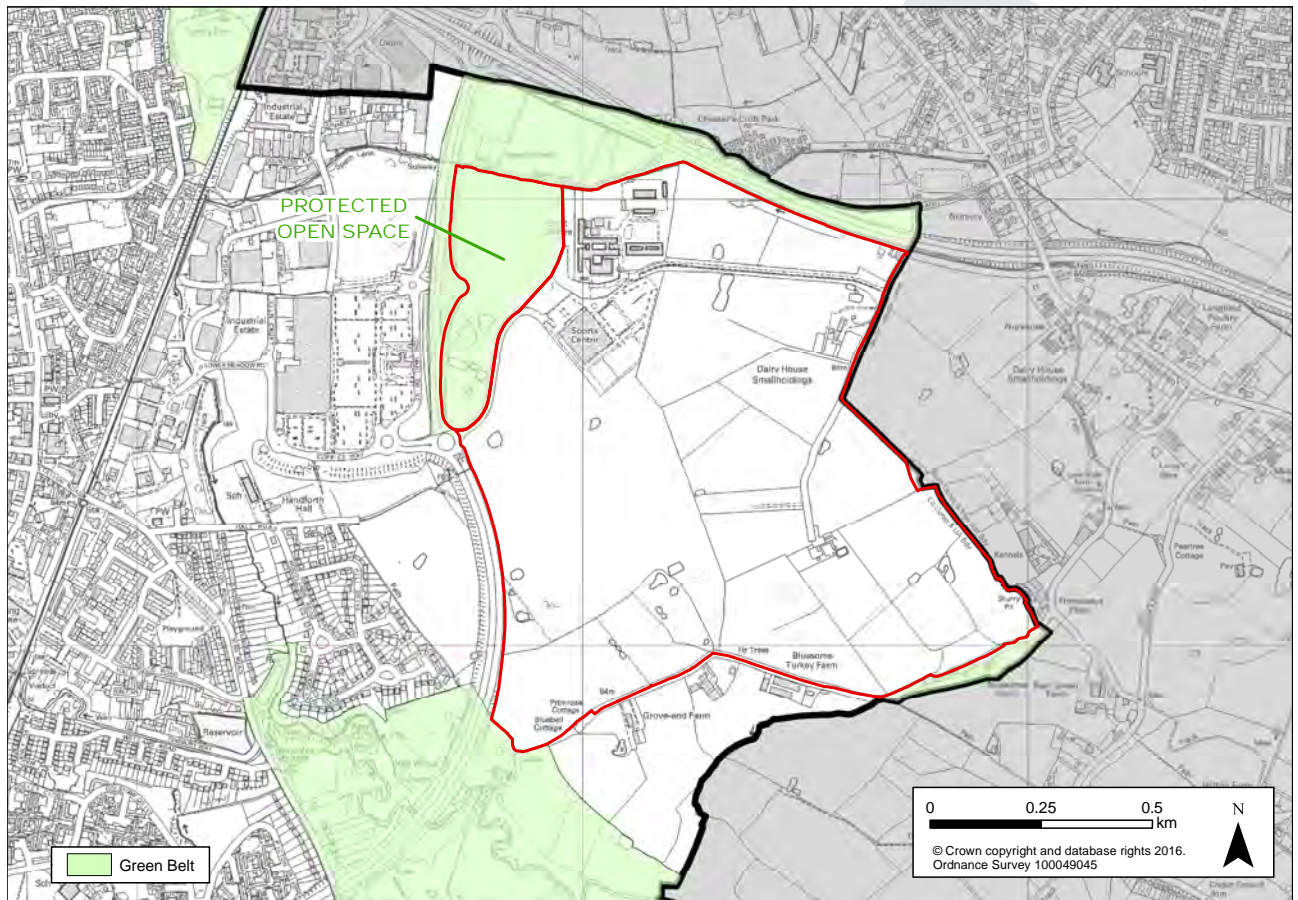
to achieve a 'Built for Life Outstanding' accreditation (or equivalent under a comparable successor scheme).

- d. The provision of apartments above the retail and other facilities in the local centre(s) should be included in development proposals where feasible and viable.
- e. Features of amenity value including mature trees, hedgerows and ponds must be retained where possible.
- f. Development proposals should take advantage of the existing topography and vegetation on site where possible in order to minimise visual impacts on the surrounding landscape. Significant planting and landscaping buffers must be provided at the eastern boundary to define a readily recognisable, defensible and permanent new boundary to the Green Belt.
- g. Existing public rights of way should be retained and appropriate pedestrian and cycle linkages must be provided to improve connectivity and accessibility into and out of the site to the wider local area, including improvements to the accessibility of Handforth Railway Station and district centre.
- h. Improvements must be made to other public transport provision, including where possible direct access to bus services to Handforth district centre and beyond.
- i. Allow for appropriate highway impact mitigation measures to the A34 and A555 corridors.
- j. Site access is primarily to be taken from A34/ Coppice Way roundabout and A34 / Handforth Dean Retail Park 'dumbell' junction. Both of these junctions are to be upgraded as part of the development. Consideration should be given to provision of an additional access point from the A555.
- k. The development should retain important habitats and provide compensatory habitats for great crested newts and other protected and priority species and habitats on the site. The green corridors should be designed to support the preservation and enhancement of biodiversity on the site.
- l. A desk based archaeological assessment will be required to determine if any future evaluation or mitigation will be needed.
- m. Development must facilitate the preservation and refurbishment of the Grade II listed Dairy House Farm.
- n. Residential and other sensitive land uses should be located away from main noise and pollution sources and mitigation measures should be incorporated where appropriate.
- o. Any development that would prejudice the future comprehensive development of the adjacent safeguarded land will not be permitted (Site reference LPS 35).
- p. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- q. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- r. Provision of a management plan to govern the long term use, maintenance and management of community facilities, public open space and public realm.



4.16 The boundaries of site LPS 33 are identified in Figure 8 below.

Figure 8 Site LPS 33 (source: LPS)



Safeguarded Land – Site LPS 35 (North Cheshire Growth Village Extension)

4.17 The LPS also identifies additional land for a future extension to The Garden Village. This is allocated as Site LPS 35 in the LPS and is referred to as 'safeguarded land' (chapter 15, pages 301-302). The safeguarded land adjoins to the southern boundary of the site and offers the potential for future development if required through a review of the LPS. Site LPS 33 requires that the Garden Village must have regard to Site LPS 35, stating: "any development that would prejudice the future comprehensive development of the adjacent safeguarded land will not be permitted..."

The Macclesfield Borough Local Plan (MBLP)

4.18 The relevant 'saved' MBLP policies are set out in the list of development plan policies and relevant background documents (referenced in Appendix 1).

4.19 The "saved" MBLP policies will be replaced once the Site Allocation and Development Policies Document ('SADPD') is adopted. The SADPD will contain detailed planning policies and site allocations. Once adopted, its policies will be used alongside the LPS and the Handforth Neighbourhood Plan to help determine planning applications on the site. The First Draft SADPD was subject to public consultation between September and October 2018.



The Handforth Neighbourhood Plan (HNP)

4.20 The relevant HNP policies are set out in the list of development plan policies and relevant background documents (referenced in Appendix 1).

Other relevant documents

4.21 Other relevant background documents which have informed the preparation of this SPD are set out in the list of development plan policies and relevant background documents (referenced in Appendix 1).



5 The council's vision for The Garden Village

5.1 This chapter set out the council's vision for The Garden Village. It provides the foundation to guide the delivery of the site.

The vision

5.2 The successful development of the whole site is fundamental to the delivery of the council's LPS Vision, Strategic Priorities and policies. In particular, the development must be aligned with the LPS Site Allocation (LPS 33). It must create a new sustainable Garden Village that supports a sustainable, inclusive and vibrant community. It must deliver a balanced community by providing around 1,500 new market and affordable dwellings, up to 12 hectares of employment land and a new high-quality village centre with shops, leisure, commercial and community facilities. A two-form entry primary school, extra care housing, sports facilities and a new village hall must also be provided. The new buildings must also be set within extensive green infrastructure.

5.3 To achieve the above, the whole of The Garden Village must be developed as one cohesive project. The comprehensive development of the site must also be of such high quality as to deliver an industry leading example of great place making, design and sustainable development.

5.4 The council's Vision for The Garden Village is consistent with these requirements. It is also faithful with 'Garden Village Principles'. It is inspired by the earlier visionary work prepared by Hemingway Design in 2016 for the site. It also draws from best examples nationally and locally referred to in documents A and B listed in Appendix 1.

Vision for The Garden Village

"To create a sustainable, integrated, inclusive, and vibrant community, where people of all ages and backgrounds can find a home that meets their needs through the different stages of their lives. A beautiful and characterful Cheshire Village in which to live, work and play. A place that is very well connected to its natural and urban surroundings. A distinct place with its own identity and a strong sense of community embedded within the highest quality environment."

5.5 The council (through its development company, Engine of the North) will be acting as the lead developer, working to deliver the vision.

Key SPD requirement

Key requirement 1

All planning applications should demonstrate how development proposals are consistent with the council's vision for The Garden Village (as above).



6 The council's strategic objectives for The Garden Village

6.1 This chapter sets out the council's strategic objectives for The Garden Village. The strategic objectives articulate the vision and also guide the delivery of the site.

Strategic objective 1

Social objectives

1. Create a sustainable, inclusive, diverse and vibrant village, including:

- Homes with a mix of tenures, sizes and locations, including affordable homes.
- Self-build and community-build home opportunities, adding diversity and quality.
- Homes where people of all ages and backgrounds can meet their needs throughout the different stages of their lives.
- Employment uses which blend a diverse range of uses, including communal shared workspace and home-working.
- Opportunities and shared spaces to enable village participation; inclusivity in sport, active play, socialising and relaxation.

2. Create a self-managing and self-sufficient village, including:

- A village to meet every day needs for the village residents and minimise the need to travel by car.
- A community-run managed village, ensuring residents have a long-term stake and responsibility for their village and ensuring a legacy for future generations.
- A 'smart village' environment, embracing digital technology and providing shared workspace facilities.
- A 'car and cycle club' environment to minimise use and dependence on the car.

3. Create a healthy and happy village, including:

- Safe, convenient and attractive footpaths and cycleways to encourage healthy activity for people of all ages.
- Green spaces and indoor/outdoor facilities to provide plentiful opportunities for sport, active play, socialising and relaxation.
- Green spaces to grow food such as fruit and vegetables (e.g. community orchards and allotments) to maintain healthy eating and encourage village participation for all ages.
- Easy access to essential local retail, leisure, healthcare, education and wider community facilities.
- An environment which benefits both physical and mental health well-being for all ages.



Strategic objective 2

Environmental objectives

1. Create a distinctive and high-quality place, including:

- A village which exemplifies variety and the highest quality design, evidenced in its green spaces, streets and buildings.
- Green spaces which frame, shape, define, connect, blend, and overlay the built environment.
- Built environment which creates distinct 'character areas' and opportunities within each area for self-build and community-build homes.
- A village centre which provides a vibrant mix of uses and embraces a variety of architectural styling, scale, massing, and heights in its buildings.
- Landmark features which combine to create a unique sense of place, mark key gateways, frame vistas, and define changes between the character areas.
- The provision of art within the very fabric of the village – in buildings and structures, street furniture, signage and green spaces.

2. Create a timeless village, including:

- A mix of modern and traditional architecture which complement one another.
- Durable and adaptable buildings that can grow and evolve with the community, able to incorporate new uses and embrace technology in design over time.

3. Create a biodiverse village, including:

- A village that delivers a net gain for biodiversity through a package of mitigation and enhancement measures on and off site.
- Green infrastructure that connects and extends existing and newly created habitats to facilitate the movement of species between them.
- Existing important grassland, trees, hedgerows and ponds retained where possible
- Existing and new water features specifically designed and maintained to maximise their biodiversity value, including ponds and swales as habitat features. Drainage ponds will not however be considered compensation for the loss of any existing features.
- Habitat creation by incorporating green roofs and green walls as a way of greening the village centre, residential and employment areas.

4. Preserve and enhance existing heritage assets, including:

- Repair, restore, enhance and suitably re-use the grade II listed Dairy House Farmhouse (and potentially outbuildings) and protection of its setting which contributes to the understanding, interpretation, and appreciation of the farmhouse.
- Development which draws on the wider valued heritage and history of the site (e.g. former RAF Handforth 61 M.U. and historic routes) and the locality. This



means interpreting the historic environment within the public realm and design of buildings.

5. Create an energy efficient village, including:

- Development which uses advanced technologies and renewables which are durable or are adaptable to last the lifetime of the village, including the provision of electric charging vehicle infrastructure throughout the site.
- Explore the feasibility and viability of providing an integrated district heating network ('DHN') extending across the site.
- Development which seeks to use recycled or sustainably sourced materials wherever possible.
- Incorporation of water efficiency measures and exemplary sustainable drainage for the management of surface water.

Strategic objective 3

Economic objectives

1. Be an economic generator, including:

- Creation of many new jobs through the construction of the village.
- Support the interests of existing uses on the site which currently provide jobs (for example MoD and Total Fitness).
- Provision of a wide-range of new employment opportunities.
- Support the wider local, regional and national economy by boosting the housing supply, improving available labour supply, attracting inward investment, and increasing expenditure on businesses and services.

2. Create an integrated village, including:

- The provision of flexible work spaces, homes, Wi-Fi and superfast broadband, encouraging working from home and through shared workspaces.
- The provision of strong links between the village, neighbourhood areas, and the wider region through good footpaths, cycleways and public transport to connect to places of home, work and leisure.
- Sourcing local labour supplies to build, grow and maintain the village.



Key SPD requirement

Key requirement 2

All planning applications should demonstrate how development proposals are consistent with the council's strategic objectives for The Garden Village (as above).



7 The need for a comprehensive approach

7.1 The council considers that a fundamental requirement to underpin the successful delivery of the site is for a comprehensive approach to design and delivery. This section sets out the reasons for this. This chapter provides the context for the remainder of this SPD.

Policy requirement

7.2 LPS Site Allocation (LPS 33) 'North Cheshire Growth Village, Handforth East' states:

"The development of the North Cheshire Growth Village site over the Local Plan Strategy period will deliver a new exemplar 'Sustainable Community' in line with an agreed comprehensive masterplan and supported by a North Cheshire Growth Village Design Guide..."

Development constraints and challenges

7.3 The site is currently constrained by a number of issues which must be addressed to deliver a new exemplar sustainable community in line with the adopted LPS, including the site allocation LPS 33. These constraints and challenges include:

- Uneven ground levels across the site and abnormal ground conditions caused by previous uses and levels of contamination.
- Absence or lack of key infrastructure provision that is required to deliver a sustainable large-scale mixed-use development; including (inter alia): vehicle/bus/train/cycle/pedestrian access, utilities and services, public realm and retail, health and education facilities.
- The need to protect and enhance the site's important biodiversity interests ; such as trees, hedgerows, flora and fauna, important habitats and ponds.
- The need to protect and enhance the site's heritage assets associated with the former Dairy House Farmhouse (grade II listed) and the urgent necessity to repair and restore these assets.
- The need for less accessible and therefore more difficult parts of the site to be developed in conjunction with the rest of the site. If not addressed at an early stage these undeveloped areas would significantly undermine the successful delivery of The Garden Village.
- The existence of residential properties on or close to the site which impose a need for mitigation works to minimise any adverse effects on occupiers both during construction and post-development.
- The need to ensure highest quality design of all new development is applied across the whole site.
- The need to ensure that development on the site does not prejudice the potential future development of the adjacent land to the south under LPS Safeguarded Site (LPS 35).
- The need for a management plan to put in place to govern the long-term use, maintenance and management of new community facilities, public open space and public realm across the whole site.



7.4 In addition, The Garden Village will only be successful if all elements of the new village are delivered holistically and coherently. This includes the delivery of all land uses and necessary infrastructure as outlined in the LPS Site Allocation LPS 33.

7.5 The council considers that the opportunity to address the identified constraints and challenges will be missed if the development of the site is delivered on a piecemeal basis. Therefore, the council considers that a piecemeal approach to the development of the site will cause the project to fail and the vision of The Garden Village will not be fully realised. In addition, piecemeal development might risk securing public funding for the project

The need for a comprehensive approach

7.6 The council considers a comprehensive approach can only effectively address these key constraints and challenges. To address all of these issues will be a complex process but can be managed more effectively into two distinct stages of development. These are:

- **Stage 1 - initial preparation and infrastructure works (IPIW):** a package of strategic (primary) infrastructure which includes: essential ground remediation and re-profiling; access works to the A34; village high street road, bell-mouths and utility connections; removal and replacement of the existing footbridge over the A34; and partial provision of green infrastructure. These works are described in more detail in chapter 8 and the broad extent is identified in the comprehensive masterplan in chapter 10.
- **Stage 2 - built development:** the construction of other infrastructure and all new buildings as outlined in chapters 8 and 9. The broad extent is identified in the comprehensive masterplan in chapter 10.

7.7 Stage 1 should be completed to the satisfaction of the local planning authority, before stage 2 commences on the site. Stage 2 should be delivered on a phased basis with buildings and the remaining infrastructure coming forward in line with the comprehensive masterplan.

7.8 The key benefits of adopting a comprehensive approach to the delivery of this site are:

- **Initial preparation and infrastructure works (IPIW):** this single operation and holistic package of strategic (primary) infrastructure will create an extensive oven-ready development platform (safely remediated, reprofiled and infrastructure-proofed) at the outset. In effect, it will unlock a variety of key development parcels simultaneously early-on. This will de-risk the delivery of early development and accelerate the wider delivery of the site. It also helps to ensure earlier phases do not prejudice or compromise later phases. Piecemeal development will not achieve these benefits.
- **Biodiversity:** comprehensively planned new development can protect and enhance existing important features across the whole site where possible, and mitigation and enhance provision off site as necessary; such as existing trees, hedgerows, flora and fauna, ecology habitats. Piecemeal development will be more difficult to retain, protect and enhance these features across the whole site and especially risks some important features being lost or damaged. Piecemeal development would also be difficult to secure adequate off-site mitigation and enhancement.



- **Heritage:** comprehensively planned new development can protect and enhance existing heritage assets on the site (e.g. Dairy House Farm). Piecemeal development will be more difficult to preserve and enhance these features.
- **Safeguarded site:** a comprehensive planned approach to new development can ensure that development on the site does not prejudice the potential future development of the LPS Safeguarded Site (LPS 35). Piecemeal development would be more difficult to ensure this adjacent site can come forward on a timely basis (if and when required) and risk adequate access and utility connections into this parcel of land.
- **Maintenance, management and governance:** a comprehensively planned site-wide management regime can put in place to govern the long-term use, maintenance and management of new community facilities, public open space and public realm in perpetuity across the entire site. It can also ensure the highest quality of maintenance is managed across the site. Piecemeal development will be more difficult to manage the whole site and risks some areas will not be maintained or managed at all.
- **Infrastructure Delivery:** comprehensive development will deliver a cohesive approach to infrastructure delivery that means the vision contained in this SPD for the site can be achieved in the current plan period. All development proposals for the site will need to evidence how they provide and facilitate strategic and local (site-specific) infrastructure as outlined in chapter 8 of this SPD. This includes (inter alia) highways and transport, education, health, green infrastructure and wider community facilities. This facilitates a coordinated and holistic approach to all required infrastructure, implemented consistently across the whole site. Where financial contributions are required, a comprehensive approach will apply a site-wide apportionment formula based on a pro-rata cost per unit/floorspace basis. This approach will be applied fairly and flexibly on a case-by-case basis to recognise specific factors across the site. It also recognises that some parts of the site are likely to face a higher infrastructure burden than others, and some land uses may be relatively less profitable as others. Piecemeal development would be more difficult to manage the whole site and risks infrastructure provision will be inadequate. Piecemeal development means that some parts of the site would not be developed.
- **Public (external) funding:** a comprehensive approach to development will assist the ability of the council to secure public funding to help deliver the initial preparation and infrastructure works (IPIW). Conversely, there is a significant risk that piecemeal development would undermine the ability to secure public funding.

7.9 Furthermore, the LPS Site Allocation (LPS 33) expressly supports a comprehensive approach to development across the site.

7.10 The Council considers that the built development of the site, which incorporates all of the above elements in the site allocation LPS 33, is only achievable by 2030 if a fully co-ordinated and comprehensive masterplan approach to the site is adopted.

7.11 The council will also act as lead developer and the majority owner to ensure that the site is comprehensively developed. The council will therefore be seeking to enter into development agreements with necessary landowners and developers to ensure that the site proceeds in a co-ordinated, timely and seamless manner.



Key SPD requirement

Key requirement 3

All planning applications should demonstrate how development proposals are consistent with a comprehensive approach to the delivery of the site as reflected in the comprehensive masterplan (chapter 10).



8 Key infrastructure requirements

8.1 This chapter sets out the council's key infrastructure requirements to guide the delivery of the site.

Policy requirement

8.2 LPS Policy SD 2 'Sustainable Development Principles' states:

"All development will be expected to...Provide or contribute towards identified infrastructure, services or facilities. Such infrastructure should precede the delivery of other forms of development, wherever possible..."

8.3 LPS 'Strategic Priority 2' states:

"Creating sustainable communities, where all members are able to contribute and where all the infrastructure required to support the community is provided."

8.4 LPS Policy IN 1 'Infrastructure' states:

"Infrastructure delivery will take place in a phased co-ordinated manner guided by the Infrastructure Delivery Plan and any additional site-specific requirements to support the Local Plan Strategy proposals...Cheshire East Council is working in partnership with infrastructure providers and other delivery agencies to provide essential infrastructure to deliver the Local Plan...The council will also require new and improved social and community facilities, utilities infrastructure and other infrastructure to be provided in a timely manner to meet the needs of new development as they arise so as to make a positive contribution towards safeguarding and creating sustainable communities, promote social inclusion and reduce deprivation."

8.5 Policy IN 2 'Developer Contributions' states:

"Developer contributions will be sought to make sure that the necessary physical, social, public realm, economic and green infrastructure is in place to deliver development. Contributions will be used to mitigate the adverse impacts of development (including any cumulative impact). Such contributions will help facilitate the infrastructure needed to support sustainable development..."

8.6 LPS Site Allocation (LPS 33) 'North Cheshire Growth Village, Handforth East' requires:

"The provision of, or appropriate contributions towards, the infrastructure and facilities required to support the development, including highways and transport, education, health, open space and community facilities."

8.7 Therefore, the site must be supported by a wide range of key infrastructure to ensure The Garden Village is integrated, self-sufficient, and self-managed to ensure it is truly sustainable.

Initial preparation and infrastructure works (IPIW) requirements

8.8 The IPIW will represent a package of strategic (primary) infrastructure to be delivered at the outset. It will be the first part of the first phase of development and no construction of



new buildings on the site will commence until the extent of these works has been completed to the satisfaction of the local planning authority. The broad extent of these works is identified in the comprehensive masterplan (chapter 10). The scope of the works will include:

- Essential ground remediation and re-profiling.
- Access works to the A34 .
- Village high street road, bell-mouths and utility connections.
- Removal and replacement of the existing footbridge over the A34 .
- Partial provision of green infrastructure.

8.9 The council is in a unique position to deliver the IPIW package because its ownership covers the broad extent of these works and it can potentially secure public funding to deliver these works in a timely manner.

Other strategic (primary) infrastructure requirements

8.10 In addition, the council requires the provision of other strategic (primary) infrastructure (following the delivery of the IPIW above) to support the wider delivery of this new sustainable settlement up to 2030 in line with the LPS allocation. This includes on and off-site strategic infrastructure.

8.11 The required infrastructure is listed below and some aspects are explained in detail in chapter 9:

- Additional remediation and reprofiling works on-site;
- Additional access infrastructure on-site (e.g. works relating to Dairy House Lane)
- Additional utility infrastructure on-site (e.g. all drainage, electric vehicle charging and district heating network)
- Additional highway infrastructure, with associated utilities connections on-site;
- Highway mitigation and improvement works on-site and off-site;
- New/improved pedestrian and cycle links on-site and off-site;
- Green infrastructure and other public realm provision on-site;
- Primary school provision on-site
- Secondary school provision off-site
- Special education needs provision on-site or off-site;
- Medical centre provision off-site;
- Sports facilities provision on-site and off-site;
- Wider community facilities on-site (including the village hall);
- Biodiversity mitigation and enhancement measures on-site and off-site;
- Public transport improvements on-site and off-site;
- New park and ride facility (close to Handforth train station)
- Management and maintenance of all community facilities on-site (e.g. public open space)
- Any other strategic (primary) infrastructure works and facilities as reasonably required on a case by case basis



Local (secondary) infrastructure requirements

8.12 Individual parcels and plot-specific local infrastructure (e.g. including roads, public open space, utilities, drainage, public realm, etc.) will also be required by individual developers on a case by case basis.

Co-operation

8.13 The council expects that all landowners and developers will act in a positive manner to enable the successful delivery of the whole site by 2030. This includes the provision of all necessary infrastructure outlined above (and additional infrastructure requirements which may arise) through either direct provision, or by financial contributions.

8.14 The council will need to be satisfied that the proposed development of individual parcels/plots will actively promote and enable the delivery of adjacent development plots or the wider site. For example, the council expects new development to accommodate physical infrastructure (e.g. roads, utilities and open space) that suitably connects contiguously to adjacent land parcels. Where necessary, this may need to include oversizing of infrastructure to enable subsequent adjacent land parcels to be delivered.

8.15 If landowners or developers are unable to cooperate to secure the comprehensive development of the site as a whole within the required timeframe, then the council will consider exercising its compulsory and/or appropriation powers to secure the delivery of The Garden Village in line with the requirements of this SPD by 2030.

Securing infrastructure provision

8.16 All costs associated with the delivery of the IPIW and the other strategic (primary) infrastructure will be funded via planning obligations. The planning obligations will include the provision for direct provision in-lieu of making payments where this is appropriate and subject to the council's approval. All costs will be shared fairly and proportionately across the whole of the site.

8.17 The local (secondary) Infrastructure will be delivered direct by developers on a plot-by-plot basis.

8.18 The infrastructure projects, locations, status, triggers and/or timescales of delivery, estimated costs, delivery/funding mechanisms, and responsibilities will be provided in accordance with the detailed delivery plan, as approved by the council as part of the consideration of the hybrid planning application.

8.19 Development agreements between landowners/developers and the council may also be used to secure funding to secure the delivery of strategic (primary) infrastructure upfront. As a form of equalisation this will be reflected in the planning obligations.

8.20 The council is currently proposing to adopt a 'Community Infrastructure Levy (CIL)' for the borough. The level of contribution attached to development at The Garden Village has been considered through the CIL examination. Any contributions secured through CIL will be supported by financial contributions secured via Section 106 / 111 Agreements, and Section 278 Agreements as necessary.



8.21 The council will work positively with landowners and developers to seek to enter into planning obligations and development agreements to ensure that the development proceeds in an expedient manner.

Key SPD requirement

Key requirement 4

All planning applications should demonstrate how development proposals are fully supported by appropriate infrastructure provision, through physical provision or financial contributions. All initial preparation and infrastructure works and other strategic (primary) infrastructure costs should be shared fairly and proportionately across the whole site.



9 Key development requirements

9.1 This chapter sets out key development requirements to guide the delivery of the site.

Policy requirement

9.2 LPS Policy SD 1 'Sustainable Development in Cheshire East' states:

"In order to achieve sustainable development in Cheshire East, the following considerations to development will apply. Development should wherever possible:

1. *Contribute to creating a strong, responsive and competitive economy for Cheshire East;*
2. *Prioritise investment and growth within the Principal Towns and Key Service Centres;*
3. *Contribute to the creation of sustainable communities;*
4. *Provide appropriate infrastructure to meet the needs of the local community including: education; health and social care; transport; communication technology; landscaping and open space; sport and leisure; community facilities; water; waste water; and energy;*
5. *Provide access to local jobs, services and facilities, reflecting the community's needs;*
6. *Ensure that development is accessible by public transport, walking and cycling;*
7. *Provide safe access and sufficient car parking in accordance with adopted highway standards;*
8. *Support the health, safety, social and cultural well-being of the residents of Cheshire East;*
9. *Provide a locally distinct, high quality, sustainable, well designed and durable environment;*
10. *Contribute towards the achievement of equality and social inclusion through positive cooperation with the local community;*
11. *Use appropriate technologies to reduce carbon emissions and create a low carbon economy;*
12. *Incorporate sustainable design and construction methods;*
13. *Support the achievement of vibrant and prosperous town and village centres;*
14. *Contribute to protecting and enhancing the natural, built, historic and cultural environment;*
15. *Make efficient use of land, protect the best and most versatile agricultural land and make best use of previously developed land where possible;*
16. *Encourage the reuse of existing buildings; and*
17. *Prioritise the most accessible and sustainable locations."*

9.3 The LPS Site Allocation (LPS 33) also outlines the specific land use requirements and sets out site-specific principles of development to guide across the site. Other LPS policies also set out development requirements which are relevant to the delivery of the site.

Land uses (quantum, mix, location)

9.4 The site should provide a sustainable quantum, mix and location of uses within a high-quality landscape to provide day-to-day facilities for new residents and existing residents within the local area. The provision of new homes, employment and community facilities should create a sustainable place to live, work and play.

9.5 The mix, quantum and disposition of land uses should be as follows:



Land uses 1

Residential (class C3 use)

The development should provide around 1,500 new homes, including a full range of housing types and tenures. It must include the provision of a minimum 30% affordable homes in line with the policy requirements set out in Policy SC 5 'Affordable Homes' and having regard to identified local housing needs. A minimum 5% of the market homes must be self-build / community-build homes to improve affordability, community involvement, and diversity. The housing mix should address the need for level access accommodation, including the provision of bungalows within the lower density areas.

The quantum (including densities), mix and location of new homes should be in line with the comprehensive masterplan (see chapter 10) to optimise access to the village centre (and minimise reliance on car use); achieve the housing requirement; reflect distinctive character areas; reflect the need for higher densities in the north and lower densities on the eastern and southern boundaries to reflect the relationship to the open countryside; protect important ecology and landscape features where possible; respect the heritage assets; and avoid (or mitigate) the main noise sources of the A34 and A555 corridors. Apartments should be provided above the ground floor uses in the village centre to improve vibrancy.

In addition to the 1,500 new homes, extra care housing should be provided within the village centre.

Land uses 2

Employment land (class B1 and B2 uses)

The development of new employment uses should equate to up to 12 hectares of employment land. It must include a wide range of new jobs and business opportunities within the village. New employment uses should be primarily B1 uses (including offices, research and development, and light industrial uses).

The quantum, mix and location of new employment development should be in line with the comprehensive masterplan (chapter 10) to optimise access to the A34; maximise proximity to Total Fitness; achieve the employment land requirement; make efficient use of land; and be easily accessible to new homes (and minimise reliance on car use). Office uses can be included above ground floor uses in the village centre to improve vibrancy. The restricted total floorspace and mix of employment floorspace will be restricted due to highway capacity and amenity considerations as below:

- Offices B1(a) not exceeding 2250 m² GIA
- Research & development B1 (b) not exceeding 9,000 m² GIA



- Light industrial B1(c) not exceeding 9,000 m² GIA
- General industrial B2 not exceeding 2,500 m² GIA

These restrictions above relate to new development over and above any reuse/redevelopment of the MoD site. The MoD site comprises approximately 9,000 m² GIA floorspace. If the MoD ceases the use of their site then the council will support in principle the re-use or redevelopment of the buildings for Class B1/B2 purposes, subject to planning considerations (e.g. highway capacity).

In addition to traditional employment spaces, the new village should include new forms of employment use that reflect modern working practises, including communal-shared workspace and home-working.

Land uses 3

Mixed-use local centre ("village centre")

The village centre should create a central hub for new residents and people who work in the village to come together and provide day-to-day facilities. As a minimum it should include provision for: retail shops, local health facilities (where appropriate), public house, takeaway, restaurant, sports and leisure facilities, community centre (village hall), children's day nursery, extra care housing and a hotel. Alternative and additional uses may also be acceptable subject to adding vitality and vibrancy for the new village (e.g. children's play facilities, community-run library, cultural buildings, places of worship). In addition, financial contributions will be required to fund improved capacity at Handforth Medical Centre to meet projected needs arising from the village as it grows.

The quantum, mix and spatial location of the village centre should be in line with the comprehensive masterplan (chapter 10) to optimise the vehicle access off the A34/Coppice Way roundabout; access to housing and employment uses (and minimise reliance on car use); proximity to larger format retailers at Handforth Dean Retail Park; the intensity of complementary uses; and ensure critical mass and vibrancy. Retail development should be provided to serve the local needs of The Garden Village only and all proposals must be designed to integrate with a traditional high street format. Whilst any retail outlet will attract an element of passing trade, The Garden Village is not intended to be a destination in itself for comparison or convenience retailing. The restricted retail and leisure floorspace within the village centre will be considered as part of the any future planning applications in light of highway capacity and retail/economic impact considerations.

The village centre should also include fast electric charging charging points for vehicles, located in appropriate and prominent locations for ease of access.



Land uses 4

Education

The village should provide a two-form entry primary school to meet the projected needs of the village. The initial single-form entry school should be provided prior to the first new residential occupancy on the site (unless it can be demonstrated that suitable and accessible alternative interim provision is available in the local area). The school will provide two-form entry capacity as the village grows. The school will also be co-located with formal sports pitches (including ancillary facilities) and the community centre (village hall).

The quantum, mix and location of the primary school (and shared uses) should be in line with the comprehensive masterplan (chapter 10) to optimise access to housing and share complementary uses. In addition, financial contributions will be required to extend capacity for Wilmslow High School and meet additional special education needs in the local area as the village grows.

Land uses 5

Sports facilities

As above, formal sports pitches (including ancillary facilities) should be co-located with the primary school and community centre (village hall). The pitches should include a grass pitch area incorporating one adult grass football pitch; grass field area to double as outside flexible grass space for the primary school activities; and half-size/junior floodlit 3g artificial grass area to meet the needs of 9 v 9 football and other appropriate sports activities. The ancillary facilities should include changing rooms and rooms for physical activity classes (e.g. pilates, yoga). All new sports provision should be in line with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy published by the council, in accordance with LPS Policy SC 2 'Indoor and Outdoor Sports Facilities and in consultation with Sport England.



Land uses 6

Green infrastructure

The village should incorporate green corridors; country-park style open spaces; public open space (including formal sports pitches); allotments and community orchards; and associated paths and cycle ways. The green infrastructure should also incorporate retained and new ponds, sustainable drainage systems (SuDS), trees and hedgerows. There should also be additional on-parcel / on-plot green infrastructure to be required on a case by case basis as appropriate. Green infrastructure should cater for varied recreational opportunities for all ages (and mobility impaired), respect heritage assets and protect biodiversity and nature conservation interests.

The quantum, mix and location of green infrastructure (including strategic green infrastructure, formal green space and all associated green infrastructure described above) should be in line with the parameters masterplan (chapter 10) to create an extensive green setting for the village; protect important ecology and landscape features; and optimise access for residents in the new housing. Features of existing amenity and biodiversity value (including mature trees and hedgerows) should be retained where possible. All existing ponds should be retained.

New development should take advantage of the existing topography and vegetation on the site where possible in order to minimise visual impacts on the existing green infrastructure (subject to necessary remediation, reprofiling and wider infrastructure requirements). New paths and cycleways and publicly accessible areas (e.g. children's play areas) within the green infrastructure should be designed to avoid unnecessary impacts on areas of particular ecological importance (e.g. within the retained Local Wildlife Site).

Significant planting and landscaping buffers must be provided along the eastern boundary to define a readily recognisable, defensible and permanent new boundary to the Green Belt, whilst allowing for some private and public vistas to the east of the site over the Cheshire plains and hills in the distance. Landscape corridors should provide easy access throughout the site, not only for convenient pedestrian and cycle leisure routes but also to link recreational spaces.

9.6 The existing large-scale uses on the site (i.e. MoD and Total Fitness) are acknowledged within the comprehensive masterplan (chapter 10). However, the council acknowledges these sites have been removed from the Green Belt as a result of the adoption of the LPS Site allocation (LPS 33). Whilst these sites are currently in use, they may offer opportunities for redevelopment in the future. However, there is uncertainty regarding the re-use of these sites before 2030 and therefore this SPD assumes both uses will remain for the foreseeable future. Any future planning applications for redevelopment or changes of use of these sites will be considered by the council, in line with planning policy, this SPD and other material considerations.. This SPD recognises that these current uses provide a significant source of jobs and leisure which will benefit The Garden Village in terms of generating expenditure



and activity in the village centre and providing wide-ranging access to active sport for new residents. The locations of these employment and leisure uses are also well suited to the comprehensive masterplan and the proximity to other proposed employment and housing uses. Furthermore, this SPD embraces these current uses by ensuring they are suitably integrated with the wider delivery of the site (i.e. appropriate road/pathway/cycleway connections, compatible neighbouring uses, access to the village centre, and access from new homes).

Design quality

9.7 The Garden Village should exemplify the highest quality of design in terms of architectural quality, landscape and residential amenity protection, and ensuring heritage protection. Please also refer to 'Renewable and Energy Efficiency Development' below. The council therefore requires:

- New development should reflect and respect the character of the local built form and natural environment through having a thorough understanding of the site's features and contributions they make to the local area.
- Highest quality design should be a priority throughout the whole site. Proposals must respect the local character and protect the natural environment where possible (including important landscape, ecological and heritage assets).
- The first phase of the development, including the initial preparation and infrastructure works and subsequent new buildings during phase 1 in line with the comprehensive masterplan (chapter 10), must set the highest possible standard of design quality which benchmarks for all future development across the site.
- Features of amenity value including mature trees and hedgerows must be retained where possible. All existing ponds must be retained.
- Development proposals should take advantage of the existing topography and vegetation on the site where possible in order to minimise visual impacts on the surrounding landscape (subject to necessary remediation, reprofiling and wider infrastructure requirements).
- Residential and other sensitive land uses should be located away from main noise and pollution sources, and mitigation measures should be incorporated where appropriate.
- New development must facilitate the repair, restoration, preservation and overall enhancement of the Grade II listed Dairy House Farm. This includes the urgent repair and restoration of the farmhouse during Phase 1 due to its deteriorating condition. In addition, new development within and around its curtilage should protect the setting and of the farmhouse.
- New development should also respect non-designated heritage assets on the site (e.g. historic routes).

Biodiversity

9.8 Parts of the site are of significant value for biodiversity. This includes a non-statutory designation as a Local Wildlife Site ('LWS') known as 'Handforth Ponds and Grassland LWS' (or 'Handforth Dean Meadows and Ponds LWS'). The Ecology Assessment is listed in Appendix 1.



9.9 This SPD acknowledges that part of the LWS will be lost to new development (as it is allocated land under LPS 33). However, habitats associated with the LWS should be retained and enhanced wherever possible. Accordingly, the developable area of the land in the comprehensive masterplan (in chapter 10) identifies the retained LWS and therefore limits the impact on the LWS. Footpaths, cycleway, SuDS features and other amenity related features will only be provided within the retained area of the LWS, where it can be clearly demonstrated that the provision of these features will not be detrimental to the LWS.

9.10 In general, compensatory mitigation and enhancement measures should be provided across the site. Furthermore, the delivery and onward maintenance of The Garden Village should ensure there is a 'net gain' in biodiversity value in combination with detailed and measurable on-site and off-site mitigation measures. Offsite habitat measures may be delivered on land belonging to the council or third parties. Habitat creation and enhancement is likely to take the form of new ponds, hedgerows and species rich grassland. The Defra biodiversity metric must be used to calculate the extent of habitat creation required to deliver a net gain for biodiversity overall.

9.11 The council therefore requires:

- Development proposals must safeguard and enhance the retained area of the Local Wildlife Site. The development must clearly distinguish between areas set aside for biodiversity and ecology and open land employed for recreational activities and other open uses.. No drainage, SuDS, cycleways or footpaths to be provided within areas retained for biodiversity and ecology and elsewhere such uses should only be permitted where it is clearly demonstrated that these features can be provided as part of a wider strategy that retains the biodiversity and integrity of the Local Wildlife Site.
- The green infrastructure of the site should include areas of retained, enhanced and newly created habitats to maximise preservation and enhancement of biodiversity on the site. New ponds, native hedgerows, species rich grassland and linear tree lines will be included where possible. Where insufficient habitat creation or enhancement is provided on site to meet the objective of delivering a net gain for biodiversity, then off-site habitat creation, enhancement and management proposals will be required. Any required off-site measures should be fully identified, detailed and justified as part of development proposals. Long-term management proposals will be required for all on or off-site habitats. Management of offsite habitats may potentially be delivered by the council's Countryside Service, NGO partner organisations or specialist contractors.
- New development should retain important habitats and provide compensatory habitats for great crested newts (and other protected and priority species and habitats on the site). Existing newt features present on the site should remain and be extended to allow wildlife to access foraging areas through the use of 'green fingers' extending into, and beyond, the development.
- Existing trees shown to be retained on the parameters plan must be retained where possible, protected during the construction phase of the development and incorporated into the detailed design phase.

Renewable and energy efficient development

9.12 The delivery of The Garden Village should ensure use of appropriate technologies to reduce carbon emissions and create a low carbon economy; and incorporate sustainable design and construction methods. The council therefore requires:



- New development should follow the principles of the Energy Hierarchy and seek to achieve a high rating standard under schemes such as BREEAM (for non-residential development), CEEQUAL (for public-realm development) and Building for Life (for housing). This will be especially so where the standard exceeds the requirements under Building Regulations (or as updated).
- Renewable on-site energy production should be capable of supplying heat and power to every home, employment place and community building.
- All new dwellings should aim to achieve a 'Built for Life Outstanding' accreditation (or equivalent under a comparable successor scheme).
- Non-residential development will be expected to secure at least 10 per cent of its predicted energy requirements from decentralised and renewable or low carbon sources.
- New development should contribute to the development of a site-wide district heating network 'DHN', where feasible and viable, by seeking to make use of available heat and waste heat. Development with high energy demands should also give consideration to its potential role in providing an anchor load for a DHN. In those areas on the site that is not connected to DHN, new development should deliver its residual energy from low and zero carbon sources.
- All new development should provide on-site electric vehicle charging infrastructure in safe, accessible and convenient locations across the site. This should include the provision of in-curtilage plug-in points for all new dwellings, subject to feasibility and viability.

Communications

9.13 The delivery of The Garden Village should incorporate advanced, high quality and reliable communications infrastructure. This is essential for economic growth, self-sufficiency and social well-being.

9.14 The council therefore requires:

- New development should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections.
- High quality digital infrastructure should be delivered across the site and upgraded over time.
- The number of radio and electronic communications masts, and the sites for such installations, should be kept to a minimum consistent with the needs of consumers, the efficient operation of the network and providing reasonable capacity for future expansion. Use of existing masts (off-site), buildings and other structures for new electronic communications capability (including wireless) should be encouraged. Where new sites are required (such as for new 5G networks), equipment should be sympathetically designed and camouflaged where appropriate.

Highways and connectivity

9.15 The Garden Village is located close to the transect of two major highway corridors – the A34 and A555 – and in an area along the Greater Manchester/Cheshire East boundary which possesses a number of transport challenges. To address these, Cheshire East, Stockport and Manchester councils have cooperated to work on a refresh of the South East



Manchester Multi Modal Study (SEMMMS). The conclusions of the SEMMMS refresh will continue to inform development decisions – including those relating to The Garden Village.

9.16 A new settlement at Handforth was conceived as a better way of accommodating development within an area characterised by Green Belt and transport constraints. In particular, it was intended to counteract the difficulties of acceptably mitigating numerous smaller diffuse development sites. The new settlement is therefore devised as a development of sufficient scale to address comprehensively issues of transportation and connectivity.

9.17 The issue of scale is important in two ways. Firstly, to be a settlement of sufficient 'critical mass' to limit journeys to local facilities as far as possible within the village itself. In this regard, connectivity within the village between housing employment and the village centre must be central to the settlement layout and design in accordance with the comprehensive masterplan (chapter 10). Secondly, the scale of development better enables external transport improvements to be delivered in a planned and structured manner. These include not only works on the adjacent highway network, but better connectivity for walking and cycling beyond the village boundary – both towards Handforth and to adjoin areas of Stockport Borough.

9.18 In terms of highway capacity and safety, the VISSIM modelling presented in the Transport Assessment (listed in Appendix 1) shows that the mitigation works proposed will satisfactorily mitigate the development impact of The Garden Village, and therefore will not worsen the current situation on the road network.

9.19 Accordingly, the delivery of The Garden Village can ensure the site is safely accessed, highways capacity on the local and strategic highway network is acceptable, and the site is well connected within and to the surrounding neighbourhood. To ensure this, the council therefore requires:

- Development must provide appropriate highway impact mitigation measures to the A34 and A555 corridors to address highway safety and capacity considerations.
- Development must make financial contributions towards the delivery of the proposed Poynton Relief Road to improve highway capacity on the A34 corridor; thereby improving the operation of the primary junction access to the site.
- Main vehicle access to the site must be primarily taken from the A34/Coppice Way roundabout and the A34/Handforth Dean Retail Park 'dumbbell' junction as indicated in the comprehensive masterplan (chapter 10). These main junctions are existing and optimally serve the site. They should be upgraded as part of the initial preparation and infrastructure works during phase 1.
- Secondary access into the site can be taken from Dairy House Lane as indicated in the comprehensive masterplan (chapter 10). This is an existing road entering the site and serves existing uses (e.g. Total Fitness, MoD and a residential property). Measures will be required to manage and/or limit the use of traffic (other than for existing authorised users, buses, cyclists and pedestrians) to appropriately manage traffic movement.
- There shall be no direct vehicle access point from the A555/Manchester Airport Relief Road. This is because in consultation with Stockport MBC it is agreed that the preferred access option should be from an improved A34/Coppice Way junction and the A34 dumbbell junction.
- Development should provide a wide range of public transport facilities on and off-site, as identified in the Transport Assessment and Framework Travel Plan (listed in Appendix 1), to minimise dependence on use by car.



- Development should provide direct access for bus services to connect The Garden Village to Handforth train station, Handforth district centre, and beyond. This should be supported by a new 'park and ride' facility close to the train station. The park and ride facility should provide a bus stop, car parking (including disabled bays) and cycle parking to link the bus services and improve access for all to the train station and district centre. The proposed location of the park and ride facility is indicated in the comprehensive masterplan (chapter 10) and is supported by the adopted Handforth Neighbourhood Plan.
- Development should provide a signal pedestrian crossing on the north side of the A34 / Coppice Way roundabout, directly linking The Garden Village at grade to the Handforth Dean Retail Park
- Development of the site should take account of the potential provision of Rapid Bus Transit ('BRT') proposals in accordance with the SEMMMS refresh. The proposed BRT route runs between Hazel Grove and Manchester Airport/Airport City, via The Garden Village, and is shown in Figure 4.
- Development should provide a new 'Garden Bridge' on the A34 (adjacent to the Coppice Way roundabout and replacing the current footbridge) as part of a 'Greenway' pedestrian/cycle linear route as indicated in the comprehensive masterplan (chapter 10) to provide a safe and attractive link to the Handforth train station and district centre.
- Pedestrian and cycleway links as indicated in the comprehensive masterplan (chapter 10) should provide safe and attractive links to the neighbourhood (including links to Handforth Dean Retail Park and Handforth district centre). This will include a signal-controlled pedestrian / cycle crossing on the north side of Coppice Way roundabout and via the underpass at the dumbbell junction and improve associated path and cycle routes as necessary.
- The proposed public rights of way (PROW) through the site are identified in the comprehensive masterplan (chapter 10). Opportunities for improved or new PROW linkages to adjacent parts of Bramhall and Woodford via Spath Lane, Dairy House Lane and Blossoms Lane should also be explored with Stockport MBC.
- Development must provide safe, convenient and attractive vehicle, cycle and pedestrian access and movement across the site in line with the comprehensive masterplan (chapter 10). This should include:
 - provide a legible and permeable environment;
 - ensure appropriate access throughout for the mobility impaired or partially sighted;
 - ensure that vehicle, cycle and pedestrian routes are well overlooked;
 - design in and manage traffic speeds through traffic calming;
 - accommodate limited street parking which brings activity to the street scene and helps traffic calming;
 - reinforce legibility and the contrast between character areas, as well as providing suitable access between the areas;
 - reflect the importance of routes according to the level of anticipated pedestrian, cycle and vehicular flow and the requirements of accessibility for servicing, refuse emergency and bus routing;



- appropriate surfacing materials, space and planting used in streets and at junctions in order to ensure overall quality of the place and influence movement patterns and priorities by mode of transport; and
- through an associated network of footpaths and cycle paths, to ensure safe routes to the proposed primary school and other facilities.

Community management, maintenance and governance

9.20 To ensure the site continues as an exemplar sustainable community the council requires:

- A site-wide Community Management and Maintenance Plan (“CMMP”) should be prepared and considered as part of the hybrid planning application to govern the long-term use, maintenance and management of community facilities, key infrastructure (e.g. drainage) public open space and public realm across the whole site. This should include a local management organisation comprising representatives of the new community and the council to allow locally-based long term ownership and management of facilities. It is essential that an effective management structure is established from the outset with an organisation assuming overall control and responsibility for the site-wide delivery, ongoing management and maintenance.
- The site-wide CMMP (above) should ensure highest quality maintenance is applied consistently across the site.
- The site-wide CMMP (above) should be adequately funded in perpetuity across the site by financial contributions, initially secured through planning obligations.
- Any freestanding planning applications should be supported by CMMPs and the council expects they will be aligned with the approved site-wide CMMP (above). If approved, the CMMPs should be implemented in perpetuity.

Design guide and design codes

9.21 The design guide (chapter 11) provides a framework comprising design aims and principles which guide all new development across the site to inform the design quality throughout the site.

9.22 The design guide also provides a platform for the future preparation of design codes to follow, in accordance with the Cheshire East Design Guide (Volume 1 - Setting the Scene of Cheshire East) (2017) and the Cheshire East Borough Design Guide (Volume 2: Residential Guidance - Creating Quality) (2017). The spatial design code will be considered as part of the hybrid planning application. The character area design codes (relating to the four character areas) will be approved separately by the council following consideration of the hybrid planning application. Once approved, the design codes (spatial and character area design codes) must be adhered to at the reserved matters stage(s). The design codes will support this SPD and be treated as material planning considerations for any future planning applications. Any freestanding planning applications must also be in line with the same approved design codes (as above).



Other technical requirements

9.23 The delivery of The Garden Village should have particular regard to the documents listed in Appendix 1. These have informed this SPD and should inform the preparation of all future planning applications on the site. It should be noted that some of the studies use development assumptions (e.g. floorspace, detailed mix) for the purpose of their own assessments and unless stated in this SPD should not be interpreted as absolute parameters. The documents are:

- Agricultural Land Classification
- Air Quality Assessment
- Arboricultural Impact Assessment
- Archaeological Desk Based Assessment
- Ecology Assessment
- Economic and Social Impact Assessment
- Energy Efficiency, Renewable Energy and Sustainability Assessment
- Flood Risk Assessment and Drainage Assessment
- Framework Travel Plan
- Heritage Statement
- Landscape and Visual Impact Assessment
- Noise and Vibration Constraints Assessment
- Ordnance Survey Site Location Plan
- Parking Study
- Phase 1 Desk Based Ground Conditions Assessment
- Phase 2 Site Investigation Report
- Outline Sports Need Assessment
- Topographical Survey
- Transport Assessment
- Utilities Statement

Key SPD requirement

Key requirement 5

All planning applications should demonstrate how development proposals are consistent with the key development requirements (as outlined above).



10 The comprehensive masterplan

10.1 This chapter sets out the comprehensive masterplan which guides the delivery of the site.

Policy requirement

10.2 The LPS Site Allocation (LPS 33) states:

“The development of the North Cheshire Growth Village site over the Local Plan Strategy period will deliver a new exemplar ‘Sustainable Community’ in line with an agreed comprehensive masterplan and supported by a North Cheshire Growth Village Design Guide...”

The comprehensive masterplan

10.3 The comprehensive masterplan visually articulates how the LPS Site Allocation (LPS 33) should be implemented. It also articulates the previous and following chapters in this SPD.

10.4 The comprehensive masterplan is a very important element of this SPD and all planning applications should be in line with it.

10.5 The comprehensive masterplan is not a single plan. It comprises a series of inter-linking plans which should be interpreted in conjunction with each other. This means that all new development proposals should accord with all of these plans, both individually and collectively. The plans are very clear to understand and will benefit landowners, developers and the wider community to appreciate the council’s expectations for the site. They should also be read in conjunction with the supporting plans and technical studies listed in Appendix 1.

10.6 The inter-linking plans which constitute the comprehensive masterplan are listed and inserted below:

- Parameters Plan (Figure 9): the required spatial requirements relating mixed land uses and features, movement and public realm.
- Green Infrastructure Network Plan (Figure 10): the required green infrastructure network and types across the site.
- Movement and Public Realm Hierarchy Plan (Figure 11): the required movement and public realm based on tiers of connectivity by car, bus, on foot and by cycle across the site and connections with the neighbouring areas.
- Pedestrian and Cycle Permeability Plan (Figure 12): the required pedestrian and cycle connections across the site and with the neighbouring areas.
- Character Areas (Figure 13): the required character areas to define the village quarters within the site (see also chapter 11).
- Indicative Phasing Plan (Figure 14): the phasing requirements to demonstrate the indicative delivery sequences leading up to completion by 2030.
- Initial Preparation and Infrastructure Works Plan (Figure 15): the approximate extent of the initial preparation works and infrastructure, comprising the first part of phase 1.

**Key SPD requirement****Key requirement 6**

All development should be delivered in line with the comprehensive masterplan (including Figures 9 to 15 in this chapter).

Figure 9 Parameters plan (do not scale)



Figure 10 Green infrastructure network plan (do not scale)



Figure 11 Movement and public realm hierarchy plan (do not scale)

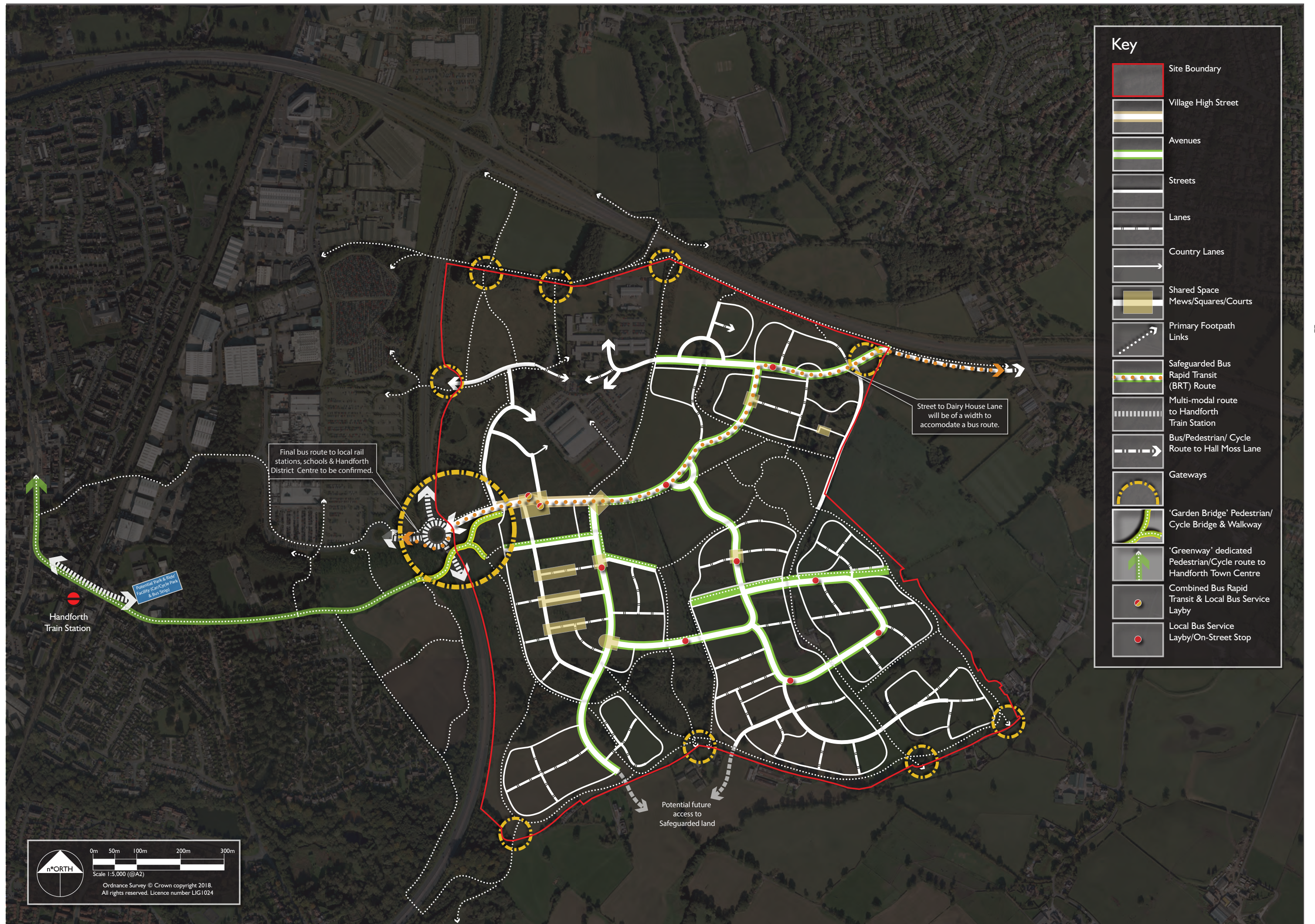


Figure 12 Pedestrian and cycle permeability plan (do not scale)

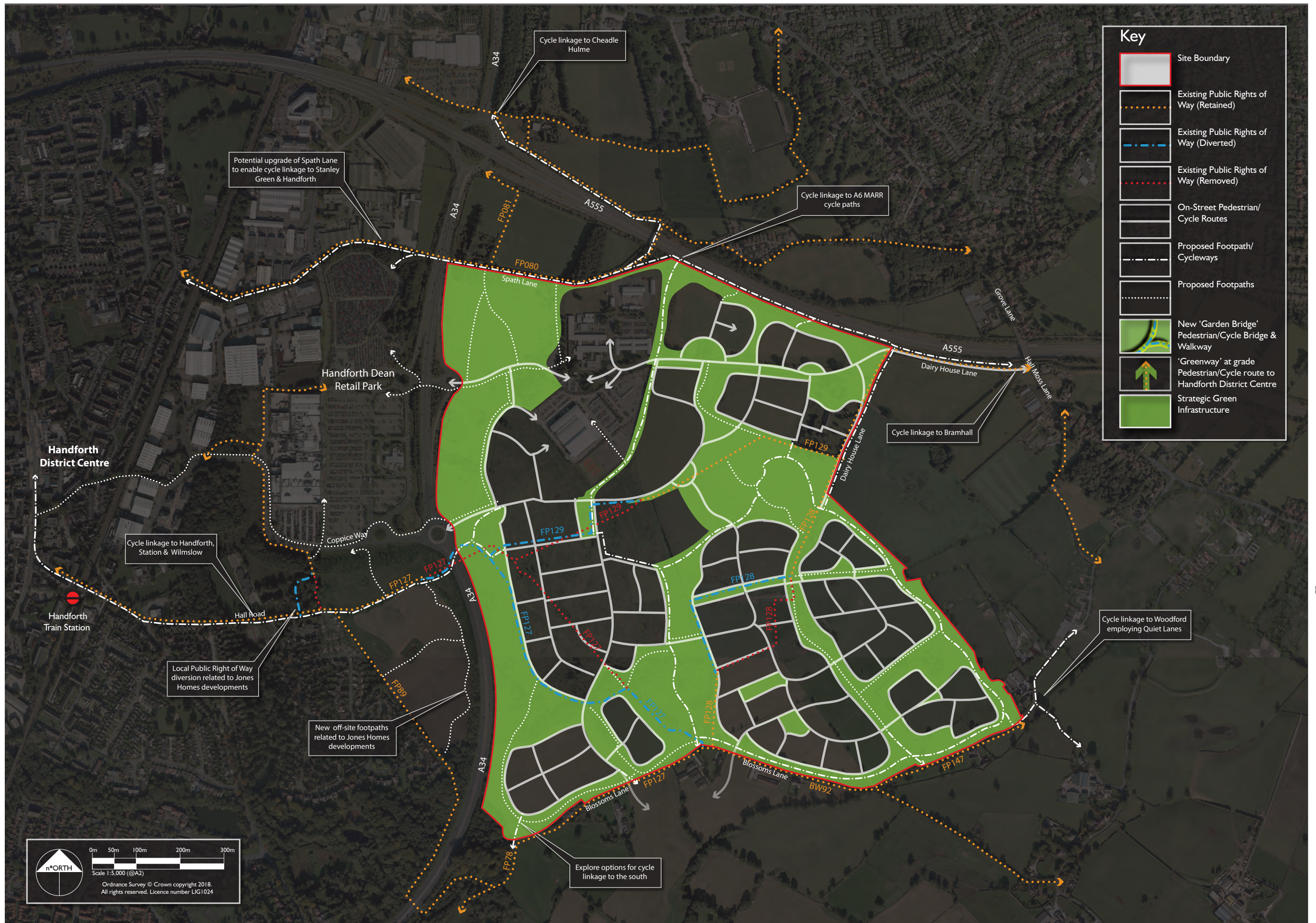


Figure 13 Character areas plan (do not scale)

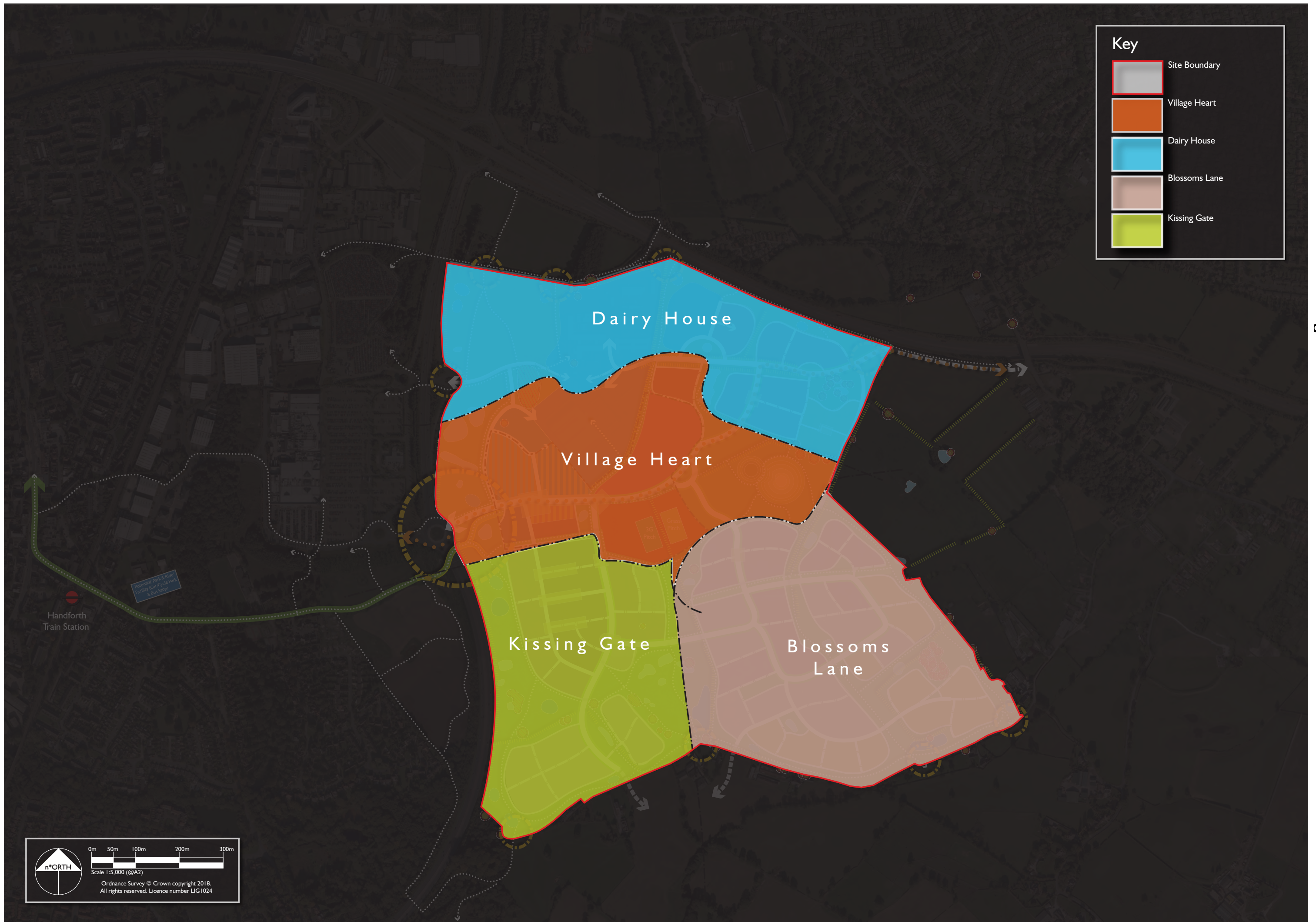
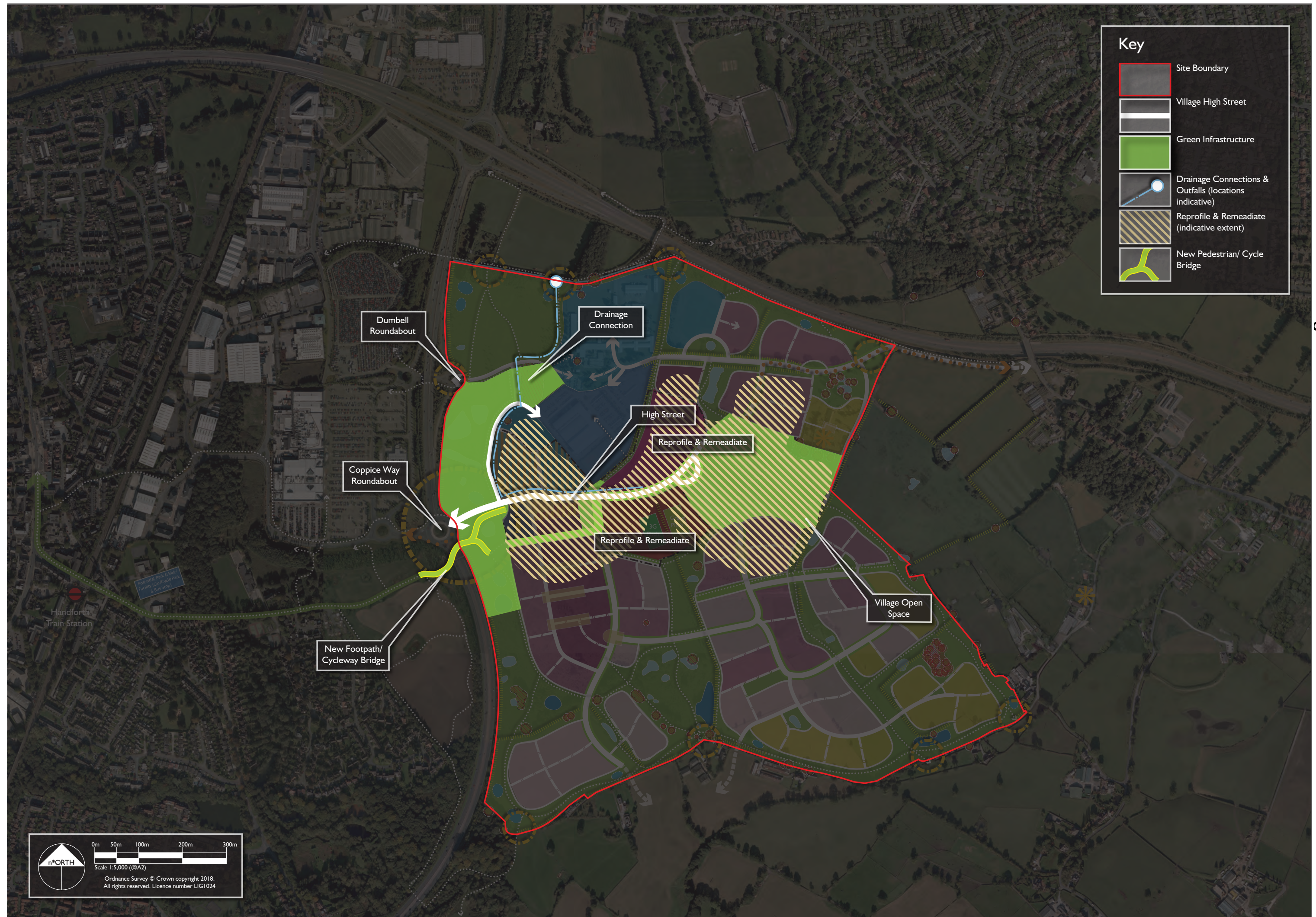


Figure 14 Indicative phasing plan (do not scale)



Figure 15 Initial preparation and infrastructure works plan (do not scale)



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11 The design guide

11.1 This chapter sets out the design guide to guide the delivery of the site.

Policy requirement

11.2 The LPS Site Allocation (LPS 33) states:

“The development of the North Cheshire Growth Village site over the Local Plan Strategy period will deliver a new exemplar ‘Sustainable Community’ in line with an agreed comprehensive masterplan and supported by a North Cheshire Growth Village Design Guide...High quality design must reflect and respect the character of the local built form (especially in relation to the setting of listed buildings) and natural environment creating an attractive place to live and work, appropriate to its location, through having a thorough understanding of the site’s features and contributions they make to the local area. Development must be in accordance with an approved and agreed comprehensive masterplan and North Cheshire Growth Village Design Guide.”

The design guide

11.3 This design guide provides a design framework. It sets out design aims, green infrastructure (GI) principles and character area principles which new development should be consistent with across the site.

11.4 The design guide is not a rigid set of rules. However, it is a design framework which all planning applications should be guided by.

11.5 The design guide provides the platform for the design codes to follow which will set out in more detail the council’s expectations for achieving highest standards of design throughout the site.

Key SPD requirement

Key requirement 7

All development should be delivered in line with the design aims and principles of the design guide (outlined in this chapter).

Design aims

11.6 The council considers the design aims (below) should guide the overall design ambitions for all new development across the site. The design aims are:



Design aim 1: a sense of place

- Create a new village with a sense of identity and pride that is deeply felt by the local community – especially characterised by the balance of highest-quality built design and extensive green infrastructure.

Design aim 2: a beautiful village

- Create and maintain a village which is attractive, creative, characterful, timeless, vibrant, healthy, safe, inspiring and dynamic; for those that live and work there, and visit. This will be controlled in perpetuity through a community management and maintenance plan.

Design aim 3: a connected village

- Create a village which is well connected within and to the wider area – especially for walking, cycling, and use of public transport.

Design aim 4: a village heart

- Create a village centre where commercial, community and residential buildings are of the highest quality architecture, and the harmonious mix of uses and public realm create a vibrant and inclusive heart during the daytime and evenings.

Design aim 5: a healthy village

- Create a healthy living environment by providing attractive cycling and walking routes; providing an array of high-quality sports activities; and promoting healthy eating through providing allotments and community orchards.

Design aim 6: an exemplar village

- Create a truly exemplar sustainable community through embedding the highest quality of design in terms of architecture, construction, and energy performance.

Design aim 7: a conservation village

- Create a village which minimises impacts on the local environment and provides net gains for biodiversity and heritage assets

Green infrastructure principles

11.7 For the purposes of the design guide in this SPD, the green infrastructure (GI) network contains a wide range of assets which apply to this site. The list is not exhaustive but the assets include:

- Green corridors
- Children's play areas
- Arts and heritage trails
- Amenity green space
- Community food production, allotments and orchards
- Outdoor sports facilities



- Street trees, boundary treatments and parking courts
- Edge/buffer development landscape
- Sustainable drainage system

11.8 The assets should support a plethora of functions. These include ecology, biodiversity, sustainable drainage, reduction in flood risk, improved water quality, creating an attractive setting, shading and cooling, formal and informal recreation/play, wind mitigation, providing footpath and cycleway routes, food production, healthy eating, education, health and wellbeing, event spaces, and community cohesion. The assets should also recognise the distinct roles that the green infrastructure network must fulfil, and future planning applications should identify the different roles of each area of the green infrastructure network. In particular, it should be recognised that sustainable drainage should avoid impacts in areas of ecological importance wherever possible.

11.9 The GI network should blend with the built environment to frame and link the neighbourhoods that make up The Garden Village, with the GI assets flowing around and through the neighbourhoods.

11.10 The GI assets should be designed to support species and habitats already present on the site (species rich grassland, butterflies dragonflies and damselflies, ponds and amphibians including great crested newts etc).

11.11 The GI network should not only deliver these benefits, but also exceed the LPS policy requirements (including LPS Policy SE 6 'Green Infrastructure').

11.12 The GI principles (1-9 below) refers to the assets listed above and broadly explains what is expected across the site. They also provide precedent imagery to inspire how these types of assets can manifest on the site. They should also be read in conjunction with the comprehensive masterplan (chapter 10). The more exacting detailing and standards to be achieved by these assets will be further developed in the spatial design code and character area design code to follow. The codes will also consider other GI assets, including: grasslands, woodlands, private gardens and green roofs.



Green infrastructure 1

Green corridors

- Large linear open spaces must provide both a landscape buffer between the parcels of built form and provide an opportunity for seating areas, community allotments and orchards, informal and formal recreational/sports use.
- Large linear open spaces must contain native trees, hedgerows and shrub planting to provide wildlife corridors.
- Large linear open spaces must link to existing footpaths and cycleways, connecting the site within and to the wider neighbourhood.
- The new garden bridge (on the A34), village high street, and the village hill, green and amphitheatre must provide an attractive and distinctive green corridor/greenway; connecting westwards on foot and by cycle to the Handforth train station and district centre, also benchmarking for highest quality design in architecture and public realm.
- Figure 16 below highlights the type of opportunities.

Figure 16 Green corridors imagery





Green infrastructure 2

Children's play areas

- Both formal and informal play provision must create a hierarchy of varied open spaces for children's play (all ages). They are ideal locations to incorporate attractive naturalistic play features such as earthworks, logs and boulders through to formal play areas.
- A series of play opportunities must be provided throughout the site, each connected by the public walking/cycling network. These environments should incorporate natural and where possible local materials and offer a diverse range of challenging, creative play experiences for all ages.
- Sculptural seating opportunities must be provided for parents and older members of the community, as well as providing natural surveillance from the surrounding built form and public realm.
- Opportunities to integrate play as part of streetscape, arts and heritage trails and waymarking.
- Figure 17 below highlights the type of opportunities.

Figure 17 Children's play areas imagery



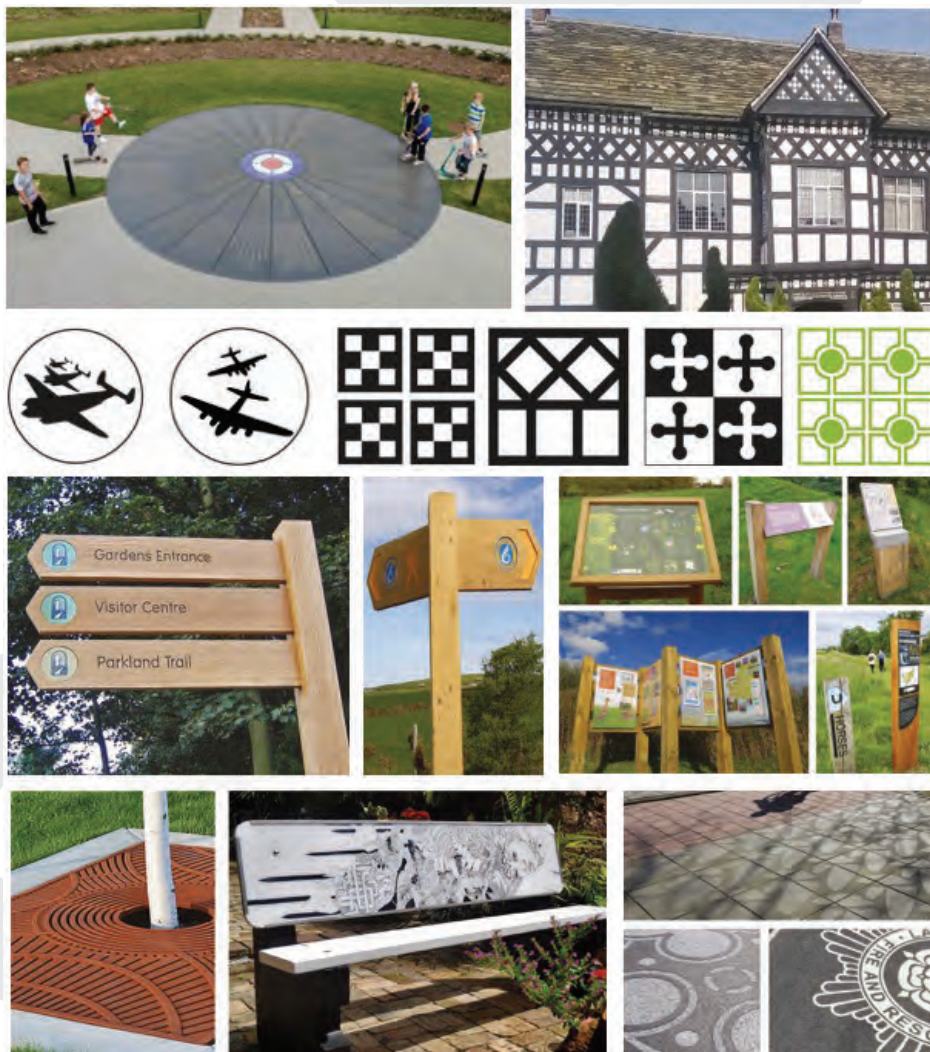


Green infrastructure 3

Art and heritage trails

- An 'Art and Heritage Trail' must incorporate both the public realm and network of green spaces. The trail will tie all of the public open space features together and be punctuated by elements of art incorporated into the landscape and public realm at key locations. The trail will provide an exciting opportunity to engage with local artists, community groups and schools to provide the desired outcomes that will integrate the development into the wider community.
- The history of the site must be interpreted within the trails through the use of information boards and physical features; e.g. recognising the former RAF Handforth 61 M.U., the history of Dairy House Farm, and historic connections to Handforth Hall.
- Figure 18 below highlights the type of opportunities.

Figure 18 Art and heritage trails imagery





Green infrastructure 4

Amenity green space

- Informal public green areas throughout must allow for cultural and social interaction for all ages.
- A small country-style park and hill - defining the eastern end of the village high street, must provide a high-quality public space that has a feature mound closing the vista of the street and provides recreation (play area, seating, relaxation, viewing) and a community events space.
- A woodland-style park located at the southern end of the central green corridor (adjacent to parcel 23) must provide an attractive naturalistic landscape which is accessed via the extensive green corridors (north, east and west), public footpaths/cycleways, and can be used as a venue for wildlife and nature education events.
- Crescent greens and garden squares - more semi-formal recreational spaces located within the housing parcels, often focused around existing landscape features such as trees or ponds to visually break-up the residential parcels and provide localised leisure areas for relaxation and play.
- Local Wildlife Site (LWS) - the remaining 'Handforth Dean Ponds and Grasslands' LWS for conservation of wildlife due to the significant habitat and species it contains. It can also provide opportunities for managed recreation and education relating to the natural environment.
- Figure 19 below highlights the type of opportunities.

Figure 19 Amenity green space imagery





Green infrastructure 5

Community food production, allotments and orchards

- Community allotments and orchards located in at least three locations to give the local community an opportunity to grow fruit and vegetables – enhancing community involvement, improving healthy eating, providing education linked to the primary school, and bringing economic benefits (e.g. selling produce in the village square).
- Localised food growing could also be associated within other detailed developments and within other local green spaces for more informal community growing opportunities.
- Figure 20 below highlights the type of opportunities.

Figure 20 Community food production, allotments and orchards imagery





Green infrastructure 6

Outdoor sports facilities

- Outdoor formal sports facilities must be provided.
- Outdoor pitches should include: a grass pitch area for 1 adult grass football pitch (with appropriate run-offs and flexible areas to include elements of Active Design Principles); grass field area to double as outside flexible grass space for the primary school activities; and half-size/junior floodlit 3g artificial grass area with fencing to meet the needs of 9 v 9 football.
- The sports pitches should be co-located with the primary school and village hall (parcel 14)
- Other informal sports facilities including MUGAs (Multi Use Games Area) and other initiatives (including outdoor gyms, running/walking tracks).
- Figure 21 below highlights the type of opportunities.

Figure 21 Outdoor sports facilities imagery





Green infrastructure 7

Street trees, boundary treatments and parking courts

- Trees must be used to define the street hierarchy and character areas as well as deliver the numerous benefits; which include: softening building frontages, provision of shade, storage of carbon, production of oxygen, absorption of water, a source of renewable energy and the ability to absorb pollutants, a source of ecological habitats, to name but a few.
- Figure 22 below highlights the type of opportunities and the hierarchy of landscaping that should be delivered.

Figure 22 Street trees in townscape imagery





Green infrastructure 8

Edge/buffer development landscape

- The eastern and south-eastern boundary should act as a landscape edge to blur the line between development and the open countryside. The structure of landscaping should minimise the visual impact on the open countryside, but also facilitate excellent views over the Cheshire plains and hills to the east.
- The western and north-western boundary must act as a landscaped green buffer to protect views and safeguard wildlife.
- Figure 23 images below highlights the type of opportunities.

Figure 23 Edge/buffer development imagery





Green infrastructure 9

Sustainable Drainage Strategy (SuDS)

- Water management through SuDS must comprise a network of attenuation features (including swales, wetland, reed beds, attenuation basins, rain gardens and green roofs/walls) to attenuate storm run-off and support biodiversity; as described in the Cheshire East Borough Design Guide, Volume 2: Residential Guidance – Creating Quality, Paras iv|64 to iv|76.
- The development of the site should follow the surface water hierarchy and incorporate exemplary sustainable drainage methods. The expectation will be for only foul flows to communicate with the public sewer.
- SuDs should be provided as part of a wider strategy that retains the biodiversity and integrity of the Local Wildlife Site. SuDS should not be provided within area retained for biodiversity and ecology.
- Figure 24 below highlights the opportunities.

Figure 24 Sustainable drainage imagery





Character area principles

11.13 For the purposes of this SPD the term ‘built’ environment primarily relates to the new buildings, streets and other man-made structures across the site. In this instance the built environment is subdivided into four distinct character areas (or ‘quarters’) as defined in the comprehensive masterplan (chapter 10). The character areas are:

- The Village Heart, in the centre containing the village centre
- Dairy House, to the north
- Kissing Gate, to the south west
- Blossoms Lane, to the south east

11.14 The character area designations have been influenced by existing site features (e.g. access, boundary roads, hedgerows) and historic uses (e.g. former Dairy House Farm). The aim is to provide a change of experience travelling through The Garden Village from the main access from the A34/Coppice Way roundabout access, through into the village centre (‘Village Heart’) and out into each of the other character areas north and south (‘Dairy House’, ‘Kissing Gate’, and ‘Blossoms Lane’).

11.15 Each character area should have an individual sense of identity and exhibit the highest quality in terms of architectural form, material palette, detailing and public realm/soft landscape treatments. This should achieve legibility, urban quality and add to the sense of place as a whole. The GI principles above should also tailor to these individual character areas.

11.16 Each character area must also be overlaid and linked by streets. The site will comprise a village high street, avenues, streets, lanes, mews and country lanes.

11.17 Each character area must also comprise landmark elements and other man-made features.

11.18 The character area principles (1-4 below) should apply to the specific character areas across the site. They should be read in conjunction with the comprehensive masterplan (chapter 10). The more exacting detailing and standards to be achieved across the site in relation to new buildings, streets and other man-made fixtures will be further developed in the spatial design code and character area design codes to follow.



Character area 1

The Village Heart

- The **Village Heart** must be the commercial and community hub of The Garden Village and the focus of mixed uses within the site.
- The **garden bridge** must replace the existing footway bridge on the A34 and form a new pedestrian/cycle bridge. It should also form part of an east-west linear 'greenway' (linking The Garden Village to Handforth train station and district centre). The bridge must also provide a distinctive architectural landmark to signpost and celebrate The Garden Village and symbolise the northern gateway into Cheshire East.
- The **village centre** must take the form of a concentrated mix of uses. The western end will comprise the main cluster of retail and leisure uses at ground floor with generally residential and offices uses above. The eastern end will generally comprise extra care housing and a community hub facility (primary school, village hall and sports pitches). The blend of storey heights, massing and the highest quality detailed design of architecture should create a sense of vibrancy, interest and legibility in the townscape, and befitting a traditional village centre.
- The **village high street** must take the form of a tree-lined avenue creating an attractive boulevard on a west-east axis and forming part of the 'greenway'.
- The **commercial village square** must lie towards the western end of the high street and take the form of an area of shared space public realm. Its multi-role is to anchor the main retail and leisure uses (shops, pub, cafés, restaurants, etc), enable pedestrians to safely cross the high street, provide areas for outdoor dining, allow seating for a place to relax, and slow-down but also allow vehicle traffic to pass. Its surfacing should clearly define this shared space. Strong built frontages of shops, restaurants and upper floor uses can contain, animate and bring the square to life. The square should be essentially commercial and busy, and contrast to the quieter parts of the high street to the east.
- The **community village square** must lie towards the eastern end of the high street and take the form of an area of shared space public realm. Its multi-role is to anchor the main community-type uses (e.g. primary school, day nursery, etc), enable pedestrians to safely cross the high street, allow seating for a place to relax, provide community events space (e.g. Christmas markets), and slow-down but also allow vehicle traffic to pass. Its surfacing should clearly define this shared space. The square should be essentially community-based and quieter compared to the busier parts of the high street to the west.
- The **village green, hill and amphitheatre** must lie at the eastern end of the high street, creating a distinctive landmark, recreation area and event space which closes the eastern vista of the street.
- **Core characteristics:** Mixed uses, vibrant, distinctive and epitomises highest quality architecture and quality public realm throughout.
- Figure 25 highlights the type of opportunities

Figure 25 The Village Heart imagery





Character area 2

Dairy House

- Dairy House lies to the north of the Village Heart and should be a mixed-use neighbourhood (including retained MoD and Total Fitness sites). The neighbourhood takes its name from the Georgian farm (former Dairy House Farm – grade II listed) located in the north-east fringe of the village.
- Residential development in Dairy House should generally comprise medium to high density housing parcels which will contain a mix of mainly townhouse rows, semi-detached and detached properties. Semi-detached housing should be the predominant house type.
- The grade II listed Dairy House Farmhouse must be repaired, restored, enhanced and converted to a suitable use. Any new built form within or adjacent the curtilage to the farmhouse must preserve or enhance the setting of this heritage asset.
- Dairy House must represent the highest quality of architecture and characterise a varied mix of styles drawing inspiration from the historic vernacular of the local area, the local area generally, and combining traditional and contemporary design.
- **Core characteristics:** Medium density feel with a strong landscape framework into which new housing and employment uses will compatibly blend.
- Figure 26 highlights the type of opportunities.

Figure 26 Dairy House imagery



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Character area 3

Kissing Gate

- Kissing Gate forms the south western neighbourhood of the village, with the main residential area sitting south of the village centre.
- The northern part of this neighbourhood must contain the highest density housing areas, sitting behind the village centre. This is a high-density area primarily of townhouse rows of 2 and 3 storeys.
- The public realm beyond the avenues will be predominantly hard landscaped with trees offering dappled shade within a series of streets and mews.
- The high-density feel of the northern part of this neighbourhood must drop considerably towards its southern fringe.
- This high-density area must fade out to medium and then to low-density housing where bordered by green infrastructure.
- The southernmost part of this neighbourhood must comprise low density housing framed by green infrastructure all around. The low-density housing must be predominantly well-landscaped detached homes.
- The southernmost part of this neighbourhood should also protect and maintain the current rural character of Blossoms Lane and respect its status as a quiet lane.
- **Core characteristics:** A vibrant and diverse residential neighbourhood which has a varied density, mix and choice of homes, dominated by high-density housing in the north and fading to medium and then low-density housing along its western and southern edges.
- Figure 27 highlights the type of opportunities.

Figure 27 Kissing Gate precedent imagery





Character area 4

Blossoms Lane

- Blossoms Lane is located in the south eastern quarter of the village and must be the lowest density residential neighbourhood. The character area sits to the south-east of the village high street and primary school.
- It consists of medium, low and rural density housing areas arranged around a series of squares, greens or overlooking the green infrastructure network.
- This character area must have a mixed suburban and rural feel with a mix of short townhouse rows and semi-detached homes in the north part of the neighbourhood, then fading to predominantly larger detached properties with larger gardens towards the southern and southeast edge of the village.
- A series of squares and garden squares must provide formal areas of public realm and green spaces within the development parcels, enclosed by the surrounding built form.
- The green infrastructure network must surround the grouped development parcels which make up the neighbourhood.
- As with the southern fringe of Kissing Gate, Blossoms Lane must contain lower density parcels along its fringes where the detached properties are set into well landscaped gardens arranged around a series of traditional streets, all framed by green corridors. The southernmost parcels will be rural density housing areas, expecting individually designed homes set into generous private gardens in large plots.
- The southernmost part of this neighbourhood should also protect and maintain the current rural character of Blossoms Lane and respect its status as a quiet lane.
- The fringe of development to the south-east and east of this neighbourhood will blur the edge of the village with the wider countryside. The structural planting along this boundary will minimise the visual impact on the wider open countryside, but the juxtapose with housing and pathways/cycleways/viewing points will present excellent private and public views across the Cheshire plains and hills to the east.
- **Core characteristics:** A mixed suburban and rural neighbourhood. Its housing density fades to reflect the transition between the village centre and open countryside.
- Figure 28 highlights the type of opportunities.

Figure 28 Blossoms Lane precedent imagery





12 The outline delivery plan, planning process and delivery programme

12.1 This chapter outlines the council's required outline delivery plan, planning application process, and delivery programme to guide the delivery of the site.

Outline delivery plan

12.2 The LPS Site Allocation (LPS 33) requires a 'delivery plan' to show the phasing of development and timing of provision of the local (village) centre and other community facilities and infrastructure. It states that supporting facilities and infrastructure must be delivered as early as is feasible to emphasise the new settlement's sustainable credentials in its early years. Thereafter, all new development and infrastructure should be delivered in a timely manner leading up to completion by 2030 in line with the LPS expectations. This is consistent with the comprehensive approach to the delivery of this site as set out in this SPD.

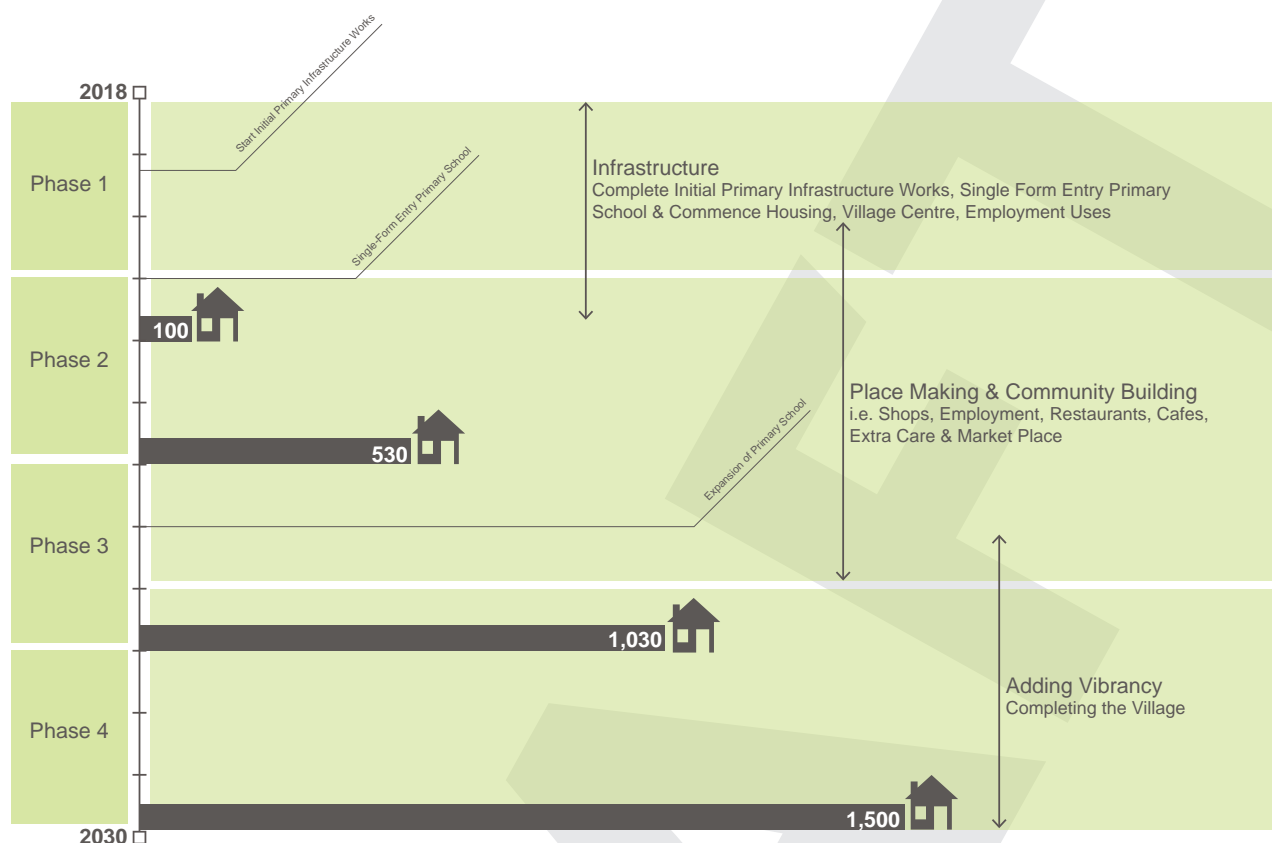
12.3 Therefore, the council requires the preparation and approval of a detailed delivery plan to plan the new development assessed against (inter alia) the following: infrastructure projects, locations, status, triggers and/or timescales of delivery, estimated costs, delivery/funding mechanisms, and responsibilities.

12.4 The council will require this detailed delivery plan to be submitted as part of the hybrid planning application. It should be broadly in line with the indicative phasing plan in the comprehensive masterplan (chapter 10) and the indicative phasing delivery diagram in Figure 29 below. The detailed delivery plan should also consider:

- Development must be delivered in a comprehensive manner in line with this SPD.
- Construction of new buildings should not be commenced until the broad extent of the IPIW package as defined in the comprehensive masterplan (chapter 10) has been completed to the satisfaction of the council.
- All infrastructure must be provided in a timely manner in order to mitigate the impacts of new development at all times during and after construction.
- The need for construction phasing and temporary access arrangements (where necessary).
- Potential delays of the delivery of some parcels/plots due to unforeseen circumstances.
- All development in line with the requirements set out in the LPS Strategic Site allocation LPS 33 has been completed by 2030.

12.5 Compliance with the approved detailed delivery plan will be secured through planning conditions. This will bind the approval of all future reserved matters planning applications.. Any piecemeal planning applications will only be approved if they accord with the same approved detailed delivery plan.

Figure 29 Indicative phasing delivery diagram



The planning process

12.6 As set out in this SPD, the council requires a comprehensive approach to the delivery of The Garden Village and the council (through its development company, Engine of the North) will act as the lead developer. In line with this approach, the Engine of the North will submit a site-wide hybrid planning application in early 2019.

12.7 The hybrid planning application will seek:

- **Outline planning permission** - for 'A mixed-use garden village' in line with this SPD, with all matters reserved; and
- **Full planning permission** – for detailed approval of the 'initial preparation and infrastructure works (IPIW)', in line with this SPD. This will include the spatial design code and the detailed delivery plan.

12.8 Following the grant of the hybrid planning permission, the council will prepare and approve character area design codes to support the spatial design code and inform the delivery of the whole site.

12.9 Following the grant of the hybrid planning permission, the council expects all new development proposals will come forward as individual reserved matters applications (pursuant to the hybrid planning permission) and accord with this SPD, the design codes, and the detailed delivery plan.

12.10 Any piecemeal applications will not be supported by the council unless they can demonstrate they are consistent with this SPD, the design codes and the detailed delivery





plan; and can demonstrate they can financially and physically support the delivery of essential infrastructure and the development of the remaining parts on the site.

12.11 The council's website contains information which generally explains the planning process and the information which may be required to support planning applications. However, this specific site is very complex and the council strongly advises all potential applicants should seek pre-application advice first.

12.12 The council provides a pre-application advice service and encourages potential applicants to discuss their scheme with planning officers prior to submission. This helps to ensure a better understanding of planning issues and the application requirements. It can therefore avoid onward delays and abortive costs. An explanation of the type of service you should require, the cost payable, and details of how to apply, is all explained online.

Delivery programme

12.13 The council will work collaboratively with landowners and developers to bring forward the delivery of the site in a timely manner.

12.14 It is important to understand the key stages, milestones and timescales to be achieved. This guides all landowners, developers and the wider community.

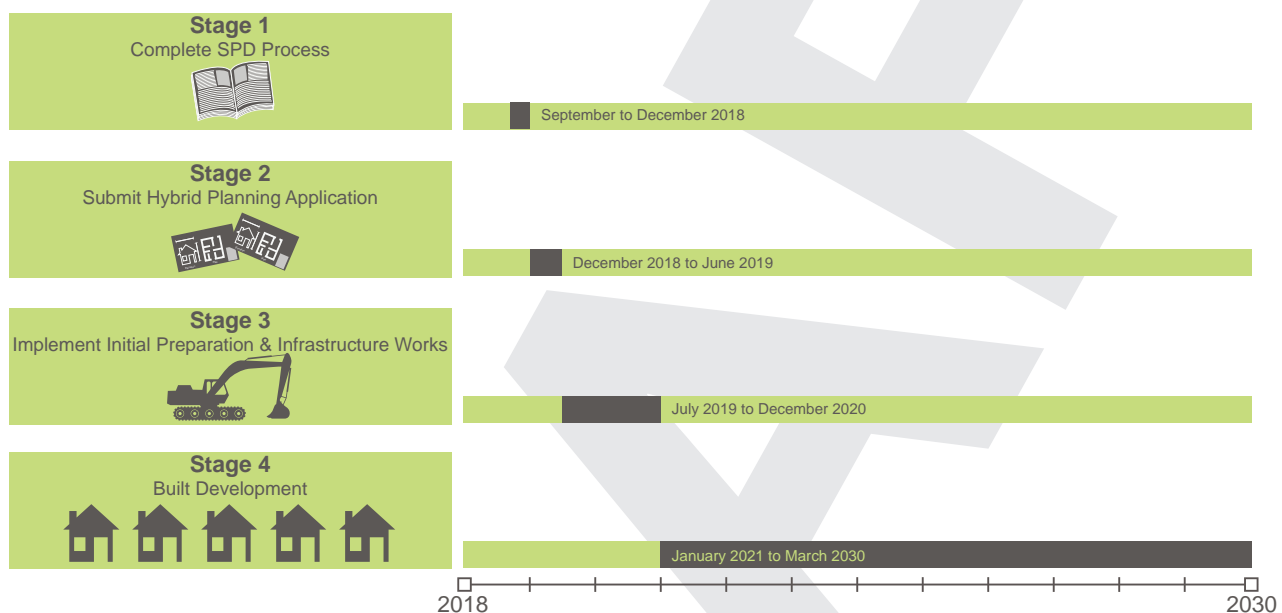
12.15 The indicative delivery programme (below) identifies the key stages, milestones and timings leading up to the completion of the site by 2030.

- **Stage 1: Complete SPD process (September - December 2018)**
 - The council published the draft SPD for formal public consultation over six weeks between September and October 2018.
 - All comments received were considered by the council and the draft SPD was amended where appropriate.
 - The SPD was considered for the council's Strategic Planning Board on 17 December 2018 and was formally adopted on 21 December 2018.
- **Stage 2: Submit 'hybrid planning application' (December 2018 – June 2019)**
 - The council (via Engine of the North) submits the hybrid planning application in January 2019.
 - The council seeks to determine the application by June 2019.
- **Stage 3: : Implement initial preparation and infrastructure works (July 2019 – December 2020)**
 - The council (via Engine of the North) secures approval of the pre-commencement conditions and completes the initial preparation and infrastructure works by December 2020. This accelerated delivery will be assisted by public funding from Homes England, and development agreements with individual developers through land sales.
- **Stage 4: Built development (January 2021 – March 2030)**

- Delivery of the single form entry primary school and initial housing will be commenced by 2021/2022.
- Subsequent phases of residential, commercial and community development will be in line with the comprehensive masterplan (chapter 10), approved design codes and the approved detailed delivery plan.
- All new development in line with the LPS Site Allocation LPS 33 will be completed by March 2030.

12.16 The proposed sequence of these four key stages is illustrated in Figure 30 below:

Figure 30 Sequence of four key stages (delivery programme)



12.17 The delivery programme is challenging but follows a realistic and logical sequence to ensure The Garden Village site is comprehensively and successfully delivered by 31 March 2030 in line with the adopted LPS. As this development is expected to take place between 2018 to 2030, an element of flexibility is also assumed to allow the phased development to respond to changing circumstances over time. A process of monitoring and review of delivery will be undertaken by the council.

12.18 Where appropriate, and required to secure the timely delivery of The Garden Village, the council will consider using its powers of compulsory purchase and/or appropriation to secure third party rights, interests and land needed to deliver The Garden Village in line with the requirements of the LPS and this SPD.

Key SPD requirement

Key requirement 8

All development should be delivered in line with the requirements of this SPD, the outline delivery plan, the planning process and the delivery programme (as outlined above).





Appendix 1 List of supporting documents

Supporting documents can be viewed on the council's website at www.cheshireeast.gov.uk/planning/spatial_planning/cheshire_east_local_plan/supplementary_plan_documents/the-garden-village-at-handforth-spd.aspx

- A. Garden village principles and UK settlement case studies
- B. Cheshire village centre case studies
- C. Supporting plans and technical studies, including:
 - Agricultural land classification
 - Air quality assessment
 - Arboricultural impact assessment
 - Archaeological desk based assessment
 - Ecology assessment
 - Economic and social impact assessment
 - Energy efficiency, renewable energy and sustainability assessment
 - Flood risk assessment and drainage assessment
 - Framework travel plan
 - Heritage statement
 - Landscape and visual impact assessment
 - Noise and vibration constraints assessment
 - Ordnance Survey site location plan
 - Parking study
 - Phase 1 desk based ground conditions assessment
 - Phase 2 site investigation report
 - Outline sports need assessment
 - Topographical survey
 - Transport assessment
 - Utilities statement
- D. List of development plan policies and relevant background documents
- E. Glossary