

Strategic Planning Board

Agenda

Date:	Wednesday, 24th July, 2019
Time:	10.00 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 at the top of each report.

It should be noted that Part 1 items of Cheshire East Council decision meetings are audio recorded and the recordings are 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 Two Meetings** (Pages 3 - 10)

To approve the minutes of the previous two meetings held on 26 June 2019 and 11 July 2019 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. **19/1797M - 15 Hampson Crescent, Handford, SK9 3HF: Demolition of 15 Hampson Crescent, diversion and culverting of Dobbin Brook and formation of both vehicular and pedestrian access from Meriton Road / Hampson Crescent including associated infrastructure and landscaping works, and creation of temporary construction haul road and compound from Sagars Road for Mr Alex Wigfield, Anwyl Homes (Pages 11 - 28)**

To consider the above application.

6. **18/0083C - Land East of Warmingham Lane, Moston, Middlewich: Proposed erection of 74 residential dwellings, access, landscaping and associated works for Mr Michael Orgill, Seddon Construction Limited (Pages 29 - 56)**

To consider the above application.

7. **Site Allocations and Development Policies Document - Publication Draft Plan (Pages 57 - 84)**

To consider a report seeking the views and recommendations of the Strategic Planning Board regarding the approval of the Publication Draft version of the Site Allocations and Development Policies Document and its publication for consultation.

CHESHIRE EAST COUNCIL

Minutes of a meeting of the **Strategic Planning Board**
held on Wednesday, 26th June, 2019 at The Capesthorne Room - Town Hall,
Macclesfield SK10 1EA

PRESENT

Councillor M Hunter (Chairman)

Councillors S Edgar, A Farrall, P Groves, S Hogben, D Jefferay, R Moreton,
P Redstone, B Roberts, M J Weatherill and P Williams

OFFICERS IN ATTENDANCE

Ms S Dillon (Planning Lawyer), Mr D Evans (Principal Planning Officer), Mr P Hurdus (Principal Planning Officer), Mr D Malcom (Head of Planning (Regulation)), and Mr P Wakefield (Principal Planning Officer)

1 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor S Gardiner.

2 DECLARATIONS OF INTEREST/PRE DETERMINATION

In the interest of openness in respect of application 18/6389C, Councillor S Edgar declared he had had post, email and a telephone call (that he refused to engage in) and had also sat on the Southern Planning Committee as a substitute when the application was originally considered. In view of the new evidence and updates to the application he had not come pre determined on the new application and had come to the meeting with an open mind.

In the interest of openness in respect of application 17/6471M, Councillor S Hogben declared that he was a Director of ANSA who had been a consultee, however he had not made any comments nor discussed the application.

In the interest of openness in respect of application 18/6389C, Councillor P Williams declared that he had received email correspondence and had replied to one email explaining the role of the Board.

In the interest of openness in respect of application 18/6389C, Councillor M Hunter declared that he had received correspondence in respect of applications 18/6389C and 17/6471M.

It was noted that all Members had received correspondence in respect of a number of applications on the agenda.

3 MINUTES OF THE PREVIOUS MEETING

RESOLVED

That the minutes of the meeting held on be approved as a correct record and signed by the Chairman.

4 PUBLIC SPEAKING

RESOLVED

That the public speaking procedure and extension to the speaking time in respect of application 17/6471M be noted.

5 TERMS OF REFERENCE

RESOLVED

That the Board's Terms of Reference be noted.

6 18/6389C-ERECTION OF A NEW FOODSTORE (USE CLASS A1), ACCESS, SUBSTATION AND ASSOCIATED CAR PARKING AND LANDSCAPING. RE-SUBMISSION OF APPLICATION 18/3123N, LAND SOUTH EAST OF CREWE ROAD ROUNDABOUT, UNIVERSITY WAY, CREWE FOR MR GEORGE BROWN, ALDI STORES LIMITED

Consideration was given to the above application.

(Councillor H Faddes, the Ward Councillor, Steve Bratt, an objector, Meyrick Stockton, a supporter and George Brown, the applicant attended the meeting and spoke in respect of the application).

RESOLVED

The Board felt that the application should be approved contrary to the officer's recommendation due to the value of job retention and the specific circumstances presented. The application was delegated to the Head of Planning (Regulation) in consultation with the Chairman to approve, subject to conditions, with specific consideration of a bus stop condition.

(The meeting adjourned from 12.15pm until 1.00pm for lunch).

7 17/6471M-FULL PLANNING APPLICATION FOR 134 DWELLINGS ON LAND OFF HAZELBADGE ROAD WITH ASSOCIATED ACCESS IMPROVEMENTS, LANDSCAPING AND PUBLIC OPEN SPACE, LAND OFF HAZELBADGE ROAD, POYNTON, CHESHIRE FOR MR SEAN MCBRIDE, PERSIMMON HOMES (NORTH WEST)

Consideration was given to the above application.

(Councillor M Sewart, the Ward Councillor, Town Councillor Lee Podmore, representing Poynton Town Council, Ian Coulson, an objector, Vanessa Brook, an objector and Leon Armstrong, representing the applicant attended the meeting and spoke in respect of the application).

RESOLVED

That the application be deferred in order for further consideration to be given to a revised parking/drop off area for school.

(During consideration of the application Councillor A Farrall, left the meeting and returned. He did not take part in the debate or vote on the application. After the decision the meeting was adjourned for a short break).

8 18/6404M-ERECTION OF BUILDINGS TO BE USED AS CAR DEALERSHIPS INCLUDING WORKSHOPS, BODYSHOPS, OFFICES, CAR PARKING, EXTERNAL DISPLAY AREAS, SHOWROOM AND NEW ACCESSES ALONG WITH ASSOCIATED WORKS. (RE-SUBMISSION OF 17/6486M), LAND WEST OF COPPICE WAY AND SOUTH OF LOWER MEADOW WAY, HANDFORTH FOR MR PHILLIP JONES, HALLIWELL JONES (WILMSLOW) LIMITED

Consideration was given to the above application.

(Councillor B Burkhill, the Ward Councillor and John Taylor, 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 delegated to the Head of Planning (Regulation) in consultation with the Chairman and relevant Ward Councillor to approve subject to an acceptable package of ecological mitigation being received and subject to the following conditions:-

1. Commencement of development (3 years)
2. Development in accord with approved plans
3. Materials as application
4. Tree protection
5. Submission of landscaping scheme
6. Landscaping (implementation)
7. 10 year woodland management plan to be submitted
8. Nesting bird survey to be submitted
9. Gas Protection Measures Design and Verification Plan to be submitted
10. Verification Report prepared in accordance with the approved Gas Protection Measures Design and Verification Plan to be submitted
11. Unidentified contamination

12. Imported soil to be tested for contamination
13. Development to be carried out in accordance with mitigation measures detailed in FRA
14. Parking and access to be provided prior to occupation
15. Foul and surface water shall be drained on separate systems
16. Surface water drainage scheme to be submitted
17. Scheme to provide 10% of predicted energy requirements from decentralised and renewable or low carbon sources to be submitted

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 Development Management 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.

The meeting commenced at 10.00 am and concluded at 4.00 pm

Councillor M Hunter (Chairman)

CHESHIRE EAST COUNCIL

Minutes of a meeting of the **Strategic Planning Board**
held on Thursday, 11th July, 2019 at Council Chamber, Municipal Buildings,
Earle Street, Crewe CW1 2BJ

PRESENT

Councillor M Hunter (Chairman)
Councillor S Gardiner (Vice-Chairman)

Councillors J Bratherton (for Cllr Hogben), S Edgar, A Farrall, A Gage (for Cllr Weatherill), P Groves, D Jefferay, R Moreton, P Redstone, B Roberts and P Williams

OFFICERS IN ATTENDANCE

Patricia Evans (Senior Planning and Highways Lawyer)
Tom Evans (Neighbourhood Planning Manager)
Adrian Fisher (Head of Strategic Planning)
Paul Hurdus (Highways Development Manager)
Julie Zientek (Democratic Services Officer)

9 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors S Hogben and J Weatherill.

10 DECLARATIONS OF INTEREST/PRE DETERMINATION

The following declarations were made in the interests of openness:

Councillor P Groves declared that he had received telephone calls and emails from the CPRE but had retained an open mind.

Councillor S Gardiner declared that he had received telephone call and email correspondence from Mr Andrew Needham, a representative of the CPRE, who was registered to speak at the meeting. Mr Needham was known to him, as they had both been employees in the same organisation. They had had a brief telephone conversation and Councillor Gardiner had told him that he could not discuss the matter. Councillor Gardiner stated that he had referred the correspondence to officers and declared that he had retained an open mind.

Councillor B Roberts declared that he had attended a number of briefings, particularly with Crewe Town Council, but had retained an open mind.

11 CREWE HUB AREA ACTION PLAN - DEVELOPMENT STRATEGY AND FURTHER OPTIONS

Note: Steve Bratt and Andrew Needham attended the meeting and addressed the Committee on this matter.

The Committee considered a report which sought approval to consult on the next stage of the Crewe Hub Area Action Plan, which was designed to guide and manage development in the environs of the new HS2 Hub Station at Crewe.

The draft Area Action Plan reflected many of the matters raised during the period of engagement during the autumn and winter 2018-2019. Consultation was planned to take place over a six week period between 22 July and 3 September 2019, following which it was proposed to move towards a publication draft plan later in 2019, subject to any additional consultation or engagement considered appropriate in light of responses received. The Publication Plan would be the subject of formal consultation prior to submission to the Secretary of State for Examination.

Members asked a number of questions and received confirmation that:

- the housing and jobs figures were indicative numbers that set the context of development and did not act as targets in themselves as this was the role of the Strategic Plan. The AAP set out non-strategic policies.
- the plan area could accommodate such levels of growth by planning for higher density development, key infrastructure and a much more urbanised form of development focused on pedestrian rather than vehicular movement.
- many matters, including light pollution, were covered by other parts of the development plan.
- the plan fitted in with supporting the town centre by including policies that would retain retail locations in the Local Plan Strategy and help the station to better physically connect with the town centre.

RESOLVED

- (a) That, subject to the correction of typographical errors in the document, the Planning Portfolio Holder be recommended to approve the Crewe Hub Area Action Plan Development Strategy and Further Options, as set out in Appendix 3 to the report, for consultation under Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).
- (b) That the Planning Portfolio Holder be requested to give consideration to the following comments before the Plan is finalised:
 - Ensure that anti-terrorism measures are built into the station design, particularly at the entrances.

- The impact on traffic flow of opening David Whitby way is not yet fully understood and may affect the need to introduce a new Southern Link Road Bridge.
- It is very likely that more than the 2000 spaces identified will be needed for HS2 phases 2b and beyond.
- How the proposals will be funded needs to be explained.
- We need to understand the wider impacts of these proposals on the infrastructure within and beyond the AAP.
- How has consultation on the bridge been carried out so far?
- Are there any plans to upgrade Edleston Road and how will the streets outside the AAP be affected?
- Existing bridges need upgrading to allow better pedestrian and cycling access.
- The plan needs to emphasise what measures are being taken to provide green spaces.
- Crewe needs redevelopment but the impacts on surrounding residents needs to be fully considered.
- The introduction of a policy on meanwhile uses is positive to make sure the area isn't subject to dereliction, but we have to be careful that we get the right uses.
- The plan needs to more fully emphasise the role of heritage in new development and the Green Link.
- The Council must continue to keep pressure on national government to deliver northern powerhouse rail and continue its support for HS2.
- Members should help to explain that, whilst this is a positive plan, plans take a long time to deliver and that this won't be built overnight.
- The plan needs to clearly address the impacts and opportunities of phase 2b of HS2.
- The surrounding road network and introducing controlled zones matter in the longer term.
- Policy IND2 should emphasise the role that Geothermal energy can play in helping deliver more environmentally friendly development.
- More information on where people will travel from to access the station would be helpful.

The meeting commenced at 10.00 am and concluded at 11.48 am

Councillor M Hunter (Chairman)

This page is intentionally left blank

Application No: 19/1797M

Location: 15, HAMPSON CRESCENT, HANDFORTH, SK9 3HF

Proposal: Demolition of 15 Hampson Crescent, diversion and culverting of Dobbin Brook and formation of both vehicular and pedestrian access from Meriton Road / Hampson Crescent including associated infrastructure and landscaping works, and creation of temporary construction haul road and compound from Sagars Road.

Applicant: Mr Alex Wigfield, Anwyl Homes

Expiry Date: 04-Jun-2019

SUMMARY

The application site forms part of site LPS 34 in the CELPS which has outline planning consent for up to 250 dwellings. A reserved matters application is currently being considered for 217 dwellings. The proposed access through the site of 15 Hampson Crescent was approved as part of the outline permission and therefore no issues can be raised with regard to the principle of this in terms of highway impact or impact upon neighbouring properties. The application site is a Strategic Site within the CELPS, and in order for the allocated houses to be delivered on the site, construction access has to be achieved. The only options for this are via Meriton Road or Sagars Road. There is clearly significant local opposition to the use of either of these routes, which is acknowledged, however, one or both routes must be used. The advice from the Strategic Infrastructure Manager is that either road could be used, but it is recommended that both are used so that the burden is shared. The proposed access routes are therefore acceptable from a highways perspective. There is also no significant impact upon protected trees arising from the proposed development.

Additional, more detailed proposals have also been provided for the Hampson Crescent access, Brook culvert, retaining structure and open space. As a standalone application, the submitted details do raise concerns in terms of the extent of biodiversity mitigation, the provision of pedestrian and cycle links to the east, and the form of the proposed landscaping. There is considered to be conflict with the development plan arising from all these matters. In addition, the construction access route and proposed site compound is located immediately adjacent to existing residential properties and is considered to result in an unacceptable level of noise and disturbance, contrary to policy DC3 of the MBLP and SE12 of the CELPS.

Comments from the Environment Agency are awaited on whether the revised proposals for the realignment of Dobbin Brook are acceptable and will be reported as an update, as will comments from the LLFA.

SUMMARY RECOMMENDATION

Refuse

PROPOSAL

This application seeks full planning permission for the demolition of 15 Hampson Crescent, the diversion and culverting of Dobbin Brook and the formation of both vehicular and pedestrian access from Meriton Road /

Hampson Crescent including associated infrastructure, landscaping works, and creation of temporary construction haul road and compound from Sagars Road.

SITE DESCRIPTION

The application site forms part of wider agricultural land that is enclosed by Sagars Road to the south, Clay Lane to the west, residential properties on Windermere Road and Ullswater Road to the north and Hampson Crescent to the east. Much of the site boundary consists of mature trees and hedgerows with the hedgerows also in use to divide the fields on the site. A small wooded area to the north east of the site separates the application site from the open space adjoining Meriton Park. Dobbin Brook runs along the rear of the existing properties along the eastern boundary. Also included within the application site boundary is 15 Hampson Crescent, which is an existing two-storey detached dwelling. The site is identified as site LPS 34 in the CELPS, which is allocated for residential development.

RELEVANT HISTORY

17/3894M - Outline planning application (access to be considered) for erection of up to 250 dwellings with associated works including the demolition of 15 Hampson Crescent – Approved 02.08.2018

19/2202M - Application for reserved matters approval (appearance, landscaping, layout and scale) for the erection of 217 dwellings, landscaping, public open space, internal access roads, garages, car parking, and associated infrastructure – Not determined to date

19/2204D - Discharge of conditions 4, 11, 14, 16, 18 (part), 25 of existing permission 17/3894M; Outline planning application (access to be considered) for erection of up to 250 dwellings with associated works including the demolition of 15 Hampson Crescent – Not determined to date

POLICY

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

SE1 Design

SE2 Efficient use of land

SE 3 Biodiversity and Geodiversity

SE 4 The Landscape

SE 5 Trees, Hedgerows and Woodland

SE 6 Green Infrastructure
SE 13 Flood Risk and Water Management
CO 1 Sustainable Travel and Transport
CO 4 Travel Plans and Transport Assessments
SC 1 Leisure and Recreation
SC 2 Outdoor Sports Facilities
SC 3 Health and Well Being
SC 4 Residential Mix
SC 5 Affordable Homes
IN 1 Infrastructure
IN 2 Developer Contributions

LPS 34 Land Between Clay Lane and Sagars Road, Handforth

Macclesfield Borough Local Plan (MBLP)

NE3 – Protection of Local Landscapes
NE11 – Protection and enhancement of nature conservation interests
NE17 – Nature Conservation in Major Developments
RT5 – Open Space Standards
DC3 – Amenity
DC6 – Circulation and Access
DC8 – Landscaping
DC9 – Tree Protection
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
DC41 – Infill Housing Development

Handforth Neighbourhood Plan (HNP)

H8 Landscape and Biodiversity
H9 Trees and Hedgerows
H11 Encouraging High Quality Design
H12 Surface water management
H16 Congestion and Highway Safety
H18 Promoting sustainable transport
H19 Improving access to the countryside in Handforth and the surrounding area

Other Material Considerations:

National Planning Policy Framework (the Framework)
National Planning Practice Guidance (NPPG)

CONSULTATIONS (External to Planning)

Environmental Health – Recommend refusal on the grounds of the potential impact to the occupiers of existing, neighbouring residential dwellings on Hampson Crescent.

Head of Strategic Infrastructure – No objection.

Lead Local Flood Authority (LLFA) – Will not comment until EA have commented. A response is awaited and will be reported in an update report.

Environment Agency – A final response is awaited. Initial response objected on the grounds of a loss of biodiversity arising from the realigned brook.

Styal Parish Council – No comments received

Handforth Parish Council – Object to the development on the following grounds:

- Meriton Road and Sagars Road unsuitable for construction traffic
- Danger to pedestrians
- Weight restriction on Sagars Road which must be in place for a technical reason
- HNP requires that there should be a traffic assessment for a site such as this (NP Policy H16).
- Only safe way to give access for construction traffic is from the west or north-west
- If granted time limit of 9:30 - 3pm for construction vehicles should be imposed
- Measures need to be in place to prevent use of The Link and Bulkeley Road
- Developer should agree to very promptly repair damage to road surfaces, pavements, road markings and signage caused by construction traffic
- Current level of parking along the road(s) where construction traffic will be routed should be accommodated
- Accident damage should be monitored and compensated for without quibble
- Detailed conditions for road markings and for signage required both near the site and as far as Wilmslow Road, from at least 200 metres south of the Freemasons junction to as far north as Spath Lane
- Any felling or pruning of trees must be agreed in accordance with the HNP

OTHER REPRESENTATIONS

Approximately 220 letters of representation have been received objecting to the proposal on the following grounds:

- Access not suitable for HGVs
- Increased traffic
- Impact on doctors, dentists, schools
- Should be considered by National Trust
- Are houses needed?
- Danger to children and elderly
- Contrary to Local Transport Plan, which aims to drive out sources of poor health
- Health, noise and environmental pollution from HGVs
- Reduces separation between Handforth and Styal
- Applicant stated they would restrict traffic to school hours
- Contrary to policy SC3 (points 2&6) due to harm to local community
- Damage to TPO trees
- Access road could be created via Clay Lane onto A555
- Residential roads unsuitable for construction and residential traffic

- Water mains leaking and drains often blocked
- Single line traffic only possible at Sagars Road/Wilmslow Road junction
- Impact on character of area
- Sagars Rd and Meriton Rd unsuitable for construction traffic
- On street parking narrows roads
- Risk to pedestrians / cyclists
- Damage to pavement and vegetation
- Residents of Sagars Rd not notified
- Peoples lives at risk
- Noise and disturbance
- Weight restriction on Sagars Road (signs at eastern end)
- Drainage inadequate
- Sagars Road is used for parking for station
- CEC planners putting money before the community
- Additional congestion
- Site is in Styal – access should be from there
- Impact of compound on 58 Sagars Road
- Temporary parking restrictions on Sagars Road will negatively impact properties
- Impact on wildlife
- Loss of property value
- Site is in Green Belt
- Local Plan is flawed
- Last green area left in Handforth
- Impact on watercourse – artificial, sterile structure proposed
- Impact on air quality
- Large embankment needed to Dobbin Brook, dominating neighbouring properties
- No mitigation for adjacent properties
- Loss of privacy
- HGVs will be larger than frontage of 15 Hampson Crescent reducing visibility
- No one will regularly police operational matters
- Construction traffic will use The Link and Bulkeley Rd which are both unsuitable
- Hours of construction should apply to deliveries
- Where will contractors park?
- Temporary access means 4 years
- Meriton Rd junction with Wilmslow Rd is hazardous
- Lack of access for emergency vehicles
- Breach of riparian rights
- Construction transport management plan required
- CIL funds will go to Styal not Handforth
- Road subject to flooding
- Have traffic calming measures been considered?
- Diversion of Dobbin Brook inappropriate
- Who will pay for damage to roads, drainage etc
- Expert geology and engineering evidence is essential
- Ecological impact of Brook diversion
- Green infrastructure framework required and 10yr habitat management plan

- Increased dust and emissions from HGVs
- Appropriate visibility splays need to be provided
- Hampson Crescent is an unfit road to locate the entrance to the site
- Increased highway safety risk on all surrounding roads
- Loss of farmland

APPRAISAL

BACKGROUND

The application site forms part of site LPS 34 in the CELPS, which allocates the site for the delivery of around 250 dwellings. The principle of up to 250 dwellings was approved under outline permission 17/3894M, which also approved the access through from Hampson Crescent, including the demolition of 15 Hampson Crescent. All other matters (layout, appearance, scale and landscaping) were reserved for subsequent approval. The reserved matters application (19/2202M) has now been submitted, however it is understood that the applicant wishes to implement the approved access ahead of gaining approval for the reserved matters, which has resulted in the submission of the current application.

HIGHWAYS

As noted above, the demolition of 15 Hampson Crescent and the construction of an access from Hampson Crescent through this site to serve up to 250 dwellings has previously been approved in August 2018. Since that time, there has been no material change in relevant policy considerations or site circumstances to suggest that this access raises any significant highways issues.

The application also seeks full planning permission for the creation of a temporary construction haul road and compound from Sagars Road for the duration of the works to demolish 15 Hampson Crescent, create the new access, culvert and retaining walls and divert the water course. The submitted construction environmental management plan (CEMP) explains that this will be for a period of 20 weeks.

The submitted CEMP clarifies that the development will be carried out in two parts, the first stage will be the demolition of 15 Hampson Crescent to facilitate access into the site. All HGV traffic associated with the demolition works will access the site via the route from Wilmslow Road and Meriton Road. (However, it should be noted that HGV access to this part of the site will not be possible until the building is demolished). The applicant suggests that this is the most appropriate HGV route for the demolition phase of development as (a) this will be a much shorter period for HGV traffic and (b) the route along Meriton Road provides the opportunity for HGVs to travel directly into the site without having to make any onerous manoeuvres on the local highway network.

After the demolition phase the construction of the new dwellings and infrastructure will be facilitated by a proposed 'haul road' and temporary access located off Sagars Road to the south of the site. Sagars Road travels west from its junction with Wilmslow Road and serves single sided residential development on its northern side. Beyond its junction with Hampson Crescent, Sagars Road turns into an unadopted track that runs along the southern boundary

of the site. Anwyl Homes, has legal rights of access over this track. The construction access point will be located around 70 metres west of the junction of Sagars Road and Hampson Crescent and will accommodate all HGV traffic during the construction period, except in an emergency situation when an alternative route could be provided by either Meriton Road or Hampson Crescent.

The CEMP states that the junction of Wilmslow Road and Sagars Road is of a good standard and has a formal right turning lane from Wilmslow Road into Sagars Road to assist in the capacity and safety of the junction. HGVs egressing the site from Sagars Road will only turn left onto Wilmslow Road. The CEMP confirms that Bulkeley Road will not be used during the construction stage of the development.

A temporary parking restriction scheme may be required along Sagars Road to allow safe access for construction traffic. This temporary order will only be implemented if the contractor is experiencing difficulties traversing the “Construction Traffic Route” above. It is understood that this would require a temporary Traffic Regulation Order to be made (at the cost of the developer) and would have to be enforced through the Council’s own parking enforcement team.

The Head of Strategic Infrastructure has been consulted on the application and notes that the proposed carriageway and footway widths for the new residential access are in accordance with standards. However, as the road is to be adopted it is necessary for the bridge structure to be checked for its structural integrity. This will be undertaken as part of the S38 adoption process for the development.

In terms of vehicular access to the site for construction traffic there are only two options, both accessed from Wilmslow Road to the east of the site – Meriton Road or Sagars Road.

Many of the letters of representation raise concern about both of these routes, and note that Sagars Road has a 7.5 ton weight limit (except for access). Construction vehicles would be using the road for access, and therefore would not be subject to the restriction.

Many comments also suggest that access could be taken from the west via Station Road in Styal. However, In order to access the site via Station Road on to Sagars Road, a large extent of unadopted road would need to be used, and the applicant cannot confirm if the correct legal rights exist for them to use this road. The track which ultimately connects Station Road and Sagars Road is not passable for vehicles as it is very narrow in some locations, particularly around the area of Spurs Cottage – which is the cottage close to the south west boundary of the site. Bollards have also been installed to ensure no vehicle access is available between Sagars Road and Station Road. Even if access was available between Sagars Road and Station Road, the condition of the track is currently unsuitable.

Therefore access will need to be gained via either Meriton Road or Sagars Road for the approved development to be built out. The Strategic Infrastructure recommends that the construction traffic should be shared between the two routes and not all loaded onto one specific route.

Sustainable access

One of the site specific principles of development for site LPS 34 is to improve the connectivity and accessibility into and out of the site to Handforth centre and the wider local area with the provision of cycle paths and pedestrian linkages. Whilst there is a reserved matters application currently being considered for the wider site, and this will consider such matters, the current application would result in standalone permission on a specific area of the site, and establish principles of development in this area. It is therefore necessary to ensure that the proposed development addresses accessibility requirements, particularly as it includes the access onto Hampson Crescent and shares a boundary with Sagars Road. If pedestrian and cycle links to the centre of Handforth and the wider area are to be provided they need to be provided within the current application site, as the most easterly section of the site with direct links to these areas. No such proposals are included within the application and therefore the proposal is contrary to the requirements of LPS 34 and HNP policy H18.

DESIGN/LANDSCAPE

CELPS policy SE4 states that all development should conserve the landscape character and quality and where possible enhance and effectively manage the historic, natural and manmade features that contribute to local distinctiveness of both rural and urban landscape.

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.

The main features from a landscape / design point of view are the creation of the access road, the culverting of Dobbin Brook, including retaining wall and the landscaping of open space areas. The demolition of 15 Hampson Crescent and the construction of an access through the site of this residential property have already been accepted as part of the outline planning permission. No issues are raised in this regard.

The proposed culvert and retaining structure were not shown in detail as part of the outline permission. The submitted sections of this structure indicate that the parapet wall at the top of the retaining structure will be almost 6 metres above the height of the brook bed level. The retaining walls run parallel with the access road for a distance of 30 metres. The internal face of the parapet wall facing the access road will be treated in brick, and the outer facing sides will be concrete with a fair faced finish. Of course only the central section at the foot of the valley will be up to 6 metres high, with the height reducing as it moves up the valley. It is nonetheless a substantial structure. Whilst it might be visible from some existing residential gardens, it is considered to be most prominent from the pathway through the proposed open space.

No external elevational details of the retaining structure have been provided, and it would have been useful if these were submitted in order to better illustrate how the structure will relate to the banking and surrounding area. The landscape and design officers have also raised concern regarding the approach to the entrance with 2.5m high stone piers and

collection of stone sphere bollards, suggesting a softer, less formal approach might be more appropriate.

The following bridge details should be submitted to ensure a high quality entrance to the site:

- the design and materials for the bridge piers
- the size, shape and material for the bridge copings
- the 'fair faced' reinforced concrete retaining walls.

The applicant's engineers do not anticipate any bank instability but it may be prudent to include a condition so that if stabilisation works are required – details must be submitted for approval prior to implementation. Extended and additional cross sections from the proposed footpath to the brook should be provided to determine whether safety fencing is required.

Whilst a pond is required to be provided on the wider site for ecological reasons, it is currently in a quite cramped and shady location. Additional woodland edge planting somewhere on the overall housing site is also required to mitigate for the losses resulting from the bridge construction, and there may be scope for further woodland edge planting along the banks of the brook to the north and south of the access road - which would also screen the reinforced concrete bridge retaining walls.

It appears that the dispersed trim trail approach to the play provision has not yet been approved in principle by Ansa - so trim trail equipment should not be included in the landscape proposals for this application.

It is therefore considered that the hard and soft landscape proposals, levels and boundary treatments for this application should be considered in conjunction with the reserved matters application for the overall site (19/2202M). Whilst some of these details could be conditioned, the concerns raised below regarding the need and space within the current application site for additional biodiversity mitigation, landscaping conditions cannot be recommended given the uncertainty of whether sufficient space exists within the site for the required amount of compensatory habitat to be provided. In the absence of these details it cannot be concluded that the proposal complies with policies SC4 and SD2 of the CELPS and H11 of the HNP.

ECOLOGY

Policy SE3 of the CELPS, policy NE11 of the MBLP and policy H8 of the HNP seek to protect and enhance areas of biodiversity and geodiversity. An ecology report has been submitted with the application, and the following matters are relevant to the proposal:

Great Crested Newts and Common Toad

Great Crested Newts have been recorded at a pond located a significant distance from the boundary of this application, and Common Toad, a priority species, has previously been recorded on-site.

Given the small size of the Great Crested Newt population recorded and the distance between the application site and the breeding pond, it is considered that the potential impacts of the proposed development are limited to the low risk of any newts that venture onto the site being killed or injured during the construction process. In order to address this risk the

applicant's ecological consultant has recommended a suite of 'reasonable avoidance measures'.

The nature conservation officer advises that provided these measures are implemented the proposed development would be highly unlikely to result in a breach of the Habitat Regulations. Consequently, it is not necessary for the Council to have regard to the Habitat Regulations during the determination of this application.

The proposed avoidance measures would also reduce the risk of Common Toad being harmed during the construction phase. The provision of an additional pond on site as shown on the revised plans has the potential to benefit this species and would be a suitable level of compensation for this species if planning consent is granted. A condition is recommended to ensure the development is carried out in accordance with the Great Crested Newt Reasonable Avoidance measures.

Badgers

No evidence of badgers was recorded on site during the submitted surveys, however badgers are known to be active in this locality. As the status of badgers on a site can change it is recommended that if planning consent is granted a condition requiring an updated badger survey to be submitted, if the development has not commenced by 15th August 2019 (6 months after previous survey) is recommended.

Foraging and commuting bats

No bat roosts are likely to be directly affected by the proposed development. However, low levels of activity of a number of bat species was recorded along Dobbin Brook during earlier surveys undertaken on site. The nature conservation officer advises that the proposed access road culvert is too small to allow the passage of the bat species recorded along the brook and so its implementation is likely to have a localised adverse effect on foraging/commuting bats. This effect is unlikely to be significant enough to result in a breach of the habitat regulations. A culvert with a height of more than 4.5m and a width of greater than 5m would be required to facilitate the continued movement of all of the species of bat recorded along the brook, and would provide the most benefit for wildlife.

As an alternative, the submitted ecological assessment recommends the provision of bat hop overs as a means of mitigating the effects of the proposed scheme upon bats, which are now shown on the submitted landscaping plan. The revised landscaping plan has removed inappropriate non-native tree species and includes an acceptable planting specification for the trees that form the bat hop over.

Hedgerows

Hedgerows are a priority habitat and hence a material consideration. The proposed development will result in the loss of 80m of species rich hedgerow and 30m of species poor hedgerow. To compensate for this loss, 40m of species rich hedgerow planting and 180m of ornamental hedgerow consisting of Beech is proposed. Beech is not native to Cheshire, but does have some limited ecological value as a garden boundary feature. The applicant's biodiversity metric calculation shows a slight net gain for hedgerows as a result of the proposed development.

Otter

Evidence of otter presence was recorded during surveys undertaken in 2016. But no evidence of otter was recorded during the latest survey. It is likely that this species will occur on the application site on occasion, but no significant habitat for otter has been identified. Accordingly the proposed development is not considered to be likely to result in a breach of the Habitat Regulations in respect of otters. The submitted ecological assessment recommends the incorporation of a mammal ledge into the proposed culvert to facilitate the movement of otters. A revised plan has now been provided for this feature, and a condition is recommended to ensure its implementation.

Lighting

To avoid impacts on otter and foraging and commuting bats no lighting should be provided in the vicinity of the Dobbin Brook Crossing, which can be dealt with by condition.

Woodland

Native Broadleaved woodland is a priority habitat and hence a material consideration. The proposed access road will result in the loss of a minor section of woodland on the banks of Dobbin Brook, with a corresponding loss of biodiversity. An area of compensatory planting has now been added to the submitted landscape layout plan.

Water courses

The application site is located near to a watercourse and the diversion of a section of the brook is proposed as part of the development. Rivers and streams provide wildlife with ecologically important corridors.

In order to protect the watercourse during the construction phase, the applicant should provide a method statement which includes:

- General pollution avoidance measures from risks including:
 - Cement & concrete
 - Chemicals & solvents
 - Herbicides
 - Invasive non-native plant species
 - Waste materials
- Measures to avoid silt pollution of the watercourse, addressing such factors as:
 - Exposed ground and stockpiles
 - Plant and wheel washing
 - Measures to avoid disturbance of the watercourse bed from works within the channel.
 - Measures to avoid silt pollution from the disposal of water from excavations, dewatering and pumping.

An appropriate condition is therefore recommended in the event that the application is approved.

The Environment Agency (EA) originally objected to the proposal noting “*The new channel and river corridor proposed should ensure that a no net loss to biodiversity approach is being taken....a detailed proposal showing how the proposed diversion will incorporate features to replicate those lost by diversion and culverting should be submitted*”. Discussions have been ongoing between the applicant and the EA, and the EA have confirmed that they are willing to remove their objection subject to required changes to the Dobbin Brook realignment being

submitted. An amended plan making some minor changes to the alignment of the river has been submitted and comments from the EA are awaited. Further details will be reported as an update.

Nesting Birds

The application site is likely to support nesting birds potentially including the more widespread priority species. The loss of vegetation as a result of the proposed development has the potential to have a localised adverse effect on nesting birds. It must be ensured that adequate compensatory habitat is provided to compensate for that lost.

Habitat Loss and net gain for biodiversity

The proposed development will result in the loss of semi-natural habitats. Local Plan policy SE3 requires all development proposals to seek to deliver an overall gain for biodiversity. The applicants' consultant has now undertaken an assessment of the residual impacts of the proposed development upon biodiversity using the Defra metric. This assessment shows a slight loss of biodiversity overall and a slight gain in respect of hedgerows. The nature conservation officer advises that this application fails to deliver an overall gain for biodiversity in accordance with Local Plan policy SE3 (5).

The applicant's biodiversity assessment shows that the development will result in a net loss of 0.04 'biodiversity units' and will result in a gain of 0.07 'hedgerow units'. The applicant maintains that the habitats being lost on site are largely species poor and are of low habitat distinctiveness, with the exception of a section of hedgerow and a small area of woodland. To compensate for any lost habitats, the proposals incorporate the creation of a number of different habitats of high distinctiveness including a pond, large areas of wildflower grassland and replacement woodland scrub planting.

The Defra metric biodiversity calculator fails to consider the provision of hedgerows and scattered trees when calculating a Habitat Biodiversity Impact Score. Created hedgerows and scattered trees will take up an area within the proposed development and will provide a biodiversity gain. In addition the calculator fails to take into account the provision of bat and bird boxes which will be provided on site and are detailed within the Landscape and Environment Management Plan (LEMP). Due to the calculator failing to incorporate these features, the net gain in hedgerow units and the amount and variety of habitat creation that is already proposed on site, the applicant considers that no additional compensation measures should be required for the development to proceed. However the Council's nature conservation officer considers that hedgerows and overall biodiversity should be considered separately and as such the development does not provide the enhancement to biodiversity required by policy SE3 of the CELPS.

Habitat Management Plan

A 25 year habitat management plan has been submitted. This is acceptable, however the management plan covers the extent of this application and also outline consent 17/3894m, for which a separate draft of this management plan has been submitted. Whilst this application is not a reserved matters application under the outline consent it appears unlikely that this current application would be brought forward in isolation. If planning permission is granted a condition is required to secure the implementation of the submitted management plan within the application site is recommended.

Ecology conclusions

The proposal does not provide an overall gain for biodiversity in accordance with Local Plan policy SE3 (5). It might be possible for further mitigation to be provided, but it is not known whether sufficient space exists within the site for the required amount of compensatory habitat to be provided. As such the matter is not something that can be conditioned. The proposal is therefore contrary to policy SE3 of the CELPS and policy H8 on the HNP.

LIVING CONDITIONS

The objectives of policy SE12 of the CELPS include seeking to ensure all development is located and designed so as not to result in a harmful or cumulative impact upon noise or light pollution which would unacceptably affect the natural and built environment, or detrimentally affect amenity or cause harm. Policy DC3 of the MBLP seeks to protect the amenities of adjoining or nearby residential properties.

Environmental Health has commented on the proposal and recommended refusal of the application based on the potential impact to the occupiers of existing, neighbouring residential dwellings on Hampson Crescent and their very close proximity to the proposed vehicular and pedestrian access. Whilst there will be some impact upon neighbouring properties arising from construction activities and the use of the access road, as noted above an access into this site, requiring the demolition of 15 Hampson Crescent to serve up to 250 dwellings has already been approved under application 17/3894M. There was no objection from Environmental Health at that time, and there has not been any material change in planning policy, site circumstances or the proposal itself. The Council has previously found the impact upon the living conditions of neighbouring properties to be acceptable, and in these circumstances, an alternative view now would not be justified.

The proposed temporary access from Sagars Road and the site compound did not form part of the previous permission on this site. The proposed access is located in the approximate position of an existing field gate on an unmade section of Sagars Road immediately adjacent to number 58. The site compound is located close to this temporary entrance, approximately 7 metres from the garden boundary of number 58.

There will be a degree of noise created by the comings and goings of construction traffic manoeuvring within the site, associated loading / unloading, and general activity in the compound area, which will have an impact upon the living conditions of neighbouring dwellings. The applicant has stated that they are willing to restrict construction deliveries to between 0900 and 1500 hours, and working hours to between 0800 – 1730 hours (Mon-Fri), 0900 – 13:30 (Saturday), with no Sunday or Bank Holiday working. The submitted construction management plan also states that the build period will be 20 weeks, and any impact will therefore be relatively short in duration.

However, the applicant has also confirmed that the wider housing development will have a different compound location further away from the existing site boundaries, which will be agreed through the current discharge of conditions application (19/2204D). At present the discharge of condition submission includes the same details proposed as part of this current application, suggesting that the compound will be a longer term feature in this location. Added to this the compound is located on an area of proposed open space, and the s106 agreement on the outline permission specifically states as one of the developer's provisions,

“In order to maintain the integrity and long term future viability of the Open Space, not without the prior consent of the Council to locate any site and work compounds on the Open Space”. Whilst it is acknowledged that the submitted phasing plan for the reserved matters application (19/2202M) highlights the temporary compound and access area as being within phase 1 of the development, which does reinforce the fact that the compound will have to be relocated at some point during the earlier stages of the development, it does raise the question why the compound location cannot be fixed at the outset in order to avoid any greater impact upon neighbouring properties than is absolutely necessary. It is also not considered to be appropriate to establish the principle of positioning compound on the open space, when ultimately not necessary.

Conditioning working and delivery hours can be done, but such conditions are difficult to enforce. If there is a breach of these hours, which is reported to the Council, enforcement officers will investigate, the developer will be reminded of the requirements of the condition and they provide assurances that it will not happen again. That is until it happens the next time, and the process starts again. Taking more formal action is rarely justified as the alleged breach of the condition is usually over before formal action can be taken. For this reason it is considered that the impacts should be designed out at the application stage. It is also not in anybody's interests to have to revisit matters of temporary compounds and accesses given the extent of local interest in this matter.

In this case, the proposed construction access and compound is considered to be located too close to neighbouring dwellings, particularly given the amount of land that is available to the applicant within the wider site. The noise and disturbance arising from the comings and goings associated with the operation of these features will lead to an unacceptable impact upon the living conditions of neighbours. The proposal is therefore contrary to policy DC3 of the MBLP and SE12 of the CELPS.

Environmental Health have recommended a condition relating to dust management, however such a condition is not considered to be necessary as dust management is covered within the submitted construction management plan. No further air quality issues are raised.

TREES

Policies DC9 of the MBLP, SE5 of the CELPS and H9 of the HNP seek to ensure that development does not result in a significant adverse impact upon trees of amenity value.

This application is supported by an Arboricultural Impact Assessment (AIA) which considers the demolition of the existing dwelling, formation of access road, culverting of Dobbin Brook and construction of a haul road and location of a site compound.

Selected individual and groups of trees around the periphery of the site are protected by the Cheshire East Borough Council (Wilmslow – Handforth, Land to the north of Sagars Road) Tree Preservation Order which was confirmed on 8th March 2018.

Two groups of trees, one individual tree and some scrub growth within groups not protected by the Order have been identified for removal in the Assessment. The trees comprise of mainly ornamental specimens or are self seeded and of low amenity value. Their removal will have no significant adverse impact on the wider amenity of the area. Two further trees to the

south of the site a Lime (T5) protected by Group G2 of the TPO (close to the proposed construction access) and an unprotected Horse Chestnut (T7) are also shown for removal due to their poor condition. Further justification was sought for the removal of the protected Lime as the tree has only recently been surveyed and protected by a TPO. As a result of this a revised AIA has been submitted to show the Lime (T5) for retention. A condition requiring the development to be carried out in accordance with the revised AIA is recommended. Subject to this condition the proposal will comply with policies SE5 of the CELPS and DC9 of the MBLP.

It should be noted that a number of the letters of representation refer to the potential impact upon TPO trees along Sagars Road. There is one protected tree to the front of 16 Sagars Road, which the proposed development will not have a direct impact upon, given that it is located over 350m from the application site. The only other protected trees along Sagars Road are adjacent to the application site, and the impact upon them is considered in the submitted AIA, and above.

FLOOD RISK

Flood risk was considered as part of the previous outline permission on this site. The LLFA has stated that they are unable to provide comments on the proposal as they involve culverting of Dobbin Brook which is a designated main river, and therefore the Environment Agency must be made aware. They will be able to provide comments on this application once the applicant has the support of the EA for the culverting of Dobbin Brook.

Further details will be reported as an update.

COMMENT ON REPRESENTATIONS

The majority of the points of objection have been addressed in the main body of the report, were addressed as part of the outline permission or are issues that will be considered as part of the reserved matters application.

A number of representations objected on the grounds the site is within the Green Belt and therefore should not be developed. However, on adoption of the Local Plan the site was removed from the Green Belt and is now allocated for residential use.

Loss of property value, and the fact that CIL funds would go to Styal and not Handforth, is not a material planning consideration, and cannot be afforded any weight in the assessment of this application. Similarly any breach of riparian rights and damage to infrastructure or neighbouring properties would be civil matters between landowners.

CONCLUSIONS

The application site forms part of site LPS 34 in the CELPS which has outline planning consent for up to 250 dwellings. A reserved matters application is currently being considered for 217 dwellings. The proposed access through the site of 15 Hampson Crescent was approved as part of the outline permission, and therefore no issues can be raised with regard

to the principle of this in terms of highway impact or impact upon neighbouring properties. The application site is a Strategic Site within the CELPS, and in order for the allocated houses to be delivered on the site, construction access has to be achieved. The only options for this are via Meriton Road or Sagars Road. There is clearly significant local opposition to the use of either of these routes, which is acknowledged, however, one or both routes must be used. The advice from the Strategic Infrastructure Manager is that either road could be used, but it is recommended that both are used so that the burden is shared. The proposed access routes are therefore acceptable from a highways perspective. There is also no significant impact upon protected trees arising from the proposed development.

Additional, more detailed proposals have also been provided for the Hampson Crescent access, Brook culvert, retaining structure and open space. As a standalone application, the submitted details do raise concerns in terms of the extent of biodiversity mitigation, the provision of pedestrian and cycle links to the east, and the form of the proposed landscaping. There is considered to be conflict with the development plan arising from all these matters. In addition, the construction access route and proposed site compound is located immediately adjacent to existing residential properties and is considered to result in an unacceptable level of noise and disturbance, contrary to policy DC3 of the MBLP and SE12 of the CELPS.

Comments from the Environment Agency are awaited on whether the revised proposals for the realignment of Dobbin Brook are acceptable and will be reported as an update, as will comments from the LLFA.

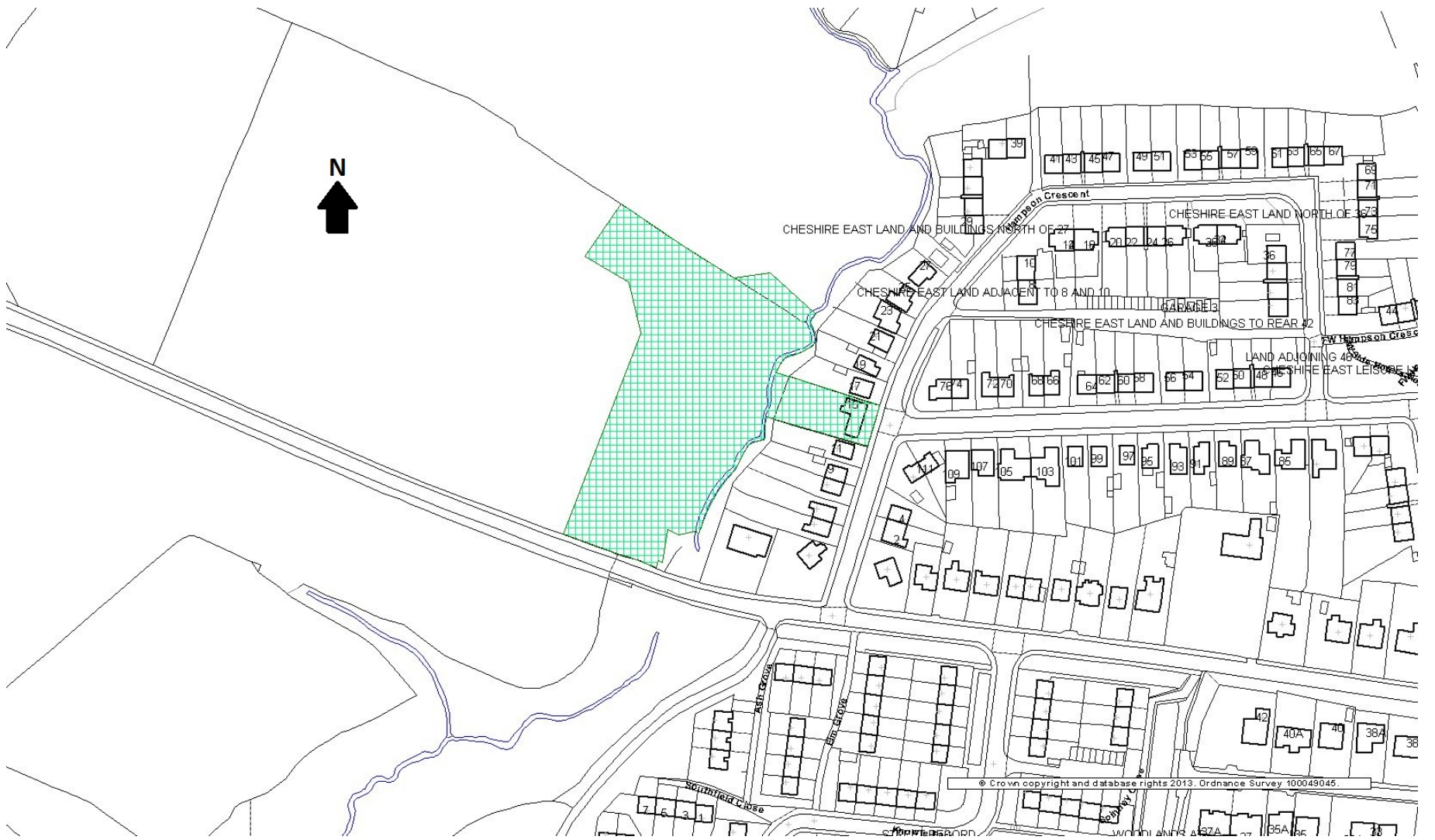
RECOMMENDATION

Accordingly, it is not considered that the proposal is a sustainable form of development and the application is recommended for refusal for the following reasons:

1. The proposed site compound and construction access would result in noise and disturbance that would adversely affect the living conditions of neighbouring properties, contrary to policies DC3 of the MBLP and SE12 of the CELPS.
2. The proposal does not provide an overall gain for biodiversity in accordance with Local Plan policy SE3 (5). It might be possible for further mitigation to be provided, but it is not known whether sufficient space exists within the site for the required amount of compensatory habitat to be provided. As such the matter is not something that can be conditioned. The proposal is therefore contrary to policy SE3 of the CELPS and policy H8 on the HNP.
3. The proposal fails to improve the connectivity and accessibility into and out of the site to Handforth town centre and the wider local area with the provision of cycle paths and pedestrian linkages, contrary to policy LPS 34 of the CELPS and policy H18 of the HNP.

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 Development Management 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 No: 18/0083C

Location: LAND EAST OF, WARMINGHAM LANE, MOSTON, MIDDLEWICH

Proposal: Proposed erection of 74 residential dwellings, access, landscaping and associated works

Applicant: Mr Michael Orgill, Seddon Construction Limited c/o agent

Expiry Date: 11-Mar-2019

SUMMARY

Social Sustainability

The proposal would satisfy the social sustainability roles by providing for much needed housing adjoining an existing settlement where there is existing infrastructure and amenities. As with other key/ allocated sites in Middleswich the site is making a significant contribution towards the Middleswich Eastern Relief Road, however for viability reasons, there is a reduction in affordable housing to 11%. No other mitigation for education, health, open space, indoor sport is achievable for those viability reasons.

Environmental Sustainability

Details of the proposed landscaping are considered to be acceptable.

The drainage/flood risk implications for this proposed development are considered to be acceptable. The development would not have any significant impact upon the trees and hedgerows on this site.

Ecological mitigation is proposed by virtue of replacement ponds on land adjacent within the applicants' control, therefore the proposal is considered to have an acceptable impact upon ecology.

Economic Sustainability

The proposed access point and the traffic impact as part of this development are considered acceptable. The internal design of the highway layout/parking provision is considered to be acceptable.

The development of the site would provide a number of economic benefits in the residential use of the site. The proposal also allows for a significant contribution to the Middleswich Eastern By-Pass (£400,600 total), which in itself will deliver significant economic benefits to the town

The adverse impacts of the development are the reduced provision of affordable housing (11% of total – all rented) and no other contributions to health, education, off site sport. In this case the developer has raised viability issues which have been independently assessed and accepted by the Council's own independent viability consultant.

It is considered that the economic and environmental benefits of the scheme in the form of the financial contribution it will make to the Middlewich Eastern By-pass would outweigh the adverse social impacts to affordable housing, health, sports and education.

RECOMMENDATION Delegate to the Head of Development Management, in consultation with the Chair of SPB, pending the completion of the consultation period for the HSE, to approve subject to the completion of a S106 Agreement and conditions

DESCRIPTION OF SITE AND CONTEXT

The site is 3.2ha green field which was last used as agricultural land. There are a number of trees and hedgerows to the boundaries of the site. The vast majority of the site falls within the Parish of Moston whilst a small part of the open space adjoining existing houses falls within Middlewich.

The site forms the remaining part of the Glebe Farm (Booth Lane to Warmingham Lane) allocation in the CELPS (LPS42) for up to 525 dwellings.

A local centre with a Tesco Express, post office, pharmacy, ATM fast food outlets, bus stop and public house is located on Warmingham Lane circa 1km from the site. Middlewich High Street is circa 1.5km to the north of the site.

DETAILS OF PROPOSAL

This is a revised application which seeks full permission for 74 dwellings, open space and ancillary development. A single access is proposed on Warmingham Lane which has a staggered relationship with the access to the residential development approved on the other side of Warmingham Lane. A viability appraisal has been submitted which limits the affordable provision to 11% together with a contribution to the Link road comprising £5,414 per dwelling (£400,600 total)

The mix is - 2 bedroom – 5 open market and 8 affordable
3 bedroom – 37 open market
4 bedroom – 24 open market

RELEVANT HISTORY

With respect to the site itself

No relevant planning history

With respect to sites opposite on Warmingham Lane

13/5297C - Reserved matters application for proposed residential development for 194 dwellings and associated public open space with details submitted for appearance, landscaping, layout and scale granted 21 March 2014 (Morris Homes site to the immediate north) – currently under construction

12/2584C - Full Planning Application for Erection of 149 Dwellings with Associated Access and Landscaping Arrangements Alongside a Newt Relocation Strategy granted 24 January 2014 (Bellway Homes to immediate north of Morris Homes site) – currently under construction

15/5840C – Outline planning permission for up to 235 residential dwellings (including up to 30% affordable housing), introduction of structural planting and landscaping, informal public open space, and children's play area, 0.22ha for a community facility (use class D1 or D2), surface water flood mitigation and attenuation, vehicular access point from Warmingham Lane and associated ancillary works. All matters to be reserved with the exception of the main site access. Approved subject to conditions and S106 on 29/01/2019

The Heads of Terms as signed are –

- Management Company to maintain all open space in perpetuity inc all incidental open space not in private gardens or adopted highway
- 10 % affordable housing
- Funding for TRO necessary on Warmingham Lane/Travel Plan Co-ordinator (£5000)
- Contribution of £1,223,645 towards the provision of the Middlewich Eastern Relief Road £611,822 payable on 1st occupation of any dwelling and a further contribution of £611,822 upon occupation of the 75th dwelling.

Should the Middlewich Eastern Bypass not come forward within 5 years from the date of the implementation of the reserved matters of this outline scheme then the MEB contribution shall be re-allocated to either affordable housing and/or education provision, with a report going back to Strategic Planning Board (or any other committee which takes the responsibilities of SPB) to consider the issues for affordable housing and education provision as a result the development relevant at that time.

With respect to the site adjacent forming the other (main) part of the LPS42 Allocation Glebe Farm

13/3449C - Outline application for residential development (approximately 450 dwellings) – approved subject to conditions and S106 Agreement 20/02/2018 Glebe Farm, Booth Lane.

The Heads of Terms for the Glebe Farm site as signed are:

- 10% affordable units
- £220000 replacement playing field contribution

- £4,780,000 to Middlewich Eastern Bypass. If the MEB is not delivered the sum will be spent on the following highway/sustainability measures: Bus Service/Facility Improvements; Town Bridge – Signal Junction Improvements; Cycle Lanes -Towpath: Middlewich to Glebe Farm; Cycle Lanes -Carriageway Modification: Middlewich to Glebe Farm; and Cycle Lanes - Towpath: Glebe Farm to Elworth. The sum is to be paid in 4 equal stages on the first occupation of 20%, 40%, 60% and 80% of the dwellings approved on the site at the Reserved Matters stage.

POLICIES

By virtue of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the application should be determined in accordance with the development plan unless material considerations indicate otherwise.

The Development Plan for Cheshire East comprises the recently adopted Cheshire East Local Plan Strategy, and the saved policies from the Congleton Borough (January 2005), Crewe and Nantwich (February 2005) and Macclesfield Local Plans (January 2004). The Congleton Local Plan is applicable for the majority of this site.

Cheshire East Local Plan Strategy – (CELP)

PG2 – Settlement Hierarchy
PG7 – Spatial Distribution of Development
SC4 – Residential Mix
CO1 Sustainable Travel and Transport
CO4 – Travel Plans and Transport Assessments
SC4 - Residential Mix
SC5 – Affordable Homes
SD1 - Sustainable Development in Cheshire East
SD2 - Sustainable Development Principles
SE 1 Design
SE 2 Efficient Use of Land
SE 3 Biodiversity and Geodiversity
SE 4 the Landscape
SE 5 Trees, Hedgerows and Woodland
SE 6 – Green Infrastructure
SE 8 – Renewable and Low Carbon Energy
SE 9 – Energy Efficient Development
SE 13 Flood Risk and Water Management
LPS 42 Glebe Farm
IN1 – Infrastructure
IN2 – Developer Contributions

Saved Policies Congleton Local Plan 2005

MP1- Presumption in favour of Sustainable development
PS3 – Settlement Hierarchy
PS8 - Open Countryside
GR21- Flood Prevention
GR1- New Development

GR4 – Landscaping
GR5 – Landscaping
GR9 - Accessibility, servicing and provision of parking
GR14 - Cycling Measures
GR15 - Pedestrian Measures
GR16 - Footpaths Bridleway and Cycleway Networks
GR17 - Car parking
GR18 - Traffic Generation
NR1 - Trees and Woodland
NR3 – Habitats
NR4 - Non-statutory sites
NR5 – Habitats

National Planning Policy Framework

Of particular relevance are paragraphs:

11 Presumption in favour of sustainable development.
50. Wide choice of quality homes
102-107 Promoting Sustainable Transport
124-132 Requiring good design

Other Considerations

Cheshire East Urban Design Guide

Middlewich Neighbourhood Plan

This Plan was not adopted at Referendum Stage. No weight

CONSULTATIONS (External to Planning)

Cheshire Brine Subsidence Compensation Board: The area has a history of subsidence; require foundations to be strengthened and notification of the use of raft foundations

United Utilities: No objection

Lead Flood Risk Authority: No objection subject to conditions

Natural England: No objection

Strategic Highways Manager: No objection subject to conditions and S106 mitigation payment to the Middlewich bypass. Requests £5,414 per dwelling

Environmental Health: No objections, subject to conditions relating to hours of piling, the prior submission of a piling method statement, the prior submission of any proposed external lighting, acoustic noise mitigation, phase I contaminated land assessment,

Public Open Space/ Indoor Sports Provision: Requests financial contribution in lieu on site children's play space on site and indoors sports provision:

Provision (improvement elsewhere)	£21,335.81
Maintenance:	£69,550.50 (25 years)
Indoor sport (2 rowing machines)	£13,000

Education: To mitigate the impact of this development the following contributions should be secured via a S106 Agreement;

$13 \times £11,919 \times 0.91 = £141,002.00$ (primary)
 $11 \times £17,959 \times 0.91 = £179,770.00$ (secondary)
 $1 \times £50,000 \times 0.91 = £45,500.00$ (SEN)
Total education contribution: £366,272.00

Objection without a total education contribution (for primary, secondary and special educational needs) of a total of £366,272.00

Strategic Housing Manager: No Objection if viability case is proven. Requests overage clause should there not be 30% affordable housing

Archaeology: No objection – satisfied with the report submitted. Require no further action

NHS South Cheshire Clinical Commissioning Group (CCG) - Both Doctors surgeries in Middlewich are at capacity. Request a financial contribution of £76,896 to be used to develop existing infrastructure in the town which are operating at capacity, based on the numbers of bedrooms proposed within the proposal 74 dwellings

VIEWS OF THE PARISH COUNCIL

Moston Parish Council: In respect of the application as originally submitted (for 90 dwellings) - Objection on the following grounds:

- Adverse impact upon highways congestion on the Lanes in Moston. Concern about the cumulative impact of the developments around Warmingham Lane
- Out of date traffic data
- No measures to alleviate speed or volume of traffic
- No protection for Cyclists using National Cycle route 5 or FP4
- Design should respect the rural location

Middlewich Town Council: In respect of the application as originally submitted (for 90 dwellings)-

The Town Council feels this area of Middlewich should be subject to a Masterplanning exercise.

In addition, the Town Council objects to this application on the following grounds:

- Inappropriate access onto the site;

- Concern regarding current infrastructure and capacity of current schools and medical services to cope; no measures to manage speed and volume of traffic;
- Should the application be approved then the Town Council requests the following:
- A Section 106 contribution towards bus services to improve connectivity;
- Provision of routes for pedestrians and cyclists.

OTHER REPRESENTATIONS

A number of objections (28 letters) have been received from neighbours:

The main concern is with regards to highways impacts, both in terms of the general congestion issues in Middlewich, and on Warmingham Lane. Many residents make the point that the site should not be developed before the MEBP is in place.

Other concerns include:

- The infrastructure (doctors/schools/sewers etc) of Middlewich can't cope with the additional houses.
- Warmingham Lane is dangerous more houses worsen situation for existing residents
- Not enough buses
- Cumulative impact of all the developments
- Loss of farmland and open countryside
- Landscape impact, change in character and loss of wildlife habitat.
- Air/Noise pollution concerns
- Concern about sustainable transport links, and in particular lack of bus access near the site.
- Lack of safe well-lit crossing points- zebra/ pelican
- Lack of local employment opportunities- therefore creating a congested commuter town. Seddon homes have provided no data to demonstrate how this development will improve employment
- 2 blocks of social housing rented flats will be overlooking existing residents on Inglewood Avenue. This is not in keeping with existing properties, nor does it protect amenity value for existing residents.
- Outdated traffic data from 2013 - shows Warmingham Lane as 'lightly trafficked'. Data is pre Bellway and Morris (pre 400 houses)
- Lack of community awareness of the proposed development therefore lack of involvement (contravenes the Localism Act 2011)
- NEED - has to be evidenced, but existing and current developers are still trying to sell properties after months!
- The Bellway development are still trying to sell their properties after months of marketing.
- The Morris estate STILL has affordable houses for sale, in addition to other house styles. They are also still building phase 2.
I would like to see the evidence that proves this site is needed in this area.

OFFICER APPRAISAL

Principal of Development

Sec.38 (6) of the Planning and Compulsory Purchase Act 2004 and Policy MP1 of the CELPS state that planning applications and appeals must be determined *"in accordance with the plan unless material considerations indicate otherwise"*.

Policy PG2 of the CELPS identifies Middlewich as a Key Service Centre. Within such locations, development of a scale, location and nature that recognises and reinforces the distinctiveness of the town will be supported to maintain the vitality and viability.

Policy PG7 of the CELPS states that Key Service Centres are expected to accommodate 24 hectares of employment land and 4,150 new homes over the plan period (2010-2030).

The application site forms part of strategic site LPS42 of the CELPS, which seeks to deliver a residential development of around 525 new dwellings and the provision of pedestrian and cycle connections which enhance Green Infrastructure.

Specifically the emerging Local Plan identifies the following development over the Local Plan Strategy period:

'The development at Glebe Farm over the Local Plan Strategy period will be achieved through:

- *The delivery of up to 525 new homes;*
- *Provision of Pedestrian and cycle links, which enhance green infrastructure. On site provision or where appropriate, relevant contributions towards highways and transport. Education, health, open space and community facilities*

Site Specific Principles of Development

- *Contributions towards to the delivery of a Middlewich Eastern Bypass.*
- *Relevant contributions towards highways and transport, education, health, open space and community facilities*
- *The achievement of high quality urban and architectural design and the delivery of a high quality public realm*
- *The provision of a network of open spaces for nature conservation and recreation which re-inforce connections to adjacent green infrastructure*
- *Contributions to health and education infrastructure*
- *The site will deliver excellent connections to existing residential areas and facilities within Middlewich and the site inc pedestrian, cycle and vehicular connection between Booths Lane and Warmingham Lane*
- *The provision of affordable housing in line with policy requirements set out in Policy SC5 (Affordable Homes)*
- *A pre-determination desk based archaeological assessment will be required for the site.*
- *The Local Plan Strategy Site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).*
- *The development proposals must be of a high standard and have a positive impact upon various listed buildings, their character and appearance, including the setting of the Trent and Mersey Canal Conservation Area*
- *Retention (or replacement) of the existing sports ground should be in accordance with the findings of an up to date, adopted and robust need assessment*

Together with the outline permission granted for up to 450 dwelling on the larger part of this allocation (application 13/3449C refers), this proposal for 74 dwellings would result in approximately 524 dwellings across the entire LPS42 strategic site.

As per para 11 of the Framework and CELPS Policy MP1, there is a presumption in favour of sustainable development taking into account the three objectives of sustainable development (social, economic and environmental) and compliance with the Development Plan in accordance with Sec.38 (6).

In light of this allocation, the principle of developing the site for 74 dwellings is acceptable.

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 Council can now demonstrate a 5 year supply of land for housing, but it is important to note that this proposal would deliver 74 no dwellings on an allocated site within the adopted Local Plan. 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 countryside. As such, this is a key benefit of the scheme.

The NPPF determines that sustainable development includes three overarching objectives:- economic, social and environmental. Which are interdependent and need to be pursued in mutually supportive ways (so opportunities can be taken to secure net gains across each of the different objectives)

an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation and improved productivity; and by identifying and co-ordinating the provision of infrastructure;

a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

These are not mutually exclusive and a scheme may contribute to or have impacts upon all 3 objectives.

ECONOMIC SUSTAINABILITY MATTERS

The allocation of the site as part of a considerably larger site within the Local Plan Strategy (Glebe Farm LPS42 allocated for approx. 450 houses) is considered to contribute significantly to the economic strand of sustainable development by virtue of the planned release of housing together with the delivery of the Middlewich Eastern Relief Road which provides for the right level of growth in the right places at the right time.

This development proposal is required to effectively mitigate against its traffic impact on the strategic highway network. The allocation of the site with the Local Plan Strategy recognises the role that this site plays in the delivery of the Middlewich By-Pass (MEB)

The developer is offering a sizeable mitigation package which is proposed to be used as a funding contribution to Middlewich Eastern by-pass. This will enable the total funding package for MEB to be brought together and this would lead to the completion of the by-pass. This would contribute in a meaningful and significant way the local economic conditions by easing congestion/ job creation in Middlewich, notwithstanding the economic benefits generated by the housing development itself.

It therefore follows that the development of 74 units on this allocated site would contribute significantly to the economic arm of sustainability.

ENVIRONMENTAL SUSTAINABILITY

ACCESS TO SERVICES

The accessibility of this area of Middlewich has been assessed in determining the other adjacent applications and was considered to be acceptable when permissions were granted for the sites opposite and adjacent.

It should also be noted that this site has been considered to be an appropriate housing site in the adopted Local Plan Strategy. In addition, all of the services and amenities listed are accommodated within Middlewich (apart from a train station) and are accessible to the proposed development on foot/bike or via a short bus journey on Warmingham Lane.

Accordingly, it is considered that this site is a locationally sustainable site and future residents would be able to avail them services of the services in the area by public transport, bike or on foot.

Highway safety & traffic generation

Saved Policy GR9 of the Congleton Local Plan states that proposals for development requiring access, servicing or parking facilities will only be permitted where a number of criteria are satisfied. These include adequate and safe provision for suitable access and egress by vehicles, pedestrians and other road users to a public highway.

Development Impact

The trip generation rates used are the same as those used for the nearby residential scheme that has been approved - the trip generation has reduced to 44 AM peak hour trips and 52 in the PM peak. The applicant has distributed the generated traffic onto the local road network with and without the inclusion of the Middlewich Eastern By-Pass (MEBP), the highest percentage of traffic would travel towards Middlewich from the site without the MEBP in place as would be expected. The trip distribution changes with the MEBP in place with more trips using the By-Pass to avoid the centre of Middlewich.

No modelling assessment of junctions has been submitted with the application although it is recognised that the centre of Middlewich is congested especially the traffic signal junction at Leadsmithy Street/Kinderton Street. It is important that the MEBP is delivered so that it can alleviate the traffic congestion in the centre of Middlewich and can also allow this and the other residential development schemes to come forward.

Therefore, a financial contribution of £400,600 (£5,414 per dwelling) is sought towards the delivery of the MEBP by the Strategic Highways Manager.

Internal Layout and Connectivity

The internal road layout is considered to be acceptable and is provided to adoptable standards. Car parking provision for each of the units is in conformity with the adopted parking standards and is provided by either off street driveway or garage parking.

The revised site design also provides a pedestrian/cycle link between Warmingham Lane and the adjacent Glebe Farm site thereby linking this site to Booths Lane by foot/cycle.

Accessibility

The accessibility of this area of Middlewich has been assessed in determining the other adjacent applications and was considered to be acceptable in regards to sustainability, this would be considered to be the case in this application. The current site frontage onto Warmingham Lane does not have a footway, a new footway will be provided as part of this application on the frontage of the site that links with the existing footway to the north of the site.

Middlewich Eastern Bypass Proposal (MEBP)

The DfT has confirmed a maximum 80% contribution (£46.78m) to the predicted costs of the MEBP which currently stands at £58.5m. Hence a local contribution of £11.7m is required from development identified within Middlewich in the Local Plan on the basis that the full 80% DfT funding is secured.

In application 13/3449C on the other part of the Glebe Farm allocation, the agreed Heads of Terms (HOTs) secured a contribution of £4.78m or £10,662 per dwelling.

However when the more recent Gladman proposal on the other side of Warmingham Lane (and opposite this site) was determined at Strategic Planning Board, Members resolved that a contribution of £5,414 per dwelling together with the delivery of some on site affordable housing was appropriate (the level of affordable housing approved in that case is 10%).

The developer in this case, given that similar viability issues are experienced, has therefore adopted the same precedent.

In total the contribution to the MEBP from this current development towards would be £5,414 per dwelling. This is the same as detailed in the Gladman S106 Agreement recently signed as opposed to the £10,662 per dwelling achieved on the other part of the LPS 42 allocation of this site (application 13/3449C refers).

This contribution will provide the following:

- Completion (with the other sites within the LPS42 Allocation of the Local Plan) of funding for Middlewich Eastern By-pass allowing Cheshire East Council to pursue its completion.
- The opportunity to provide other local infrastructure highway improvements if Middlewich Eastern By-pass is not completed.

The build out of this development as a whole will rely on the completion of the Middlewich Eastern Bypass or the delivery of the alternative complimentary measures which would be necessary as consequence of the traffic generated by this development

The developer is offering a funding package of £400600, which equates to £5,413 per dwelling as part of this proposal. This is slightly lower than the £5414 per dwelling sought by the Strategic Highways Manager, who has taken the precedent from the Gladman scheme to form the basis of his request in this case. The appropriateness of this contribution, without the other mitigation requests being fulfilled will be considered further in the viability section of this report.

Landscape and Tree/Hedgerow Impact

As part of the application a Landscape and Visual Impact Assessment has been submitted. The assessment follows the guidelines and methodology outlined in the Guidelines for Landscape and Visual Impact Assessment 3rd Edition 2013. The assessment refers to the National Character Area, Area 61 – Shropshire, Cheshire and Staffordshire Plain/Cheshire Sandstone Ridge. The assessment also refers to the Cheshire Landscape Character Assessment, although it identifies this as being at the local, rather than county level. The Cheshire Landscape Character Assessment 2009 identifies the application as being located within Type 7 East Lowland Plain, specifically ELP5 Wimboldsley Character Area; the application area exhibits many of the characteristics of this landscape type.

The assessment also refers to the Congleton Landscape Character Assessment 1999. The Congleton Landscape Character Assessment identifies this as Middlewich Open Plain, an area

that is generally flat and of medium scale with irregular fields, with clipped hedgerows and some post and wire infill fencing.

The application site is on the southern edge of Middlewich and is located to the east of Warmingham Lane. Whilst clearly building houses in the open countryside will have a landscape impact, this site is the missing piece of the jigsaw as far as allocation LPS44 is concerned, with housing approved on sites opposite and adjacent. As such the character of this area will change significantly in the near future and as such the landscape impact will change accordingly. As the site is visually very self contained behind hedges/trees its impact in any event would be reduced. It is therefore considered the landscape impact is acceptable.

Trees

The application is supported by a Tree Survey and Constraints report dated 15/12/16.

The report identifies 25 trees; 15 grade A, 5 grade B, 1 grade C and 4 U. The tree constraints are plotted on a topographic survey as existing. The report does not plot or assess hedgerows in the survey.

The report concludes that the site is important for its arboricultural merit and the impact the trees have on the landscape character both in its local and wider context.

Hedgerows

Policy NR 3 of the CBC Local Plan refers to Important Hedgerows. Where proposed development is likely to result in the loss of existing agricultural hedgerows which are more than 30 years old, it is considered that they should be assessed against the criteria in the Hedgerow Regulations 1997 in order to ascertain if they qualify as 'Important'. Should any hedgerows be found to be 'Important' under any of the criteria in the Regulations, this would be a significant material consideration in the determination of the application. Hedgerows are also a habitat subject of a Biodiversity Action Plan.

The presence of a significant number of 'Important' hedgerows on the site is a material consideration. It is considered that a condition is required for the retention and protection of the significant number of Important hedgerows on this site.

Flood Risk and Drainage

The application site is located within Flood Zone 1 according to the Environment Agency Flood Maps. This defines that the land has less than 1 in 1000 annual probability of flooding and all uses of land are appropriate in this location. As the application site exceeds 1 hectare, a Flood Risk Assessment (FRA) has been submitted as part of this application.

The submitted FRA identifies that there is no risk from river/coastal flooding, the flooding maps and from historical flooding. However there is a high to very high risk of groundwater flooding, a low risk from surface water flooding and a risk from blockages along the water ditches on site and infrastructure failure.

The submitted FRA identifies Sustainable Urban Drainage Systems (SUDS) can be used on this site to manage storm water and run-off both to the application site and to surrounding properties. The Flood Risk Manager advises that the proposal is acceptable subject to condition.

Amenity

In terms of air quality, the Environmental Health Officer has requested a condition regarding an environmental management plan for air quality and travel plan, dust control and contaminated land.

Amenity/privacy of existing and future residents

For housing proposals, Saved Policy GR6 of the Congleton Local Plan requires consideration to be given to the occupiers of both neighbouring properties and the future occupants of the site with regards to privacy, loss of light, visual intrusion and pollution. Supplementary guidance in the Congleton Local Plan also indicates that a minimum distance of 13.8m from main room windows to a gable elevation should be achieved. The policy also requires 21.5m between principal elevations. In this case, the proposed flats at plots 9-16 are in excess of 50 m away from the boundary of existing properties in Inglewood Avenue. Likewise internal relationships are acceptable.

Design

The importance of securing high quality design is specified within the NPPF and paragraph 124 states that:

'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'

This is supported by the Cheshire East Design Guide SPD and Policy SE1 of the CELPS

Middlewich is part of a Salt and Engineering Town Character Area as defined in the Cheshire East Urban Design Guide.

The Design cues for Character include:

- The physical environment is heavily influenced by transport infrastructure in larger settlements and the countryside through which they pass
- A wide variety of building styles reflecting different eras of growth
- All eras of architecture found in settlements
- Flashes, rivers, canal and field ponds dominate and influence the countryside and settlements
- Existing landscape features should be retained on site to preserve the landscape character

Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

In this case there are a variety of house types and styles, ranging from 2 bed cottage style flats to 4 bed detached dwellings. All units are 2 storey. The positive and externally orientated perimeter dwellings are welcomed with all areas of open space, footpaths and highways well overlooked by the proposed dwellings, giving high levels of passive surveillance.

In terms of the detailed design the proposed dwellings include brick facings as the predominate material, with some limited use of render. Hard landscaping details have not been provided but can be conditioned. Car parking is mainly off the frontage with driveways. There is some frontage parking to the smaller units, broken up by landscaping. The proposed flats contain rear parking on a private drive

The layout and scale of the site is in keeping with the semi rural nature/ transition nature of the area. The Council's Urban Designer has been extensively involved in the evolution of this layout, which is considered to comply with the Design Guide.

The overall numbers of houses are considered to be capable of being laid out in this configuration and density.

The landscape of the area is also considered to be a priority consideration in the overall design of this site. The site frontage and periphery comprise numerous hedgerow and there are a number of mature and attractive trees within the site and to its periphery.

Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

Yes - links are provided to the adjoining site which ultimately links this site with Booths Lane. Other links are created via the internal road network (itself designed to Manual for Streets) and the path through the open space/mitigation grassland running to the north of the development envelope.

Facilities and services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

The site is on the edge of Middlewich and is in an area allocated for residential development. Day to day facilities are within a reasonable distance.

Public transport

Does the scheme have good access to public transport to help reduce car dependency?

Warmingham Lane is served by bus routes. The other housing development in this area also contain numerous requirement to improve accessibility to public transport

Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

Yes. There are 2, 3, 4 and 5 bed units catering for all housing needs

Working with the site and its context

Does the scheme take advantage of existing topography, landscape features (including watercourses), wildlife habitats, existing buildings, site orientation and microclimates?

The majority of the hedgerows on site would also be retained, grassland and planting has also been provided.

Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

Internally within the site the proposed development would include a mix of car-parking solutions. The amount of car-parking to the front of the proposed dwellings would be limited with the majority provided to the side/rear of the dwellings.

Public and private spaces

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

There is a corridor of open space within the site which will link into future open space in the other part of the LPS 42 allocation. This would be well-overlooked as would the larger area of open space to the east of the site. It is considered that the development would create an attractive and safe area of public open space.

External storage and amenity space

Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

The submitted plan shows that all units (except cottage style flats) on the proposed development would have private amenity space with rear access. Cottage style units do not have any garden space but do adjoin the linear POS to the northern part of the site. There is adequate space for future flat occupiers to store bins. A condition is required for bike storage

Design Conclusion

On the basis of the above assessment it is considered that the proposed development represents an acceptable design solution.

Ecology

Congleton saved Local Plan Policy NE. 3 states that development will not be permitted which would have an adverse impact upon species specially protected under Schedules 1, 5 or 8 of the Wildlife and Countryside Act 1981 (as amended), or their habitats. Where

development is permitted that would affect these species, or their places of shelter or breeding, conditions and/or planning obligations will be used to:

- Facilitate the survival of individual Members of the species
- Reduce disturbance to a minimum
- Provide adequate alternative habitats to sustain the current levels of population.

Circular 6/2005 advises LPAs to give due weight to the presence of protected species on a development site to reflect EC requirements. “This may potentially justify a refusal of planning permission.”

The NPPF advises LPAs to conserve and enhance biodiversity: if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts) or adequately mitigated, or as a last resort, compensated for, planning permission should be refused.

Natural England’s standing advice is that, if a (conditioned) development appears to fail the three tests in the Habitats Directive, then LPAs should consider whether Natural England is likely to grant a licence: if unlikely, then the LPA should refuse permission: if likely, then the LPA can conclude that no impediment to planning permission arises under the Directive and Regulations.

Badgers

The last badger survey of the site appears to have been undertaken in September 2015. Whilst the site was subject to a further ecological survey in June 2017 the report of this survey does not provide any detail of badger activity on the site. A further survey will be required by condition prior to any development occurring.

Hedgehog

Hedgehogs are a biodiversity action plan priority species and hence a material consideration. There are records of hedgehogs in the broad locality of the proposed development and so the species may occur on the site of the proposed development. Conditions should be attached to ensure gaps are left in boundaries for hedgehogs to move around

Hedgerows

Hedgerows are a Priority habitat and hence a material consideration. In addition 2 Hedgerows on site have been identified as being Important under Hedgerow Regulations.

Based upon the submitted indicative layout plan it appears likely that there would be some loss of hedgerow, including a section of Important hedgerow, resulting from the proposed development.

It is therefore necessary to ensure appropriate compensatory native species hedgerow planting needs to be incorporated into any detailed design produced at the reserved matters stage. This can be conditioned.

Roosting Bats and trees

A number of trees have been identified on site that have potential to support roosting bats. Based upon the illustrative master plan it appears feasible for all of these trees to be retained as part of the development of the site. However, if any of the identified trees are to be lost at the detailed design stage then a detailed bat survey will be required.

To avoid any adverse impacts on bats resulting from any lighting associated with the development, any additional lighting to be agreed with the LPA.

Any proposed lighting should be low level and directional and the design of the lighting scheme informed by the advice in Bats and lighting in the UK- bats and the built environment series, (Bat Conservation Trust, 2009).

Nesting Birds

The application site is likely to support nesting birds possible including the more widespread Priority species. A condition should be attached requiring the submission of features for nesting birds as part of any future reserved matters application.

Habitat Management Plan

If planning permission is granted a condition should be attached which requires the submission of a 10 year habitat management plan in support of any future planning application.

SSSI

The application site is approximately 900 metres from the Sandbach Flashes SSSI. In this case Natural England has advised that there is not likely to be an adverse effect on the SSSI and that based on the supplemental information provided to them directly by the applicant's ecologist, they have no objection to the proposal. The impact upon the SSSI is therefore considered to be acceptable.

Great Crested Newts have been recorded at a number of ponds both within and near to the application site. In the absence of mitigation the proposed development would have an adverse impact upon this species through the loss of a significant area of low value terrestrial habitat, the isolation of existing ponds and the risk of any newts present on site being killed or injured during the construction process.

In order to mitigate the potential impacts of the proposed development, it is proposed to remove and exclude newts from the footprint of the proposed development using standard best practice methodologies. The loss of terrestrial habitat will be compensated for through the creation of an area of enhanced terrestrial habitat accessible to newts associated with a number of ponds and the creation of an additional pond on site.

Great Crested Newts occur within the site. The EC Habitats Directive 1992 requires the UK to maintain a system of strict protection for protected species and their habitats. The Directive only allows disturbance, or deterioration or destruction of breeding sites or resting places

(a) in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment, and provided that there is

(b) no satisfactory alternative and

(c) no detriment to the maintenance of the species population at favourable conservation status in their natural range

The UK has implemented the Directive in the Conservation (Natural Habitats etc) Regulations 2010 (as amended) which contain two layers of protection (i) a requirement on Local Planning Authorities (“LPAs”) to have regard to the Directive’s requirements above, and (ii) a licensing system administered by Natural England and supported by criminal sanctions.

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 site is an adopted housing allocation (LPS42) on the edge of the existing built up area. Its planned development will assist in negating development pressure on other sites of ecological significance and will assist in the provision of the Middlewich Eastern by-pass. It is therefore considered that its development is of overriding public interest. With regard to the second test, the choice of alternative sites are not as sustainably located on the edge of the existing town.

The proposed mitigation and compensation is acceptable and is likely to maintain the favourable conservation status of the species.

Impact upon the Hazardous Installation

A brine pipeline runs across the application site and links into the other part of the Glebe Farm site which comprises all of the strategic allocation. In this case the Health and Safety Executive have been consulted and the consultation period has not lapsed at the time of writing the report

The proposed layout does not incur any built development into the easement for the Pipeline. The proposal at the other part of the Glebe Farm site resulted in no objection being raised by the HSE in relation to this hazardous installation or other hazardous installations in the area. It is therefore not anticipated that the HSE will raise concerns, however, the statutory consultation period needs to be adhered to.

Archaeology

The Councils Archaeologist has considered the application and supporting report and considers that the issue of archaeology needs no further assessment.

ENVIRONMENTAL ROLE - CONCLUSION

The CELPS, in allocating the site for residential development, has accepted the site as being accessible. The proposal will also provide for a pavement on Warmingham Lane to enable foot access to the local centre. Warmingham Lane is also a National Bike Route.

The revised housing layout, which has resulted in a reduction in numbers of houses from the 90 as originally submitted to the 74 now applied for is considered to comply with the requirements of the Residential Design Guide.

Subject to conditions, the proposal will have an acceptable impact upon design, drainage, ecology, trees and hedgerows.

The proposal provides for a significant contribution to the Middlewich Eastern By-pass, which upon delivery will ease congestion, improve air quality and add environmental benefits to the wider area of Middlewich.

Subject to the suggested S106 matters and conditions therefore this proposal is considered to be environmentally sustainable.

SOCIAL SUSTAINABILITY

Public Open Space

The indicative layout shows that an area of POS would be provided to the northern part of the site (0.7 Ha). In reality this is a Brine Easement and can not be developed. The Open Space Officer has stated that if the development is approved there would be a deficiency in the quantity of provision and the requirement for the site is 1480sq.m. The area shown on the indicative plan is @7000 sqm this is an over-provision of 5820sqm (despite the inclusion of a wetland area). Therefore the amount of open space to be provided is acceptable. It should also be noted that this greenspace will link into the linear park indicated as POS on the adjoining part of the this allocation as detailed in permission

In terms of children's play space, the Public Open Space Officer has also advised that the provision of the LEAP and NEAP on the adjoining part of the Glebe Farm allocation is adequate to cater for the future circumstances of this site.

The open space on site would be managed by a management company and this would be secured as part of a S106 Agreement.

The Greenspace Officer notes that the Arboricultural Impact Assessment and landscaping plans identifies several trees that are to be felled as a result of the development.

If it is impossible to retain these, she requests consideration is given to recycle the trees on site in the form of artwork and/or informal seating if tree condition allows. This could give the

development a unique 'sense of place' and has the potential to link up with the other part of the site's LPS42 strategic site allocation.

Affordable Housing

The Affordable Housing IPS states that the tenure mix split the Council would expect is 65% rented affordable units (these can be provided as either social rented dwellings let at target rents or affordable rented dwellings let at no more than 80% of market rent) and 35% intermediate affordable units.

The SHMA 2013 shows the majority of the demand in Middlewich per year until and including 2018, are for 26x 1 bedroom, 22x 2 bedroom and 8 x 3 bedroom General Needs dwellings. The SHMA is also showing a annual need for 4x 1 bedroom and 4x 2 bedroom Older Person dwellings. These can be via Flats, Cottage Style Flats and Bungalows.

The current number of those on the Cheshire Homechoice waiting list with Middlewich as their first choice is 412. This can be broken down to 180x 1 bedroom, 134x 2 bedroom, 64x 3 bedroom and 34x 4+ bedroom dwellings. On this site a mix of 1, 2, 3 general needs plus 1 and 2 bedroom older person's dwellings would be acceptable.

14 units should be provided as Affordable rent and 8 units as Intermediate tenure.

The Affordable Housing Officer has accepted that if viability issues are proven in this case, then he raises no objection to a reduced affordable provision. In these circumstances he has requested that an overage clause be imposed within any S106 Agreement to claw back values to affordable housing should values increase on this site.

The applicant, however, has provided a Viability Assessment that concludes that the site can provide no more than 8 Affordable Dwellings together with the contribution to the MEBP. The 8 dwellings (11%) proposed are all to be rented accommodation and a Registered Housing provider has made an offer on these units.

The limited values that can be achieved in Middlewich will have an impact upon viability of provision if social housing is to be provided as well as the significant contribution to the Middlewich Eastern By-Pass.

Policy SC5 of the Local Plan Strategy allows for viability issues to result in alternative provision of affordable units. This may result in a lesser amount of affordable units or a different distribution of tenure on a site. Likewise, when circumstances change on a site the policy also allows for overage to form part of the S106 Agreement.

Clearly, the lack of a policy compliant level of social housing provision is a social disbenefit of this scheme which will need to be assessed as part of the planning balance.

Education

The development of dwellings is expected to generate:

$13 \times £11,919 \times 0.91 = £141,002.00$ (primary)

$11 \times £17,959 \times 0.91 = £179,770.00$ (secondary)

$1 \times £50,000 \times 0.91 = £45,500.00$ (SEN)

Total education contribution: £366,272.00

The development is expected to impact on both primary school and secondary places in the immediate locality. Contributions which have been negotiated on other developments are factored into the forecasts 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 a shortfall of primary and secondary school places still remains.

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. The Service acknowledges that this is an existing concern, however the 1 child expected from application will exacerbate the shortfall. The 1 SEN child who is thought to be of mainstream education age has been removed from the calculations above to avoid double counting.

To alleviate forecast pressures, a total education contribution of £366,272. Without this financial mitigation, Childrens Services object. This objection 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, 13 primary children, 11 secondary children and 1 SEN child would not have a school place in Middlewich without those places being funded by other sources.

The developer is not offering any contribution to education for viability reasons. This is a social disbenefit of this scheme which will need to be assessed as part of the planning balance.

Health

The South Cheshire Clinical Commissioning Group (CCG) have sought a S106 Contribution advise that both local medical centres are operating at capacity and therefore to accommodate the future residents put forward, both Waters Edge and Oaklands Medical Practises will need to be developed to support their ability to provide the expected level of primary care facilities in Middlewich.

The mitigation requested is £76,896, based on the following formula

Size of Unit	Occupancy Assumptions Based on Size of Unit	Health Need/Sum Requested per unit
1 bed unit	1.4 persons	£504 per 1 bed unit
2 bed unit	2.0 persons	£720 per 2 bed unit
3 bed unit	2.8 persons	£1,008 per 3 bed unit
4 bed unit	3.5 persons	£1,260 per 4 bed unit
5 bed unit	4.8 persons	£1,728 per 5 bed unit

Based on a proposed 74 dwellings with a varying housing mix and following the above formula, an estimate is as follows:

Housing:

2 bed unit x 13	£9,360
3 bed unit x 37	£37,296
4 bed unit x 24	£30,240
Total	£76,896

The developer is not offering any contribution to local health care for viability reasons. This is a social disbenefit of this scheme which will need to be assessed as part of the planning balance.

Viability

The developer has offered a contribution to the MEBP (£400,600) and 8 residential units as affordable rented properties (11%) a viability appraisal has been provided in support of the application. The crux of appraisal submitted is that this scheme would be unviable with all contributions sought were imposed upon the development.

The NPPF, when considering viability as a material planning issue, states as follows:

'Where up to date policies have set out contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the Applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances of the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force. All viability assessments should reflect the recommended approach in national planning guidance...'

In accordance with the planning policy SC5 of the CELPS, the Viability Appraisal submitted in support of this application has been independently assessed on the behalf of the Council by Gerald Eve (GE). Gerald Eve is acting for the Council and has advised that the Viability evidence submitted is fully in accordance with the requirements of the updated NPPF and National Planning Guidance.

As part of this application there have been a number of requests for contributions from the relevant consultees and these are summarised as follows:

Item	Contribution
Education	£366,272
NHS	£76,896
Indoor Sports and Recreation	£13,000
By Pass	£400,600
Public Open Space	£90,886
Total	£947,645

The viability information indicates that 11% on site affordable housing provision can be provided with the £400,600 contribution to the by pass.

No education, health, open space or sport contribution can be sustained whilst ensuring that the site will still be viable.

The Gerald Eve independent assessment of the viability information concurs with the information submitted by the Applicant.

Viability is a material planning consideration and the benefits of the scheme to the bypass, together with the reduced affordable housing provision (which match the precedent set by Strategic Board on the Gladman site opposite) . , are factors that are considered to outweigh the lack of health, education, sport and open space contributions, in the planning balance, particularly as a robustly tested viability position have been undertaken by the Councils independently appointed consultant and supports the reduced provision in this case.

Planning Balance and Conclusion

Paragraph 11 of the NPPF advises that planning decisions should apply the presumption in favour of sustainable development and this means that proposals that comply with an up to date development should be approved without delay.

In this case, the development is part of a planned release of development in accordance with adopted CELPS policy LPS42 Glebe Farm and would provide 68 market housing units and 8 (11%) affordable units only as the viability information provided strongly indicates that the provision of the a contribution to the Middlewich Eastern Relief Road of £400,600 total) and the affordable housing (11%).

This financial contribution to the link road and level of on site affordable housing is all that this site can sustain without adversely affecting the viability of provision to such an extent that any education/health/sport and open space mitigation payments would render the scheme unviable.

The proposal, by virtue of the contribution proposed to the Link Road would contribute to environment arm of sustainability in a significant manner. The proposal would also have additional economic benefits in terms of jobs in construction, spending within the construction

industry supply chain and spending by future residents in local shops. However, the significant economic benefit is considered to be the contribution the proposal makes to the By-pass and those knock on benefits that the By-pass would bring to the town and wider area as a whole.

Subject to a Section 106 package and appropriate conditions, the proposed development would include the requirement for the future maintenance of the open space on site.

The proposal is considered to be acceptable in terms of its impact upon residential amenity and drainage/flooding/ drainage/design/ecology/trees/hedgerows.

The site was fully assessed when allocated as a Local Plan Strategy site and considered locationally sustainable to a range of services and facilities.

The negative impacts to social sustainability in terms of the inability of the site to deliver the full 30% affordable housing, or any contribution to health, education, sport and open space contributions is regrettable and these are undoubted costs to the community, however, on balance it is considered that the benefits to the economic and environmental conditions of this area by virtue of the contribution this proposal makes to the by-pass, together with the reduced amount of affordable housing, outweigh that harm.

LEVY (CIL) REGULATIONS

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

If it is determined that, based on the viability issues arising, that a reduced contribution to affordable housing would be directly related to the development and would be CIL compliant.

The development would result in increased vehicular movements to the site and the surrounding road network within Middlewich suffers from serious congestion problems. Due to the increased vehicular movements it is considered that a contribution will be required to mitigate this impact and without this the development would be unacceptable. The contribution to the MEB is considered to be directly related to the development and fair and reasonable.

On this basis, the S106 recommendation is compliant with the CIL Regulations 2010.

RECOMMENDATION

Delegate to the Head of Development Management, in consultation with the Chair of SPB pending the completion of the consultation period for the HSE, to approve subject to the following Heads of Terms

S106	Amount	Triggers
Affordable housing including Overage clause	11%	50% upon 1 st occupation. 50% at occupation of the 43 rd unit
Contribution to Middlewich Eastern Relief Road	£400,600	Phased contributions with 40% upon 1 st occupation of the 1 st dwelling; a further 30% upon occupation of the 40 th unit; remainder payable upon occupation of 60 th unit
Management Company to maintain all open space in perpetuity (including, inter alia, general amenity openspace, nature conservation area, drainage areas, ponds and any other areas of incidental open space not within private gardens or the adopted highway).		Upon occupation

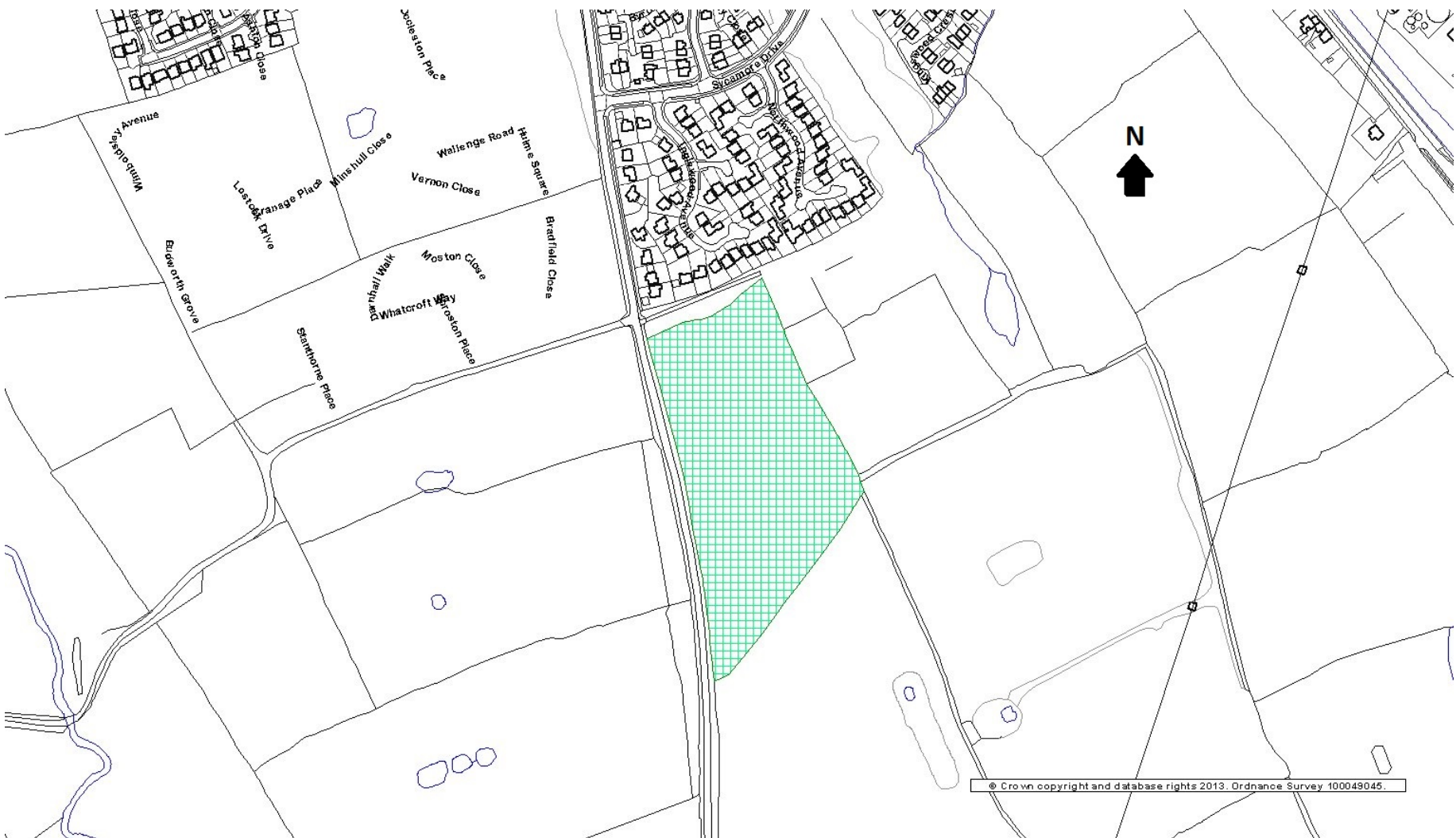
And the following conditions

1. Commencement
2. Plans
3. Submission of materials – notwithstanding details submitted
4. Prior to occupation the provision of a frontage footway on Warmingham Lane as indicated on Dwg VN70839-102 to be implemented
5. Removal of permitted development rights – means of enclosure forward of building line
6. The developer shall agree with the LPA an Environmental and Construction Management Plan (EMP) with respect to the construction phase of the development. The EMP shall identify all potential dust sources and outline suitable mitigation/ pile driving methods and hours of pile driving / storage of materials/car parking for workers/compound . The plan shall be implemented and enforced throughout the construction phase.
7. Imported soil
8. Unforeseen contamination
9. Development to be undertaken in accordance with Flood Risk Assessment (FRA) (3870/FRA/Final/v1.2/2018-09-03, v.1.2 by Weetwood) dated September 2018
- 10.No development shall take place until a overall detailed strategy / design limiting the surface water runoff generated by the proposed development, associated management / maintenance plan and managing any overland flow routes for the site has been submitted to and approved in writing by the Local Planning Authority. The drainage design must also include information about the designs storm period and intensity (1 in 30& 1 in 100 (+% allowance for Climate Change)) & any temporary storage facilities included, to ensure adequate drainage is implemented on site.
- 11.existing and proposed levels, inc FFL
- 12.Electric vehicle charging
- 13.Raft/ ring beam Foundations as detailed in Wardell Armstrong Drawing No. LE13532-005.

14. Tree and hedge protection – non standard
15. Arboricultural Method Statement
16. Tree Retention
17. Drainage/services layout for trees
18. Non –standard construction trees
19. Residential travel packs
20. retention and protection of hedgerows.
21. scheme to link site with adjoining development of Glebe Farm allocation
22. Phasing of development to form part of 1st reserved matters
23. Superfast broadband provision
24. Hedgehog Gaps
25. bird nesting season
26. Updated badger survey
27. features for breeding birds/bats
28. strategy for the safeguarding and enhancement of invertebrate habitat.
29. Bike store for flats
30. environment/highways management plan for construction phase

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 Development Management 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.

S106	Amount	Triggers
Affordable housing including Overage clause	11%	50% upon 1 st occupation. 50% at occupation of the 43 rd unit
Contribution to Middlewich Eastern Relief Road	£400,600	Phased contributions with 40% upon 1 st occupation of the 1 st dwelling; a further 30% upon occupation of the 40 th unit; remainder payable upon occupation of 60 th unit
Management Company to maintain all open space in perpetuity (including, inter alia, general amenity openspace, nature conservation area, drainage areas, ponds and any other areas of incidental open space not within private gardens or the adopted highway).		Upon occupation





Working for a brighter future together

Strategic Planning Board

Date of Meeting: 24 July 2019

Report Title: Site Allocations and Development Policies Document – Publication Draft Plan

Senior Officer: Frank Jordan - Executive Director – Place

1. Report Summary

- 1.1. The Site Allocations and Development Policies Document (SADPD) forms the second part of the Council's Local Plan. The report seeks the views and recommendations of the Strategic Planning Board regarding the approval of the Publication Draft version of the SADPD and its publication for consultation. The Local Plan is central to achieving jobs growth and maintaining a strong local economy, protecting the environment and delivering the new homes needed for existing and future residents.

2. Recommendations

- 2.1. To consider the Publication Draft version of the Site Allocations and Development Policies Document and its associated documents, and recommend to Cabinet that:
 - (i) the Publication Draft version of the Site Allocations and Development Policies Document (Appendix 1), its Sustainability Appraisal (Appendices 2 and 2a) and Habitats Regulation Assessment (Appendix 3) are approved for public consultation, and
 - (ii) alongside the documents listed in (i), the draft Plan's supporting evidence base (Appendix 6) and the draft Statement of Common Ground (Appendix 8) are approved and published.

3. Reasons for Recommendation/s

- 3.1. To enable public consultation to take place on the Publication Draft version of the SADPD so it can progress to examination and adoption.

4. Other Options Considered

- 4.1. There is no realistic alternative to the proposed course of action. The Council has already expressed its clear intention through its Local Development Scheme and through the preparation of the SADPD to date that it intends to put in place a comprehensive set of up-to-date planning policies for the borough.

5. Background

- 5.1. The first part of the Council's Local Plan, the Local Plan Strategy (LPS), was adopted in July 2017. It set out the vision and overall spatial strategy for the borough to 2030. It includes strategic policies and allocates 'strategic sites' for development.
- 5.2. The Site Allocations and Development Policies Document (SADPD) is the second part of the Local Plan. It follows the strategic lead of the LPS and allocates additional, generally non-strategic sites for development. These additional allocations will assist in ensuring that the overall development requirements for the borough, established through the LPS, are met. The SADPD establishes specific housing and employment land figures, and safeguarded land requirements, for individual Local Service Centres and identifies sites to address these where required. Additional sites are also identified at Crewe (a Principal Town) to support continued investment by Bentley and Morning Foods, two key local employers, and at Congleton, Middlewich and Poynton (Key Service Centres) to address the expected level of development for these towns set out in the LPS. The SADPD will also set out more detailed policies to guide planning application decisions. It includes a review of policy boundaries around towns and villages to guide the location of development, and for town centres to guide investment in them. Areas that need particular protection, for example, because of their importance to biodiversity and outdoor recreation, have been updated.
- 5.3. The policies and proposals in the Publication Draft SADPD sit under the strategic policies of the Local Plan Strategy. Careful consideration has also been given to national planning policies and guidance, a variety of studies, reports, statistics and other research (see 'Supporting evidence' section below), consultation feedback received to the 2017 Issues Paper and 2018 First Draft SADPD, the involvement of key stakeholders, including town and parish councils, infrastructure providers and statutory consultees (such as the Environment Agency; Historic England; and Natural England); and recommendations from the Plan's Sustainability Appraisal and Habitats Regulations Assessment.

- 5.4. A summary of the Plan's main proposals affecting individual towns and villages is set out in Appendix 4 to this report. A full list of the proposed policies in the Plan is set out in Appendix 5.
- 5.5. Upon adoption, the SADPD, alongside the LPS, will fully replace the legacy local plans prepared by the former borough councils. The SADPD does not include minerals or waste policies or make site allocations for these uses. These matters will be addressed through a separate Minerals and Waste Development Plan Document, as a third part to the Council's Local Plan.

SADPD progress to date

- 5.6. Consultation on the SADPD Issues Paper took place for 6 weeks between February and April 2017. It was the first opportunity for residents, developers and other organisations to give their views on the scope of the SADPD and the direction that its policies should take. The Issues Paper identified a range of matters and issues that the SADPD was likely to address, and asked a series of questions to encourage feedback on them. In parallel, consultation also took place on a draft sustainability appraisal scoping report, setting out the proposed environmental, economic and social issues against which SADPD policies and proposals would be tested. The 2017 consultation also included a 'call for sites' exercise, through which landowners and developers were invited to submit sites for consideration, to inform the selection of land allocations in the SADPD.
- 5.7. A Report of Consultation, summarising the 1,478 responses to the Issues Paper was published on the Council's website in July last year.
- 5.8. The First Draft SADPD was published for consultation between 11 September and 22 October 2018. It was close to a full draft Plan with the aim that this would allow the Council to consider detailed comments about most of its intended policies and proposals to help shape the Publication Draft version of the Plan.
- 5.9. During the consultation, a further 'call for sites' took place providing a additional opportunity to submit sites that may be suitable for Gypsy, Traveller and Travelling Showpeople accommodation.
- 5.10. A Report of Consultation, summarising the representations made to the First Draft Plan was published in February this year. In total, 3,042 comments were made by 756 respondents.

Supporting evidence

- 5.11. In line with national planning policy, the policies and proposals in the Plan have been informed by a range of relevant and proportionate evidence.

This evidence base would be published alongside the Publication Draft Plan. A full list of these documents is set out in Appendix 6 to this report. They are also available to view on-line at: <https://cheshireeast-consult.objective.co.uk/portal/planning/cs/sadpd/pdevidence>.

5.12. This evidence includes:

- Local Service Centre Spatial Distribution Disaggregation Report, which identifies an appropriate spatial distribution of development to individual Local Service Centres, disaggregating the headline figures for employment land and housing provision for LSCs as a whole in the LPS. This considers the socio-economic characteristics of these villages (or town in the case of Bollington) alongside their constraints (e.g. Green Belt and landscape designations) and opportunities (e.g. availability of sites to address development needs).
- Local Service Centre Safeguarded Land Distribution Report, explaining the approach taken towards the distribution of safeguarded land (land removed from the Green Belt to potentially meet longer-term development needs beyond the current Plan period) across the Local Service Centres in the northern part of the borough.
- 24 settlement reports, one for each Principal Town, Key Service Centre and Local Service Centre. The reports explain why particular sites have been selected as development allocations or as safeguarded land, how boundaries related to town centres have been defined, and how settlement boundaries have been updated, reflecting, for example, new development or planning permissions for schemes on the edge of settlements.
- Playing Pitch Strategy and Indoor Facilities Strategy updates to support the implementation of planning policies for sport and recreation.
- Strategic Green Gap Boundary Definition Report, establishing a detailed boundary around the broad areas designated as strategic green gap in the LPS, to maintain the separation and identity of Crewe and its surrounding settlements
- Ecological Network Mapping, to understand how new development can contribute more effectively towards the borough's ecological network in line with national policy.

- Settlement and Infill Boundary Review, which sets out and applies a methodology to determine which smaller villages within the rural area should be identified as 'infill villages', and determine the position of the infill boundary around them.
- Landscape Character Assessment, which aims to ensure that decisions take into account the particular roles and character of different areas and recognise the intrinsic character and beauty of the countryside.
- Local Landscape Designation Review, providing robust and up to date evidence to protect the borough's highest quality locally valued landscapes
- Heritage Impact Assessments, to ensure there is a proper understanding of how the development of sites may affect heritage assets and where appropriate to identify mitigation measures to acceptably reduce any impacts.
- Gypsy and Traveller Accommodation Assessment (GTAA), providing up to date evidence of the need for permanent and transit pitches and Travelling Showpersons plots, taking into account the Government's updated national policy in 2015 which included a change to the definition of Gypsies and Travellers for planning purposes.
- Gypsy and Traveller Site Selection Report, providing the rationale for the selection of proposed Gypsy and Traveller sites.
- Housing Mix Study, providing evidence to assist in negotiating an appropriate mix of housing on proposed development schemes.
- Aircraft Noise Background Report providing an evidence base for the approach that the SADPD takes towards managing noise sensitive development in the vicinity of Manchester Airport.
- Retail Study Update, providing updated evidence about the need for further retail floorspace provision.
- Retail Impact Threshold Report, which sets local size thresholds for triggering the requirement for an impact test in cases where additional retail and other town centre floorspace is proposed on land outside of a town centre.

- Green Space Strategy Update, supporting policies that seek to protect and enhance green space provision through new development.
- Whole Plan Viability Assessment, which demonstrates that the cumulative requirements of planning policies, including the cost implications of CIL, will not undermine the deliverability of the Plan.
- Sustainability Appraisal (Appendix 2 and 2a), which builds upon the Sustainability Appraisal Scoping Report developed at the Issues Paper stage and the initial Sustainability Appraisal Report accompanying the First Draft version of the Plan. It considers the performance of draft policies and proposals against sustainability objectives, and reasonable alternatives. The preparation of a Sustainability Appraisal is a legal requirement and incorporates the requirements of the EU Strategic Environmental Assessment Directive. It also incorporates health impact assessment, rural proofing and equalities impact assessment.
- Habitats Regulations Assessment (Appendix 3), which is a statutory assessment of the Plan in terms of its potential impact on designated European sites.
- Green Belt Boundary Alterations Explanatory Note, which considers the approach to making non-strategic alterations to the Green Belt boundary. The note looks at the strategic context set through the LPS and considers the exceptional circumstances required to justify alterations to the Green Belt as well as site specific requirements including compensatory improvements to the remaining Green Belt, and the need to give first consideration to previously-developed land and sites well-served by public transport.

Policies map

- 5.13. Councils are required to prepare a policies map, setting out the spatial application of adopted local plan policies on a map base. A map booklet accompanies this report showing the spatial application of the Publication Draft SADPD policies along with LPS policies (Appendix 7). An interactive on line version of the map is also available:

<https://maps.cheshireeast.gov.uk/ce/localplan/policiesmap2019publication>

Changing circumstances during Plan preparation

5.14. For most local plans, if not all, circumstances will change during the course of their preparation. This is true of the SADPD and includes:

- Updated development monitoring information - For example, the first draft of the SADPD was based on the housing supply position as at 31st March 2017. The publication version of the Plan reflects the position one year on (31st March 2018). Where allocations are proposed at Local Service Centres, consideration has also been given to any further planning permissions granted after this date.
- Changes to national planning policy and guidance - The NPPF was first published in March 2012. It was updated in July 2018 and then further updated with more limited revisions in February 2019. The policies and proposals of the SADPD follow the strategic lead provided by the LPS, which was prepared under the 2012 NPPF. The 2019 NPPF does not represent a radical shift in policy – but rather a development and evolution of the 2012 document. Wherever appropriate the SADPD reflects the updated policy and guidance of the 2019 NPPF.

Neighbourhood Development Plans (NDPs)

5.15. Careful consideration has been given to and account taken of the many NDPs prepared and in preparation across the borough. The aim in developing the SADPD has been to support NDPs whilst meeting the strategic requirements of the LPS.

5.16. There has been a significant amount of engagement with town and parish councils at each stage of the Plan's development. This has included several rounds of informal meetings.

Duty to co-operate

5.17. The Council is required to co-operate with other local authorities and other bodies on strategic planning matters that cross administrative boundaries. This was clearly a key consideration in the preparation of strategic policies in the LPS. It is not considered that any new, cross-boundary strategic matters arise through the preparation of the SADPD. This is evidenced through a proposed Statement of Common Ground (Appendix 8) which would be published alongside the Publication Draft Plan. Neighbouring authorities and other relevant statutory and non-statutory bodies would be invited to sign a final Statement of Common Ground following consultation, which would accompany the Plan when submitted for examination.

The next stage of consultation

- 5.18. The next stage of public consultation would be carried out under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The Publication Draft Plan should be the version of the Plan which the Council thinks is sound and capable of adoption. Following consultation, a final decision to formally submit the Plan to the Secretary of State for independent examination would be made through a separate report to Full Council.
- 5.19. During the consultation, which must be no less than 6 weeks, representations would be invited on whether or not the Plan has met the legal requirements for its preparation and whether or not it is sound, namely that it has been positively prepared and is justified, effective and consistent with national policy. These soundness tests would be applied to non-strategic policies in a proportionate way, taking into account the extent to which they were consistent with strategic policies in the LPS. It is considered that the Plan, appended to this report, meets these tests.
- 5.20. Consultation and engagement on the Plan has been, and will continue to be, carried out in accordance with the Council's Statement of Community Involvement 2018. A Consultation Statement was prepared and published following consultation on the First Draft SADPD. This will be updated to reflect Regulation 19 consultation and submitted to the examining Inspector.

6. Implications of the Recommendations

6.1. Legal Implications

- 6.1.1. In accordance with Section 20 of the Planning and Compulsory Purchase Act 2004 (as amended) ('the 2004 Act'), the Council has a statutory duty to prepare planning policies and maintain an up-to-date development plan.
- 6.1.2. Secondary legislation relating to the preparation of development plan documents is set out in the Town and Country Planning (Local Planning) (England) Regulations 2012. The proposed consultation will be carried out in the stage of the plan-making process governed by Regulation 19. Regulation 19 requires councils to notify particular bodies and groups on the published Plan, and to ensure they are able to make representations on it.
- 6.1.3. In line with the requirements of Section 19 of the 2004 Act, the Council has carried out a Sustainability Appraisal of the proposals in the Plan and

prepared a report of the findings of the Appraisal. The Plan has been prepared:

- in accordance with the Local Development Scheme that came into effect on 1st October 2018,
- having regard to national policies and advice, and
- in accordance with the Council's Statement of Community Involvement 2018.

6.2. Finance Implications

6.2.1. The preparation of the Publication Plan, including public consultation on it, is resourced through the existing Spatial Planning budget. The particular resources involved in carrying out public consultation comprise officer time and up to around £2000 in printing costs.

6.3. Policy Implications

6.3.1. The Local Plan is a key policy document, central to the achievement of sustainable development in Cheshire East.

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. An Equality Impact Assessment is incorporated into the integrated Sustainability Appraisal of the SADPD. This will consider how development proposals and planning policies will impact on different groups within the community.

6.5. Human Resources Implications

6.5.1. There are no new implications.

6.6. Risk Management Implications

6.6.1. A Publication Draft Plan has been prepared taking account of the need to demonstrate the Plan's legal compliance and soundness at examination.

6.6.2. Publication is an essential stage in the progression of the SADPD and a major milestone towards its completion. Currently the Council still relies for many planning decisions on detailed planning policies adopted by the former Borough Councils. These all pre-date the NPPF by some margin – and whilst the age of a policy is not synonymous with its usefulness, as national policy evolves there is a growing risk that older policies fall out of step with current guidelines. There is hence a significant advantage in securing the timely progression of the SADPD.

6.6.3. In a similar vein, the SADPD addresses a number of contemporary policy agendas not covered within the older plans – and such policies can only be applied with full weight once the plan is adopted.

6.6.4. With these considerations in mind, there is a sound rationale for progressing the SADPD without delay.

6.7. Rural Communities Implications

6.7.1. The Local Plan has implications for rural communities across a range of policies. The draft Plan has been informed by rural proofing as part of an integrated Sustainability Appraisal.

6.8. Implications for Children & Young People/ Looked After Children

6.8.1. There are a wide range of draft SADPD policies that aim to protect and enhance the health and well-being of children and young people.

6.9. Public Health Implications

6.9.1. There are a wide range of draft SADPD policies that aim to support active and healthy lifestyles. These include promoting prosperity, meeting housing needs, protecting and providing open space and recreation facilities and encouraging walking and cycling. A Health Impact Assessment is incorporated into the integrated Sustainability Appraisal of the SADPD.

7. Ward Members Affected

7.1. All Ward Members are affected.

8. Consultation & Engagement

8.1. The report seeks approval to carry out public consultation, building on the significant consultation and engagement that has already taken place in drafting the Plan.

9. Access to Information

- 9.1. The proposed consultation documents are appended to this report. They can also be viewed online, along with the range of supporting documents listed in Appendix 6, at: <https://cheshireeast-consult.objective.co.uk/portal/planning/cs/sadpd/pdevidence>.

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

or

Name: Adrian Fisher

Job Title: Head of Strategic Planning

Email: adrian.fisher@cheshireeast.gov.uk

Appendix 1 First Draft Site Allocations and Development Policies Document

This is included in the papers for this meeting as a separately bound document.

Appendix 2 Sustainability Appraisal

This is included in the papers for this meeting as a separately bound document.

Appendix 2a Sustainability Appraisal (Non-technical summary)

This is included in the papers for this meeting as a separately bound document.

Appendix 3 Habitats Regulations Assessment

This is included in the papers for this meeting as a separately bound document.

Appendix 4 Summary of main proposals affecting settlements

Settlement	Tier in the settlement hierarchy	Key proposals (NOTE – this table does not provide an exhaustive list of policies and proposals relevant to individual settlements.)
Macclesfield	Principal town	<ul style="list-style-type: none"> • No additional site allocations proposed • Employment allocation brought forward from Macclesfield Borough Local Plan (Site EMP2.4 ‘Hurdsfield Road’) • Town centre - updated primary shopping area and town centre boundary • Specific policy to support the future vitality and viability of Macclesfield town centre (Policy RET 11) • Updated settlement boundary
Crewe	Principal town	<ul style="list-style-type: none"> • Two further site allocations proposed to support investment in, and expansion of, key local employers <ul style="list-style-type: none"> ○ Site CRE 1 Land at Bentley Motors for employment purposes (to support further investment in design, research and development, engineering and production); and ○ Site CRE 2 Land off Gresty Road for B1 and B8 employment development (to support further investment by Morning Foods on land adjacent to their existing site) • Other employment allocations brought forward from Crewe and Nantwich Borough Local Plan (Site EMP2.1 ‘Western Interchange’; Site EMP 2.2 ‘Meadow Bridge’; Site EMP 2.3 ‘Land East of University Way’) • Town centre - updated primary shopping area and town centre boundary • Specific policy to support the future vitality and viability of Crewe town centre (Policy RET 10) • Updated settlement boundary • Strategic Green Gap detailed boundary defined (Policy PG 13)
Alsager	Key Service Centre (KSC)	<ul style="list-style-type: none"> • No further site allocations proposed • Town centre – updated primary shopping area and town centre boundary • Updated settlement boundary
Congleton	KSC	<ul style="list-style-type: none"> • No further housing allocations proposed • Proposed employment site allocation - Site CNG 1 Land off Alexandria Way (1.4 ha) for employment development • Town centre - updated primary shopping area and town centre boundary

		<ul style="list-style-type: none"> Updated settlement boundary
Handforth	KSC	<ul style="list-style-type: none"> No additional site allocations proposed Employment allocations brought forward from Macclesfield Borough Local Plan (Site EMP2.5 '61MU, Handforth'; Site EMP2.6 'Land rear of Handforth Dean Retail Park') Retail centre - updated primary shopping area and centre boundary Updated settlement boundary
Knutsford	KSC	<ul style="list-style-type: none"> One further site allocation proposed: <ul style="list-style-type: none"> Site TS 1 Lorry park, off Mobberley Road, Knutsford for three Travelling Showperson plots Town centre - updated primary shopping area and centre boundary Updated settlement boundary
Middlewich	KSC	<ul style="list-style-type: none"> Two further site allocations proposed: <ul style="list-style-type: none"> Site MID 1 Land off St. Ann's Road residential-led, mixed use development including around 85 homes and town centre uses; and Site MID 2 East and west of Croxton Lane Land for around 50 new homes Site MID 3 Land off Centurion Way for around 75 homes Employment allocations brought forward from Congleton Borough Local Plan (Site EMP2.7 'New Farm, Middlewich' and Site EMP2.9 'Land at British Salt, Middlewich') Town centre - updated primary shopping area and centre boundary Updated settlement boundary
Nantwich	KSC	<ul style="list-style-type: none"> No further allocations proposed Town centre - updated primary shopping area and centre boundary Updated settlement boundary
Poynton	KSC	<ul style="list-style-type: none"> Four further site allocations proposed: <ul style="list-style-type: none"> Site PYT 1 Poynton Sports Club for around 80 new homes Site PYT 2 Land north of Glastonbury Drive for sports and leisure development (10 ha) (to enable the relocation of Poynton Sports Club and development of Site PYT 1) Site PYT 3 Land at Poynton High School for around 25 new homes

		<ul style="list-style-type: none"> ○ Site PYT 4 Former Vernon Infants School for around 50 new homes • Town centre - updated primary shopping area and centre boundary • Updated settlement boundary
Sandbach	KSC	<ul style="list-style-type: none"> • No further site allocations proposed • Town centre - updated primary shopping area and centre boundary • Updated settlement boundary
Wilmslow	KSC	<ul style="list-style-type: none"> • No further site allocations proposed • Town centre - updated primary and secondary shopping frontages, primary shopping area and centre boundary • Updated settlement boundary
Alderley Edge	Local Service Centre (LSC)	<ul style="list-style-type: none"> • Three site allocations proposed: <ul style="list-style-type: none"> ○ Site ALD 1 Land adjacent to Jenny Heyes for around 10 new homes ○ Site ALD 2 Ryleys Farm, north of Chelford Road for around 45 new homes ○ Site ALD 4 - Land at north of Beech Road for around 35 new homes • One area of safeguarded land proposed: <ul style="list-style-type: none"> ○ Site ALD 3 - Ryleys Farm (2.7ha) • Local (retail) centre boundary defined • Updated settlement boundary
Audlem	LSC	<ul style="list-style-type: none"> • One site allocation proposed: <ul style="list-style-type: none"> ○ Site AUD 1 Land south of Birds Nest for around 20 new homes • Local (retail) centre boundary defined • Updated settlement boundary
Bollington	LSC	<ul style="list-style-type: none"> • Three site allocations proposed: <ul style="list-style-type: none"> ○ Site BOL 1 Land at Henshall Road for around 40 new homes. ○ Site BOL 2 Land at Oak Lane/Greenfield Road for around 9 new homes ○ Site BOL 3 Land at Jackson Lane for around 6 new homes • Local (retail) centre boundary defined • Updated settlement boundary
Bunbury	LSC	<ul style="list-style-type: none"> • No site allocations proposed • No Local (retail) centre boundary defined • Updated settlement boundary

Chelford	LSC	<ul style="list-style-type: none"> • One site allocation proposed <ul style="list-style-type: none"> ○ Site CFD 1 Land off Knutsford Road for around 20 new homes • One area of safeguarded land proposed: <ul style="list-style-type: none"> ○ CFD 2 - Land east of Chelford Railway Station (7.8 ha) • Local (retail) centre boundary defined • Updated settlement boundary
Disley	LSC	<ul style="list-style-type: none"> • One site allocation proposed <ul style="list-style-type: none"> ○ Site DIS 1 Greystones allotments for around 20 new homes • One area of safeguarded land proposed: <ul style="list-style-type: none"> ○ Site DIS 2 Land off Jackson's Edge Road (2.43ha) • Local (retail) centre boundary defined • Updated settlement boundary
Goostrey	LSC	<ul style="list-style-type: none"> • No site allocations proposed • Local (retail) centre boundary defined • Updated settlement boundary
Haslington	LSC	<ul style="list-style-type: none"> • No site allocations proposed • Local (retail) centre boundary defined • Updated settlement boundary
Holmes Chapel	LSC	<ul style="list-style-type: none"> • New employment site allocation proposed: <ul style="list-style-type: none"> ○ Site HCH 1 Land east of London Road for employment development (6ha) • Employment allocation brought forward from Congleton Borough Local Plan (Site EMP2.8 'Land west of Manor Lane') • Local (retail) centre boundary defined • Updated settlement boundary
Mobberley	LSC	<ul style="list-style-type: none"> • One site allocation proposed: <ul style="list-style-type: none"> ○ Site MOB 1 Land off Illford Way for employment-led, mixed use development incorporating 50 new homes • One area of safeguarded land proposed: <ul style="list-style-type: none"> ○ Site MOB 2 Land north of Carlisle Close (0.40ha) • Local (retail) centre boundary defined • Updated settlement boundary
Prestbury	LSC	<ul style="list-style-type: none"> • Two site allocations proposed: <ul style="list-style-type: none"> ○ Site PRE 1 Land south of cricket ground for around 10 new homes ○ Site PRE 2 Land south of Prestbury Lane for

		<p>around 35 new homes</p> <ul style="list-style-type: none"> One area of safeguarded land proposed: <ul style="list-style-type: none"> PRE 3 - Land off Heybridge Lane (1.21 ha) Local (retail) centre boundary defined Updated settlement boundary 		
Shavington	LSC	<ul style="list-style-type: none"> No site allocations proposed No Local (retail) centre boundary defined Updated settlement boundary 		
Wrenbury	LSC	<ul style="list-style-type: none"> No site allocations proposed No Local (retail) centre boundary defined Updated settlement boundary 		
Smaller rural settlements	Other Settlements and the Rural Areas (OSRA)	<p>The following smaller rural settlements are proposed as 'infill' villages with an infill boundary (see Policy PG10 and <i>Settlement and infill boundaries review</i> [PUB 06] in the SADPD document library)</p> <ul style="list-style-type: none"> Acton Adlington Arclid Ashley Astbury 	<ul style="list-style-type: none"> Aston Brereton Green Church Minshull Cranage Eaton Gawsworth Hankelow Hassall Green Henbury High Legh Higher Hurdsfield Higher Poynton Hough Langley Lawtongate and Lawton Heath Lyme Green 	<ul style="list-style-type: none"> Mount Pleasant Mow Cop Over Peover Pickmere Plumley Rainow Rode Heath Scholar Green Styal Sutton The Bank Weston Winterley Wybunbury Wychwood Village
Various locations	KSC and OSRA	<ul style="list-style-type: none"> Site allocations proposed for Traveller accommodation: <ul style="list-style-type: none"> Site G&T 1 Land east of Railway Cottages, Nantwich (8 permanent pitches) Site G&T 2 Land at Coppenhall Moss, Crewe (7 permanent pitches) Site G&T 3 New Start Park, Wettenhall Road, Nantwich (8 permanent pitches) Site G&T 4 Land at Three Oakes Caravan Park, Booth Lane, Middlewich (24 permanent pitches) Site G&T 5 Cledford Hall, Cledford Lane, 		

		<p>Middlewich (10 Transit pitches)</p> <ul style="list-style-type: none"> ○ Site G&T 6 Thimswarra Farm, Dragons Lane, Moston (2 permanent pitches) ○ Site G&T 7 Land at Meadowview, Dragons Lane, Moston (4 permanent pitches) ○ Site TS 1 Lorry park, off Mobberley Road, Knutsford (3 Travelling Showperson plots) ○ Site TS 2 Land at Firs Farm, Brereton (10 Travelling Showperson plots)
--	--	---

Appendix 5 - List of draft policies and site allocations

POLICIES

Planning for growth

- PG 8 Spatial distribution of development: local service centres
- PG 9 Settlement boundaries
- PG 10 Infill villages
- PG 11 Green Belt boundaries
- PG 12 Safeguarded land boundaries
- PG 13 Strategic green gaps boundaries
- PG 14 Local green gaps

General requirements

- GEN 1 Design principles
- GEN 2 Security at crowded places
- GEN 3 Advertisements
- GEN 4 The recovery of infrastructure costs and planning obligations reduced on viability grounds
- GEN 5 Aerodrome safeguarding
- GEN 6 Airport public safety zone

Natural environment, climate change and resources

- ENV 1 Ecological network
- ENV 2 Ecological implementation
- ENV 3 Landscape character
- ENV 4 River corridors
- ENV 5 Landscaping
- ENV 6 Trees, hedgerows and woodland implementation
- ENV 7 Climate change mitigation and adaptation
- ENV 8 District heating network priority areas
- ENV 9 Wind energy
- ENV 10 Solar energy
- ENV 11 Proposals for battery energy storage systems
- ENV 12 Air quality
- ENV 13 Aircraft noise
- ENV 14 Light pollution
- ENV 15 New development and existing uses
- ENV 16 Surface water management and flood risk
- ENV 17 Protecting water resources

The historic environment

- HER 1 Heritage assets
- HER 2 Heritage at risk

- HER 3 Conservation areas
- HER 4 Listed buildings
- HER 5 Historic parks and gardens
- HER 6 Historic battlefields
- HER 7 Non-designated heritage assets
- HER 8 Archaeology
- HER 9 World heritage site

Rural issues

- RUR 1 New buildings for agriculture and forestry
- RUR 2 Farm diversification
- RUR 3 Agricultural and forestry workers dwellings
- RUR 4 Essential rural worker occupancy conditions
- RUR 5 Best and most versatile agricultural land
- RUR 6 Outdoor sport, leisure and recreation outside of settlement boundaries
- RUR 7 Equestrian development outside of settlement boundaries
- RUR 8 Visitor accommodation outside of settlement boundaries
- RUR 9 Caravan and camping sites
- RUR 10 Employment development in the open countryside
- RUR 11 Extensions and alterations to buildings outside of settlement boundaries
- RUR 12 Residential curtilages outside of settlement boundaries
- RUR 13 Replacement buildings outside of settlement boundaries
- RUR 14 Re-use of rural buildings for residential use

Employment and economy

- EMP 1 Strategic employment areas
- EMP 2 Employment allocations

Housing

- HOU 1 Housing mix
- HOU 2 Specialist housing provision
- HOU 3 Self and custom build dwellings
- HOU 4 Houses in multiple occupation
- HOU 5 Gypsy, Traveller and Travelling Showpersons provision
- HOU 6 Accessibility, space and wheelchair housing standards
- HOU 7 Subdivision of dwellings
- HOU 8 Backland development
- HOU 9 Extensions and alterations
- HOU 10 Amenity
- HOU 11 Residential standards
- HOU 12 Housing density
- HOU 13 Housing delivery
- HOU 14 Small and medium-sized sites

Town centres and retail

- RET 1 Retail hierarchy
- RET 2 Planning for retail needs
- RET 3 Sequential and impact tests
- RET 4 Shop fronts and security
- RET 5 Restaurants, cafés, pubs and hot food takeaways
- RET 6 Neighbourhood parades of shops
- RET 7 Supporting the vitality of town and retail centres
- RET 8 Residential accommodation in the town centre
- RET 9 Environmental improvements, public realm and design in town centres
- RET 10 Crewe town centre
- RET 11 Macclesfield town centre and environs

Transport and infrastructure

- INF 1 Cycleways, bridleways and footpaths
- INF 2 Public car parks
- INF 3 Highway safety and access
- INF 4 Manchester Airport
- INF 5 Off-airport car parking
- INF 6 Protection of existing and proposed infrastructure
- INF 7 Hazardous installations
- INF 8 Telecommunications infrastructure
- INF 9 Utilities
- INF 10 Canals and mooring facilities

Recreation and community facilities

- REC 1 Green/open space protection
- REC 2 Indoor sport and recreation implementation
- REC 3 Green space implementation
- REC 4 Day nurseries
- REC 5 Community facilities

SITE ALLOCATIONS

Crewe

- CRE 1 Land at Bentley Motors
- CRE 2 Land off Gresty Road
- CNG 1 Land off Alexandria Way

Middlewich

- MID 1 Land off St. Ann's Road
- MID 2 East and west of Croxton Lane
- MID 3 Centurion Way

Poynton

- PYT 1 Poynton Sports Club
- PYT 2 Land north of Glastonbury Drive
- PYT 3 Land at Poynton High School
- PYT 4 Former Vernon Infants School

Alderley Edge

- ALD 1 Land adjacent to Jenny Heyes
- ALD 2 Ryleys Farm, north of Chelford Road
- ALD 4 Land north of Beech Road

Audlem

- AUD 1 Land south of Birds Nest

Bollington

- BOL 1 Land at Henshall Road
- BOL 2 Land at Oak Lane/Greenfield Road
- BOL 3 Land at Jackson Lane

Chelford

- CFD 1 Land off Knutsford Road

Disley

- DIS 1 Greystones allotments

Holmes Chapel

- HCH 1 Land east of London Road

Mobberley

- MOB 1 Land off Ilford Way

Prestbury

- PRE 1 Land south of cricket ground
- PRE 2 Land south of Prestbury Lane

Gypsies and Travellers

- G&T 1 Land east of Railway Cottages, Nantwich
- G&T 2 Land at Coppenhall Moss, Crewe
- G&T 3 New Start Park, Wettenhall Road, Nantwich
- G&T 4 Three Oakes Site, Booth Lane, Middlewich

- G&T 5 Cledford Hall, Cledford Lane, Middlewich
- G&T 6 Land at Thimswarra Farm, Moston
- G&T 7 Land at Meadowview, Moston

Travelling Showpeople

- TS 1 Lorry park, off Mobberley Road, Knutsford
- TS 2 Land at Firs Farm, Brereton

Safeguarded Land

- ALD 3 Ryleys Farm (safeguarded) (Alderley Edge)
- CFD 2 Land east of Chelford Railway Station (Chelford)
- DIS 2 Land off Jacksons Edge Road (Disley)
- MOB 2 Land north of Carlisle Close (Mobberley)
- PRE 3 Land off Heybridge Lane (Prestbury)

Appendix 6 – List of documents published in connection with the Publication Draft SADPD

- Publication Draft Site Allocations and Development Policies Document (2019, Cheshire East Council) [PUB 01]
- Draft adopted policies map (2019, Cheshire East Council) [PUB 02]
- Publication Draft SADPD Sustainability Appraisal (2019, Cheshire East Council) [PUB 03]
- Publication Draft SADPD Sustainability Appraisal Non-technical Summary (2019, Cheshire East Council) [PUB 03a]
- Habitats Regulations Assessment: Site Allocations and Development Policies Document (2019, JBA Consulting) [PUB 04]
- Local Service Centres Spatial Distribution Disaggregation Report (2019, Cheshire East Council) [PUB 05]
- Settlement and Infill Boundaries Review (2019, Cheshire East Council) [PUB 06]
- Site Selection Methodology Report (2019, Cheshire East Council) [PUB 07]
- Strategic Green Gaps Boundary Definition Review (2019, Cheshire East Council) [PUB 08]
- Ecological Network for Cheshire East (2017, Total Environment) [PUB 09]
- Cheshire East Landscape Character Assessment (2018, LUC) [PUB 10]
- Cheshire East Local Landscape Designation Review (2018, LUC) [PUB 11]
- Employment Allocations Review (2019, Cheshire East Council) [PUB 12]
- Cheshire East, Cheshire West and Chester, Halton and Warrington Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2018, Opinion Research Services) [PUB 13]
- Gypsy, Traveller and Travelling Showpeople Site Selection Report (2019, Cheshire East Council) [PUB 14]
- Aircraft Noise Policy Background Report (2019, Jacobs) [PUB 15]
- Threshold Policy for Main Town Centres Uses Impact Test: Evidence and Justification Report (2017, WYG) [PUB 16]
- Cheshire East Retail Study Update (2018, WYG) [PUB 17]
- Green Space Strategy Update (2019, Cheshire East Council) [PUB 18]
- Cheshire East Playing Pitch Strategy and Action Plan (2019, Knight, Kavanagh & Page) [PUB 19]
- Playing Pitch Strategy Assessment Report Update (2019, Knight, Kavanagh & Page) [PUB 19a]
- Cheshire East Indoor Built Facilities Strategy (2017, Knight, Kavanagh & Page) [PUB 20]
- Indoor Built Facilities Strategy Progress and Evidence Review (2019, Cheshire East Council) [PUB 20a]
- Alderley Edge Settlement Report (2019, Cheshire East Council) [PUB 21]

- Alsager Settlement Report (2019, Cheshire East Council) [PUB 22]
- Audlem Settlement Report (2019, Cheshire East Council) [PUB 23]
- Bollington Settlement Report (2019, Cheshire East Council) [PUB 24]
- Bunbury Settlement Report (2019, Cheshire East Council) [PUB 25]
- Chelford Settlement Report (2019, Cheshire East Council) [PUB 26]
- Congleton Settlement Report (2019, Cheshire East Council) [PUB 27]
- Crewe Settlement Report (2019, Cheshire East Council) [PUB 28]
- Disley Settlement Report (2019, Cheshire East Council) [PUB 29]
- Goostrey Settlement Report (2019, Cheshire East Council) [PUB 30]
- Handforth Settlement Report (2019, Cheshire East Council) [PUB 31]
- Haslington Settlement Report (2019, Cheshire East Council) [PUB 32]
- Holmes Chapel Settlement Report (2019, Cheshire East Council) [PUB 33]
- Knutsford Settlement Report (2019, Cheshire East Council) [PUB 34]
- Macclesfield Settlement Report (2019, Cheshire East Council) [PUB 35]
- Middlewich Settlement Report (2019, Cheshire East Council) [PUB 36]
- Mobberley Settlement Report (2019, Cheshire East Council) [PUB 37]
- Nantwich Settlement Report (2019, Cheshire East Council) [PUB 38]
- Poynton Settlement Report (2019, Cheshire East Council) [PUB 39]
- Prestbury Settlement Report (2019, Cheshire East Council) [PUB 40]
- Sandbach Settlement Report (2019, Cheshire East Council) [PUB 41]
- Shavington Settlement Report (2019, Cheshire East Council) [PUB 42]
- Wilmslow Settlement Report (2019, Cheshire East Council) [PUB 43]
- Wrenbury Settlement Report (2019, Cheshire East Council) [PUB 44]
- Call for Sites Report (2019, Cheshire East Council) [PUB 45]
- Other Settlements and Rural Areas Report (2019, Cheshire East Council) [PUB 46]
- The Approach Towards Housing Supply Flexibility (2019, Cheshire East Council) [PUB 47]
- Heritage Impact Assessments of Sites in Local Plan Site Selection (2019, Hinchliffe Heritage) [PUB 48]
- Cheshire East Residential Mix Assessment (2019, Opinion Research Services) [PUB 49]
- Note on Local Service Centres and Primary and Secondary School Capacity (2019, Cheshire East Council) [PUB 50]
- SADPD Duty to Co-operate Statement of Common Ground (2019, Cheshire East Council) [PUB 51]
- Local Plan Site Allocations and Development Policies Viability Assessment (2019, HDH Planning and Development) [PUB 52]
- Local Service Centres Safeguarded Land Distribution Report (2019, Cheshire East Council) [PUB 53]
- Local Plan Monitoring Framework (2019, Cheshire East Council) [PUB 54]

- Green Infrastructure Assessment of Cheshire East (2018, The Mersey Forest) [PUB 55]
- Green Belt Boundary Alterations Explanatory Note (2019, Cheshire East Council) [PUB 56]
- Nationally Described Space Standards (2019, Cheshire East Council) [PUB 57]
- The Approach to Small Sites (2019, Cheshire East Council) [PUB 58]

Appendix 7 – Draft Adopted Policies Map (Publication Draft SADPD version), July 2019

This document, showing the location of proposed allocations and designations arising from the Publication Draft SADPD, is included in the papers for this meeting as a separately bound document. An on-line, interactive draft policies map showing the allocations and designations arising from Publication Draft SADPD policies is also available to view at:

<https://maps.cheshireeast.gov.uk/ce/localplan/policiesmap2019publication>

Appendix 8 Duty to Co-operate Draft Statement of Common Ground

This is included in the papers for this meeting as a separately bound document.

This page is intentionally left blank