



Northern Planning Committee

Agenda

Date: Wednesday, 13th January, 2021
Time: 10.00 am
Venue: Virtual

How to Watch the Meeting

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

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

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

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

Please Contact: Sarah Baxter 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

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 Virtual Meeting (Pages 5 - 10)

To approve the minutes of the virtual meeting held on 2 December 2020 as a correct record.

4. Public Speaking-Virtual Meetings

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 Planning Committee
- 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 planning committee and are not the Ward Member
- Objectors
- Supporters
- Applicants

5. 20/4483M-Demolition of existing two detached properties and erection of 63-bedroom care home with associated landscaping, car park and access, 51 & 53, Handforth Road, Wilmslow for J Parr, New Care Projects LLP (Pages 11 - 26)

To consider the above application.

6. 20/1432M-The demolition of the existing bungalow and the erection of two dwelling houses, 12, Bollin Hill, Wilmslow for Tilder Properties Limited (Pages 27 - 36)

To consider the above application.

7. 20/2211M-Outline application for proposed Park and Ride facility, including associated infrastructure, Land North of, Station Road, Handforth for Engine of the North (Pages 37 - 50)

To consider the above application.

8. **20/3347M-The installation of a 5m high lattice stub tower supporting 3no. antennas, 2no. 300mm transmission dishes, proposed 2no. equipment cabinets and ancillary development thereto including 18no. Remote radio units (RRU's) and 9no combiners, Site at, Goodall Street, Macclesfield for Vodaphone Limited (Pages 51 - 60)**

To consider the above application.

9. **20/2966M-Reserved Matters for approval of appearance, landscaping and scale following Outline application 19/3201M for construction of a detached bungalow, 79, Shrigley Road South, Poynton for Mr John Parrott (Pages 61 - 70)**

To consider the above application.

Membership: Councillors L Braithwaite, C Browne (Chairman), T Dean (Vice-Chairman), JP Findlow, A Harewood, S Holland, J Nicholas, I Macfarlane, N Mannion, B Murphy, B Puddicombe and L Smetham

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CHESHIRE EAST COUNCIL

Minutes of a virtual meeting of the **Northern Planning Committee**
held on Wednesday, 2nd December, 2020

PRESENT

Councillor C Browne (Chairman)
Councillor T Dean (Vice-Chairman)

Councillors L Braithwaite, JP Findlow, A Harewood, S Holland, J Nicholas,
I Macfarlane, N Mannion, B Murphy, B Puddicombe and L Smetham

OFFICERS IN ATTENDANCE

Mrs D Ackerley (Principal Planning Officer-Enforcement), Mrs S Baxter,
(Democratic Services Officer), Mr I Dale (Environmental Planning Manager),
Mrs N Folan (Planning Solicitor), Mr N Jones (Principal Development Officer),
Mr P Wakefield (Planning Team Leader) and Mrs M Withington (Acting Team
Manager-Property Team)

47 APOLOGIES FOR ABSENCE

There were no apologies for absence.

48 DECLARATIONS OF INTEREST/PRE DETERMINATION

In the interest of openness in respect of application 20/1866M, Councillor
P Findlow declared that the applicant was a neighbour and therefore in
accordance with the Code of Conduct would leave the virtual meeting prior
to its consideration.

In the interest of openness in respect of applications 20/3684M and
20/3505M, Councillor T Dean declared that he knew the occupant of
No.53 Manchester Road.

In the interest of openness in respect of applications 20/4003M, Councillor
C Browne declared that he had called the application in and whilst Alderley
Edge Parish Council had formed a view he had not taken part in any public
debate or expressed a view.

In the interest of openness in respect of application 20/0133M, Councillor
L Smetham declared whilst there was a quarry in her ward she had not
been involved in the quarry related to the application.

It was noted that all Members had received correspondence in respect of
application 20/0113M.

49 MINUTES OF THE PREVIOUS VIRTUAL MEETING

RESOLVED

That the minutes of the virtual meeting held on 4 November 2020 be approved as a correct record and signed by the Chairman.

50 PUBLIC SPEAKING-VIRTUAL MEETINGS

RESOLVED

That the public speaking procedure be noted.

(Prior to the start of the virtual meeting, Councillor N Mannion lost connection, however he re-joined prior to consideration of the following application).

51 20/0113M-HYBRID APPLICATION COMPRISING: FULL PLANNING PERMISSION FOR THE DEVELOPMENT OF THE UPPER QUARRY INCLUDING, IMPROVEMENTS TO SITE ACCESS, THE ERECTION OF 8 NO. INDUSTRIAL / STORAGE UNITS, PROPOSED LANDSCAPING AND ECOLOGICAL MITIGATION WORKS. OUTLINE PLANNING PERMISSION FOR THE DEVELOPMENT OF THE LOWER QUARRY TO PROVIDE UP TO 13 NO. OF ADDITIONAL UNITS, HAWKSHEAD QUARRY, LEEK OLD ROAD, SUTTON, CHESHIRE FOR A M BELL (PROPERTIES) LTD

Consideration was given to the above application.

(Councillor A Gregory, the Ward Councillor and Nick Smith, the agent for the applicant attended the virtual meeting and spoke in respect of the application).

RESOLVED

Subject to conditions regarding:-

- (i) Staff Travel Plan and onsite parking
- (ii) Contaminated land
- (iii) Electric vehicle infrastructure
- (iv) Hours of operation and deliveries
- (v) The occupation of Hawkshead House to remain associated with the operation of Hawkshead Quarry
- (vi) Removal of HGV driver only parking bays on occupation of upper site
- (vii) Submission of an ecological mitigation statement in order to minimise the impact on the wildlife
- (viii) Removal of Japanese knotweed
- (ix) Landscaping

The Committee was minded to approve the application because of:-

1. Job Creation;
2. Impact on the local economy;
3. Benefit to the local road network by the reduction in HGV's
4. No environmental conditions in the current planning permission

However, in the opinion of the Head of Planning (Regulation), approval would result in a significant departure from policy, specifically policies PG6, EG2, SD1 and SD2 which protects open countryside.

Therefore, in accordance with its Terms of Reference, the Board resolved to refer the application to the Strategic Planning Board for determination.

In order to give proper effect to the Committee's intentions and without changing the substance of the decision, authority is delegated to the Head of Planning, in consultation with the Chairman (or in his absence the Vice Chairman) of Northern Planning Committee to correct any technical slip or omission in the wording of the resolution, between approval of the minutes and issue of the decision notice.

(This decision was contrary to the officer's recommendation of refusal).

52 20/4003M-DEMOLITION OF EXISTING DWELLING AND ITS REPLACEMENT WITH A DETACHED DWELLING AND DETACHED INFILL DWELLING, RYDAL, 8, MOSS ROAD, ALDERLEY EDGE, WILMSLOW, CHESHIRE FOR MR & MRS HIRST

Consideration was given to the above application.

(Parish Councillor M Dudley-Jones, representing Alderley Edge Parish Council, Bryan Kerr, an objector and Donna Barber, the agent for the applicant attended the virtual meeting and spoke in respect of the application).

RESOLVED

That the application be refused for the following reasons:-

1. Out of character, contrary to policies SD2 and SE1
2. Inappropriate development in the Green Belt, contrary to policy PG3

In order to give proper effect to the Committee's intentions and without changing the substance of the decision, authority is delegated to the Head of Planning, in consultation with the Chairman (or in his absence the Vice Chairman) of Northern Planning Committee to correct any technical slip or omission in the wording of the resolution, between approval of the minutes and issue of the decision notice.

(This decision was contrary to the officer's recommendation of approval).

(The virtual meeting was adjourned for lunch from 1.10pm until 1.40pm).

53 20/1866M-DEMOLITION OF EXISTING DWELLING AND CONSTRUCTION OF REPLACEMENT BUILDING COMPRISING 6

APARTMENTS, FAIRWAYS, 70, MACCLESFIELD ROAD, PRESTBURY FOR MRS BRENDA CROTHERS

Consideration was given to the above application.

(Councillor M Sewart, a visiting Councillor, Parish Councillor D Franks, representing Prestbury Parish Council and Nick Smith, the agent for the applicant attended the virtual meeting and spoke in respect of the application).

RESOLVED

That the application be deferred for more information from the Housing department and the applicant on the calculations regarding the affordable housing figures.

In order to give proper effect to the Committee's intentions and without changing the substance of the decision, authority is delegated to the Head of Planning, in consultation with the Chairman (or in his absence the Vice Chairman) of Northern Planning Committee to correct any technical slip or omission in the wording of the resolution, between approval of the minutes and issue of the decision notice.

(Prior to consideration of the following application, Councillor B Puddicombe left the virtual meeting and did not return).

54 **20/3684M-CHANGE OF USE OF EXISTING HOTEL (C1) TO SUI GENERIS; HOUSE IN MULTIPLE OCCUPATION AND TWO RESIDENTIAL APARTMENTS (C3), LONGVIEW HOTEL, 51-55, MANCHESTER ROAD, KNUTSFORD FOR MASSOUD AHOUIE, LONGVIEW HOTEL**

Consideration was given to the above application.

(Councillor S Gardiner, the Ward Councillor and Jonathan Martin, the agent for the applicant attended the virtual meeting and spoke in respect of the application).

RESOLVED

That the application be refused due to lack of car parking contrary to parking standards due to the extent of existing on street parking in the local area.

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

(This decision was contrary to the officers recommendation of approval).

55 20/3505M-CHANGE OF USE FROM C1 (HOTEL) TO C4 (HMO), 4, VICTORIA STREET, KNUTSFORD FOR MR MASSOUD AHOUIE, LONGVIEW HOTEL

Consideration was given to the above application.

(Councillor S Gardiner, the Ward Councillor attended the virtual meeting and spoke in respect of the application).

RESOLVED

That the application be refused due to lack of car parking contrary to parking standards due to the extent of existing on street parking in the local area.

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

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

56 CHESHIRE EAST BOROUGH COUNCIL (KNUTSFORD - 2 GRASSFIELD WAY) TREE PRESERVATION ORDER 2020

Consideration was given to the above Tree Preservation Order.

(Phil Hobbs, an objector attended the virtual meeting and spoke in respect of the item).

RESOLVED

Consideration was given to the above Order.

RESOLVED

That the Cheshire East Borough Council (Knutsford - 2 Grassfield Way) Tree Preservation Order 2020 be confirmed without modification.

(Due to a technical matter with the speaker this item was taken after the agenda item relating to the Performance of the Planning Enforcement Service First Two Quarters 2020-2021).

57 PERFORMANCE OF THE PLANNING ENFORCEMENT SERVICE FIRST TWO QUARTERS 2020-2021

Consideration was given to the above report.

RESOLVED

That the report be noted.

The meeting commenced at 10.00 am and concluded at 4.47 pm

Councillor C Browne (Chairman)

Application No: 20/4483M

Location: 51 & 53, Handforth Road, Wilmslow, SK9 2LX

Proposal: Demolition of existing two detached properties and erection of 63-bedroom care home with associated landscaping, car park and access.

Applicant: J Parr, New Care Projects LLP

Expiry Date: 14-Jan-2021

SUMMARY

Application number 19/3831M was allowed on appeal following the refusal of the application by the Northern Planning Committee in January 2020. This current application is mostly the same as the previous submission but with 3 additional bedrooms and some minor elevational changes. The proposed landscaping and car parking would remain the same as that allowed on appeal.

As the proposal is not class C3 (dwellinghouses) there is no affordable housing requirement. However, the development would provide suitable accommodation for an ageing population within Cheshire East.

The impact on European Protected Species and other ecological interests has been assessed by the nature conservation officer and is acceptable. The proposal accords with the relevant ecology policies in the local plan and national guidance in the Framework. There is not considered to be any reason, having regard to the Conservation of Habitats and Species Regulations 2010, to withhold planning permission in this case.

Similarly, the proposal also raises no significant visual, amenity, design or flooding issues, and complies with relevant local and national planning policies. .

A number of economic benefits would arise from the development including additional trade for local business and the creation of employment.

Bearing all the above points in mind, it is considered that the proposal accords with relevant Development Plan policies and subject to it is recommended the application be approved, subject to relevant conditions and a s106 contribution to healthcare.

SUMMARY RECOMMENDATION

Approve subject to conditions and completion of a S106 agreement and referral to the Secretary of State

REASON FOR REPORT

The application is to be presented at Northern Planning Committee due to the scale of development. Similar previous applications on this site have also been considered by the Northern Planning Committee.

DESCRIPTION OF SITE AND CONTEXT

The application site comprises 2no. detached residential dwellings situated in large plots which front onto Handforth Road. The land levels increase from the north-west of the site to the south-east.

The site frontage (north-east) is to Handforth road, with mature tree screening to the north and west, separating the site from the neighbouring residential properties and the sports field to the rear.

The site is located to the south-east of Handforth and north-east of Wilmslow, within a predominantly residential area, as defined in the Macclesfield Local Plan.

DETAILS OF PROPOSAL

Full planning permission is sought for the demolition of the two existing detached dwellings and the erection of a 63 bed care home with associated landscaping, car park and access.

RELEVANT HISTORY

20/5368M
NMA to 19/3831M
Not determined to date

20/4701D
Discharge of conditions 4, 10, 12 and 15 of 19/3831M
Not determined to date

20/4845D
Discharge of conditions 3, 6 and 14 of 19/3831M
Not determined to date

19/3831M
Demolition of existing two detached properties and erection of 60 bed care home with associated landscaping and car park and access.
Refused 30.7.2019
Appeal allowed subject to conditions 17.8.2020

18/4024M

Demolition of existing 2 detached properties and erection of 65no. bedrooms care home with associated landscaping, car park and access - Refused 3.5.2019 - Appeal Dismissed

18/1025M

Demolition of existing 2 detached properties and erection of 83bedroom care home with associated landscaping, car parking and access – Not determined - Appeal withdrawn

POLICIES

Cheshire East Local Plan Strategy (CELPS)

MP1 Presumption in Favour of Sustainable Development

PG1 Overall Development Strategy

PG2 Settlement Boundaries

PG7 Spatial distribution of development

SD1 Sustainable development in Cheshire East

SD2 Sustainable development principles

IN1 Infrastructure

IN2 Developer Contributions

SE1 Design

SE2 Efficient Use of Land

SE3 Biodiversity and Geodiversity

SE4 The Landscape

SE5 Trees, Hedgerows and Woodland

SE8 Renewable and Low Carbon Energy

SE9 Energy Efficient development

SE12 Pollution, Land Contamination and Land Instability

SC1 Leisure and Recreation

SC2 Indoor and Outdoor Sports Facilities

SC3 Health and Well Being

SC4 Residential Mix

Appendix C – Parking Standards

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

Macclesfield Borough Local Plan (MBLP)

DC3 (Protection of the amenities of nearby residential properties)

DC6 (Safe and convenient access for vehicles, special needs groups and pedestrians)

DC8 (Landscaping)

DC9 (Protected Trees)

DC38 (Guidelines for space, light and privacy for housing development)

NE11 (Nature conservation)

DC57 (Community Uses - Residential Institutions)

Wilmslow Neighbourhood Plan

SP1: Sustainable Construction
SP3: Sustainable Transport
NE5: Biodiversity Conservation
NE6: Development in Gardens
H2: Residential Design
H3: Housing Mix
CR5: Health Centres

Other Material Considerations

National Planning Policy Framework (NPPF)
National Planning Practice Framework (NPPG)
Cheshire East Design Guide

CONSULTATIONS (External to Planning)

United Utilities – No objection

Strategic Housing Manager – No objection

Manchester Airport – No objection

Head of Strategic Infrastructure – No objection

Lead Local Flood Authority (LLFA) - No objection

Environmental Protection – Comments awaited

NHS Eastern Cheshire Clinical Commissioning Group - Object for the following reasons;

- A care home is not required within this area as there are 21 care home of mixed use (residential and nursing) within the Primary Care Network boundary that have an 852 bed capacity already within the surrounding area and subsequently the GP practices boundaries. It is felt than an additional care home in this area would have an unfair negative impact on primary care service availability to other residents living locally.
- As directly commissioned by the CCG, Community Services is on a block contract; there is little opportunity to adjust this in order to meet increase demand developments such as the above would create, especially if there is no apparent need.
- There is a continued general need for nursing care homes but this does not extend to residential care homes.

Head of Adult Services – Object due to high level of vacancies in existing care homes

Wilmslow Town Council - Recommend refusal due to the development being overbearing and out-of-character with the local area; it resulting in a C2 use in a low-density residential area.; Loss of privacy for neighbouring properties; a detrimental impact on the visibility of an

important protected tree line; Inadequate parking exacerbated by three further bedrooms, resulting in a detrimental impact on Handforth Road and other surrounding residential roads.

If it is granted, a condition must be included to specify that vehicles associated with the construction must be parked within the site itself or at an alternative off-street location, and not on surrounding residential streets.

Wilmslow Civic Trust - Parking provision inadequate

OTHER REPRESENTATIONS

Comments have been received from 54 properties raising the following concerns:

- Out of character with surrounding residential properties
- Overall footprint is excessively overbearing .
- insufficient parking spaces
- Impact upon highway safety in particular school children and the proximity to the existing roundabout
- Would result in noise and disturbance
- Would result in smells emanating from the extractor fans.
- Light pollution in the evenings
- Cheshire East Adult Social Services have recently reported there are vacant Care Home beds and vacant beds for residents suffering from Dementia in the Wilmslow/Handforth and surrounding areas
- Northern Planning Committee recently rejected a similar scheme close by
- A 175 extra care facility is proposed at the Handforth Garden Village when it is completed.
- Poor public transport service means it will be difficult to access without private car use,
- The pavement in front of the proposed care home site has proved especially difficult for pedestrians to maintain social distancing in recent months, and the increase in traffic would substantially worsen this situation.
- The proposed design fails to address the fundamental problem that this is the wrong use for this site,
- Wrong location
- Increase in Flood risk
- Would have a harmful visual impact on the area
- Increase in highway activity to the site
- Not a sustainable location due to the infrequency of bus and train services
- With the exception of the Planning Inspectorate, this proposal has been rejected at every stage for sound reasons,
- This development should never have been approved.
- The applicant is pushing to build the application back up to the original plans.
- Post Covid the emphasis to be placed on 'in home' care.
- Condition 13 of the Planning Inspectorate Appeal Approval for the previous 60 bed incarnation of this proposal stipulated that a Travel Plan should be submitted for approval which does not form part of this application
- Loss of privacy and peace,
- Increased construction traffic would result in highway danger
- Would result in a twenty four hours a day seven days a week commercial development

- Has consideration been given to commercial waste disposal, storage of hazardous materials
- If not built, would the developer be made to restore the site to its present state
- Delays with comments being uploaded to be visible to the public
- The development would do nothing to enhance the local area, has no economic or social benefit to the area,
- This application is almost identical to previous
- The design is more suited to a town centre or office park development area.
- The Planning Officers for the case have repeatedly miscalculated or ignored the guidelines for off-road parking requirements by 10 places.
- Councillors objections at the January Macclesfield meeting - not been addressed in this application.
- This new care home would bring enormous stress and strain to the local NHS trust, The proposed funding would not be sufficient to contribute to the amount of resource it will require to attend to the residents of this care home,
- The Transport Statement is out of date
- The CCG have stated that there is no need for another care home as Cheshire East has one of the highest ratio of beds (Cheshire East Adult Social Care have stated that there were 610 available beds in Cheshire East on 22.10.20)
- Application 20/1560M for a 60 bed care home at 107/109 Manchester Road was not supported by Cheshire East Adult Social Care because it would further destabilise the sustainability of existing care homes in the borough.
- The development would cause the loss of wildlife habitat
- The development would increase water run off/flooding for adjacent residents downhill from the site.
- A copy of a press article and the subsequent comments online relating to that article
- The building would be higher than the existing houses
- their argument for re-submission is therefore proved fallacious due to due to lack of requirement for care home beds
- Loss of protected trees
- Propose increased working hours from 08:00 - 18:00
- The three extra bedrooms means more than 3 extra visitors to the site and a 39% increase in their part time staff from 23 to 32 with the parking provision remaining at 25 with 8 of these spaces tandem parking which is short of the councils own care home specific guidance of 34 car park
- There has been recent serious highway incidents close to the site
- Still waiting for the Secretary of State to respond to a request for a call in of the allowed (at appeal) application 19/3831M
- It would result in the loss of satellite signal which is currently available when the trees are not in leaf
- Other sites available which are more appropriate
- Not appropriate location for this type of development
- The care need document is extremely out of date considering it does not mention anything about the current pandemic
- New care is not proposing a remodel of an existing facility such as the one in Handforth town centre nor have they recognised that there is an oversupply of care beds

- The developers have planned for contractors to park on Welland Road and Finsbury Road whilst working on the building which is unsafe and would increase noise and may affect to emergency vehicles being able to access the estate
- Construction of Houses or Bungalow will be more suitable
- The construction of new homes by Wimpy has already increased traffic
- 65 beds were refused, so why is 63 is now acceptable
- Inaccuracies in the Carterwood report: and the Ecological impact assessment is out of date.

Background

The previous application 19/3831M for a 60 bed care home was refused by Northern committee members on the 21.1.2020 for the following reason:

The proposed development would lead to an overdevelopment of the site by reason of its scale, mass and bulk, which in turn, would detrimentally impact the character and appearance of the area. Material considerations are not deemed sufficient to outweigh the harm. The proposal would therefore fail to adhere with policies; SD2 (Sustainable Development Principles) and SE1 (Design) of the Cheshire East Local Plan Strategy.

This decision was subject of a written representation appeal which was allowed on 17.8.2020.

The Planning Inspector considered the main issue for them to consider was “*the effect of the proposal on the character and appearance of the area*”.

They concluded that “*The sensitive design of the buildings together with significant landscaping would ensure that the proposed development would be able to successfully assimilate in to the area. I conclude that the proposal would not cause harm to the character and appearance of the area and would comply with the requirements of Policies SD2 and SE1 of Cheshire East Local Plan Strategy 2017 in relation to character, local distinctiveness and sense of place*”.

Principle of Development

The site lies within a Predominantly Residential Area of the adopted Macclesfield Borough Local Plan where residential uses are acceptable in principle.

The site is considered to be in a sustainable location. It is a previously developed site, within an area surrounded by housing, which is within walking distance of public transport links and to services. No in principle policy objections are raised to the proposal, particularly given that a very similar proposal has been allowed on appeal in August 2020.

Sec.38 (6) of the Planning and Compulsory Purchase Act 2004 states that planning applications and appeals must be determined “in accordance with the plan unless material considerations indicate otherwise”.

As stated in paragraph 11 of the Framework and CELPS Policy MP 1, there is a presumption in favour of sustainable development taking into account the three dimensions of sustainable development (social, economic and environmental) and compliance with the Development Plan in accordance with Sec.38 (6). 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 housing land supply but it is important to note that this site will deliver properties for older persons within a key service centre. Proposals like this that bring forward development of such sites make a valuable contribution to maintaining a 5 year housing land supply and preventing inappropriate development elsewhere.

Policy SC4 of the Cheshire East Local Plan states the following: "*Development proposals for accommodation designed specifically for the elderly and people who require specialist accommodation will be supported where there is a proven need; they are located within settlements; accessible by public transport; and within a reasonable walking distance of community facilities such as shops, medical services and public open space.*"

The purposes are broadly repeated in the saved Macclesfield Borough Local Plan policy DC57, which lists a number of relevant criteria for assessing new residential institutions.

The site falls in a sustainable location, close to the town centre, shops and facilities. Bus routes run past the site.

Policy DC57 states that the development must comprise a reasonable sized private garden in the order of 10 sq. metres per resident. Accommodation would be provided for up to 63no residents. This would require a private garden in excess of 630 sq. metres for the use of the residents. The garden area on the eastern side of the care home would be in excess of 1000 sq. metres of useable garden area, which would have a pleasant aspect and due to the mature landscaping, it would not be overlooked, or overshadowed.

Need for the development

The Head of Adult Services raise an objection due to an existing over provision of bed spaces

They state that "*at the time of writing there are 656 care home vacancies in the Borough, 379 within residential care homes and 277 in Nursing homes.*"

Of the 656 vacancies 226 are in Wilmslow and surrounding areas. This is made up of 103 vacancies in residential and 123 vacancies in nursing homes. Typically pre Covid 19 vacancy levels were between 150 and 200".

The Inspector accepted the Needs Assessment in respect of the last application for 60 bedrooms and stated that even with the pandemic there is a need to provide high quality facilities when caring for an aging population. Therefore the applicant has an extant permission to erect a 60 bed care home.

Although the comments of Adult Service are noted, the fall back position of the lawful erection of a 60 bed care home should be given significant weight in the consideration of this amended

proposal. It is considered that the creation of 3 additional bedrooms would not have a material impact upon the principle of the proposal complying with the objectives of policy SC4 of CELP.

Healthcare

The NHS Eastern Cheshire Clinical Commissioning Group (CCG) has raised an objection as they feel that a care home is not required within this area and will only serve to put additional pressure onto Primary Care and its services.

This objection is based on the current high number of care home sites already within the surrounding area and subsequently the GP practices boundaries.

The Inspector accepted that a Unilateral Undertaking submitted as part of the appeal documents including a contribution of £28,914.60 towards health care provision would mitigate for the impact upon local healthcare facilities and that the level of contribution had been calculated using a standard method applied by the NHS for nursing and residential homes.

Also that the contribution is necessary to help offset the effects of the development, directly related to it, and that it is fairly related in scale and kind. The UU would meet the requirements of CELPS Policy IN2; section 106 of the Town and Country Planning Act, Regulation 122(2) of the Community Infrastructure Levy Regulations 2010, and Paragraph 56 of the Framework.

Therefore should members be minded to approve this application it would be subject to a similar Section 106 requirement in order for it to comply with policy IN2 of CELPS.

Design and Impact on the character and appearance of the area

Policies SE1 and SD2 of the CELPS and policy H2 of the WNP seek to ensure that new development respects the character of the area and is of an appropriate design. This is consistent with the provisions of the NPPF and is supported through the Cheshire East Design Guide.

The application again proposes the replacement of the existing two detached dwellings with a large care home. The principle difference is that 3 additional bedrooms would be located where there were previously a lounge area on the ground, and roof terraces at first and second floor. This would be located on the north-west elevation adjacent to the public footpath. As a result a glazed curtain wall would be removed.

There would also be some minor amendments including alterations to the roof geometry of the bay projections but no increase in overall height. Plus some windows re-aligned to match others, some areas of render removed, a door reduced in height, one window removed and changes to the colour of the roof tiles to match the front elevation of the building and a window altered on the south west elevation

The inspector stated *“that given its height and length the building would be more visible from the side footpath than the existing house. However the part of the building which would be closest to the footpath would be lower, front section. The higher side elevation would be set*

at an angle to the path, increasing in distance from it towards the rear of the site, supplemented with additional planting, would provide affective screening of the building which would help to reduce the visual impact from the public footpath, the park and from Tarporley Walk”.

The addition of the 3 bedrooms would have very limited impact in respect of the bulk and mass of the development as they would not project beyond the north- west elevation as previously approved.

The Council’s Design Officer raised a number of points in respect of the scale, massing and layout of the building, the parking area and proposed materials. However he acknowledged that the previous application had been approved on appeal and that it would be unreasonable to request significant changes to these matters.

He also refers to the proposed palette of materials as being welcomed with red brick, render and tiles all having some local presence. But there are some issues with the application of these. These matters could be dealt with by condition.

Overall it is considered that the impact of the proposal on the character of the area is acceptable in relation to policies SE1 and SD2 of the CELPS and policy H2 of the WNP.

Amenity

As the proposed addition of three bedrooms would be located on the north- west elevation facing the public footpath to the north of the site, it is not considered that there would be any additional harm to the amenity of the adjacent neighbouring properties, compared to the extant permission. The nearest properties located to the north are over 29 metres away and there are mature trees on the intervening land. Therefore there would be no additional overlooking resulting from the additional three windows.

The length, height and width of the proposed building would remain the same as that previously allowed on appeal.

Comments from the Environmental Protection team are awaited. During the previous application, they raised some concern about odour and noise from extraction fans but the Inspector in the last appeal stated the kitchen would be located on the footpath side of the building, away from No 49 and this could be controlled through appropriate conditions.

It is considered that the impact of the proposal on the residential amenity of the neighbouring properties subject to condition is within acceptable limits in line with saved policies DC3, DC41 and DC38 of the MBLP.

Highways and parking

The proposed parking layout and number of spaces is the same as that allowed on appeal remaining at 25. The Strategic Highway manager states that this is acceptable as this would be 0.396 spaces/bed.

The inspector stated on the last proposal that the level of parking proposed (25 spaces for 60 units) would be lower than the Council's maximum parking standard, however they accepted that a previous Inspector found that the appellant's calculation of parking demand, based on parking surveys at three other care homes within the borough, was appropriate, and that the level of parking proposed would be sufficient and there was no reason to disagree with these findings.

The Inspector stated also that, the appellant had calculated that at least five parking spaces would be available at even the busiest times of the week, which would provide additional capacity and allow for visitors for whom car travel would be the only realistic option. Eight of the parking spaces would be in a tandem arrangement. However as the car park would be for the sole use of the care home, there would be scope for staff to manage parking arrangements according to their working patterns, so that use of the 4 'blocked in' spaces would not cause problems.

Therefore although there would be a very small increase in number of bedrooms given the proposed arrangement it is considered that the number of parking spaces and their arrangement is still acceptable

Accessibility

The comments from the public are noted in respect of the location of the site, however the previous permission was not refused for this reason and the Inspector stated "*a care home is not an uncommon use in a residential area and the Council and the previous Inspector accepted that the site is in a reasonably sustainable location, with access to bus and rail services and is fairly close to the town centre*".

The site is situated on a hill, which I agree could make walking and cycling more difficult for some, however provision for cyclists does exist around the appeal site. The site is in reasonable walking distance of local shops, services and Handforth railway station, and pavements exist along the western side of Handforth Road, on which the appeal site is located. Even if not suitable for all, walking and cycling would be options which would be available for staff and visitors coming from within the local area".

Accessibility is therefore considered to remain in accordance with the objectives of policies DC6 and DC57 of the local plan.

Trees

Policy SE 5 of the CELPS outlines that development proposals which will result in the loss of, or threat to, the continued health and life expectancy of trees, hedgerows or woodlands (including veteran trees or ancient semi-natural woodland), that provide a significant contribution to the amenity, biodiversity, landscape character or historic character of the surrounding area, will not normally be permitted, except where there are clear overriding reasons for allowing the development and there are no suitable alternatives.

There are trees that could potentially be affected by the proposed development. An Arboricultural Impact Assessment has been submitted which suggests that where any tree

removals are required, this will be mitigated by high quality landscaping. Comments are awaited from the tree officers and will be reported as an update.

Nature Conservation

Policy SE3 of the CELPS requires all development to positively contribute to the conservation and enhancement of biodiversity and geodiversity and should not negatively affect these interests.

Breeding Birds

Suitably worded conditions relating to breeding birds should be included in any approval in the interests of biodiversity and to comply with policy SE3 of the CELPS.

Great Crested Newts

Following surveys of the site, Great Crested Newts are not considered likely to be present on site. No further action is required.

Bats

Evidence of bat activity in the form of minor roosts of a relatively common bat species has been recorded within number 53 and number 51. The usage of the buildings by bats is likely to be limited to small-medium numbers of animals using the building for relatively short periods of time during the year and there is no evidence to suggest a significant maternity roost is present. The loss of the buildings on this site in the absence of mitigation is likely to have a medium impact on bats at the local level and a low impact upon the conservation status of the species as a whole.

The submitted report recommends the installation of 2 bat boxes on the new building as a means of compensating for the loss of the roosts and also recommends the timing and supervision of the works to reduce the risk posed to any bats that may be present when the works are completed.

The 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.

Saved Macclesfield Borough Local Plan Policy NE11 and policy SE3 of the Cheshire East Local Plan states that the Council will seek to conserve, enhance and interpret nature conservation interests. Development which would affect nature conservation interests will not normally be permitted.

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.

In this case it is considered that the proposal will result in social and economic benefits, and any alternatives are likely to involve extensions to the existing building, which would have a comparable impact upon the species.

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

The nature conservation officer advises that if planning consent is granted the proposed mitigation/compensation is acceptable.

Ecological Enhancement

Local Plan Policy SE 3(5) requires all developments to aim to positively contribute to the conservation of biodiversity. This planning application provides an opportunity to incorporate features to increase the biodiversity value of the final development in accordance with this policy. The applicant has submitted a strategy illustrated in the *Colour Landscape Proposals plan* (Drawing number 04, October 2020) which, pending results of the required bat and great crested newt surveys, are acceptable.

Other matters

Many residents refer to contact with the Secretary of State regarding the last appeal. However this appeal decision was issued on 17.August 2020. The

Planning Casework Unit on behalf of the Secretary of State have advised that they have received a request for the Secretary of State to call-in this application. Therefore, if members are minded to approve the application, the resolution will be subject to referral to the SoS.

HEADS OF TERMS

If the application is approved a Section 106 Agreement will be required, and should include:

- A contribution of £30,360 towards health care provision

Community Infrastructure 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.

The contribution towards health care is necessary, fair and reasonable to provide a sustainable form of development, to contribute towards sustainable, inclusive and mixed communities and to comply with local and national planning policy.

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

CONCLUSIONS

While the objections are noted, the amended scheme is considered to be acceptable as the overall scale and mass of the building has remained very similar to that allowed at appeal. There is the fall back position of the extant permission for a 60 bed care home which can be afforded significant weight in consideration of this amended scheme.

As the proposal is not classified as use class C3 (dwellinghouses) there is no affordable housing requirement. The development would provide suitable accommodation for an ageing population within Cheshire East.

The impact on European Protected Species and other ecological interests has been assessed by the nature conservation officer and is acceptable. The proposal accords with the relevant ecology policies in the local plan and national guidance in the Framework. There is not considered to be any reason, having regard to the Conservation of Habitats and Species Regulations 2010, to withhold planning permission in this case.

Similarly, the amended proposal also raises no significant visual, amenity, design or flooding issues, and complies with relevant local and national planning policies.

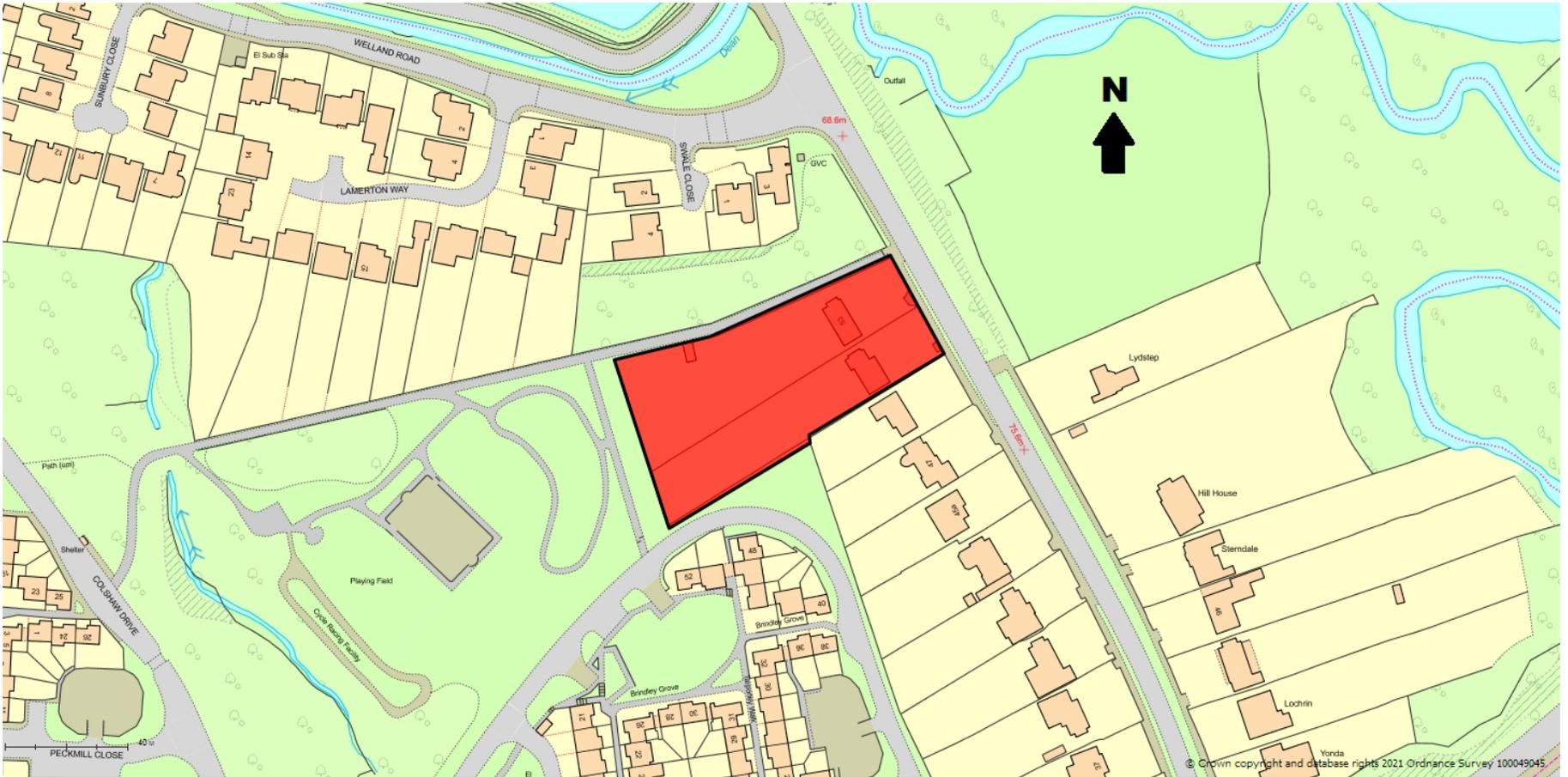
A number of economic benefits will also arise from the development including additional trade for local business and the creation of employment.

Bearing all the above points in mind and subject to the receipt of outstanding consultee comments, it is considered that the proposal accords with relevant Development Plan policies and as such it is recommended the application be approved, subject to relevant conditions and a s106 contribution to healthcare.

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

1. Commencement of development (3 years)
2. Development in accordance with approved plans
3. Samples of materials to be submitted
4. Details of soft and hard landscape details to be submitted
5. Electric vehicle charging points to be provided
6. Detailed drainage strategy to be submitted
7. Nesting Bird survey to be submitted
8. Works to be in accordance with ecology report
9. Details of equipment to control fumes and odours to be submitted
10. Scheme of sound insulation to be submitted
11. Details of air vents, air conditioning units or fans to be submitted
12. Construction method statement to be submitted
13. Travel plan to be submitted
14. Contamination report to be submitted
15. Tree works and tree protection method statement to be submitted

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



Application No: 20/1432M

Location: 12, BOLLIN HILL, WILMSLOW, SK9 4AW

Proposal: The demolition of the existing bungalow and the erection of two dwellinghouses

Applicant: C/O Agent, Tilder Properties Limited

Expiry Date: 27-May-2020

SUMMARY

It is considered that the proposal is environmentally, socially and economically sustainable and would accord with the Cheshire East Borough Design Guide, development plans and the Framework. The site is located in a relatively sustainable location within the settlement of Wilmslow and the proposal is considered to represent an efficient use of land.

The principle of the proposed development is acceptable subject to there being no significant adverse impacts arising from the proposal.

It is considered that the impact on the Conservation Area and other interests has been assessed by the Conservation Officer and is now acceptable. The proposal is considered to accord with Heritage policy, the Cheshire East Borough Design Guide, relevant policies in the local plan and national guidance in the Framework. The proposals are considered to be acceptable in design and layout, visual, highway safety, amenity, arboriculture, and nature conservation terms.

The principle of the proposed development is acceptable and no significant adverse impacts arising from the application have been identified.

The proposal is considered to accord with adopted relevant policy in the neighbourhood plan, the development plan and national guidance in the Framework.

SUMMARY RECOMMENDATION: Approve subject to conditions

REASON FOR REPORT

The application has been called to Committee by the local ward member, Cllr Stockton for the following reason:

“This is a straight forward case of overdevelopment of a site (easily argued) in the Conservation area, changing the character (Two storey instead of Single storey on this site) and increasing the density of housing as a result”.

DESCRIPTION OF SITE AND CONTEXT

The application site is rectangular in shape with an area of approximately 0.17 hectares. It consists of an (unremarkable) bungalow which has been vacant for in excess of 12 months and is in a poor condition. The bungalow is accessed from Bollin Hill; a private road which runs parallel to the southern site boundary. An unmaintained garden sits alongside a driveway to the front of the property and this comprises a number of trees including a Birch, a Spruce and a Cherry. These are the subject of a Tree Preservation Order (TPO). The bungalow is served by a garden to the rear. To the east of the site is a private driveway and beyond this is no.10 Bollin Hill. To the north beyond the garden fence is an area of dense evergreen vegetation and to the west is no.14 Bollin Hill. A number of residential properties are located to the south of the site. The bungalow was constructed during the 1960s and has been the subject of substantial alteration including extensions to the side and rear and detached double garage; the architecture is similar to that of no.14 Bollin Hill and other properties to the west. The site sits within the Bollin Hill Conservation Area and within an allocated low- density housing area. The more notable buildings within the Conservation Area are to the east which were built after the First World War by Manchester architects, Halliday Paterson & Agate.

DETAILS OF PROPOSAL

It is proposed to clear the site and construct two detached dwellings with integral garages set back from the road in front, in alignment with nos. 10 and 14. The protected trees near the site's frontage would be retained alongside other forms of existing vegetation. However, a total of four trees near the front of the site would be removed. Two of these are in a very poor condition (category U), whilst the remaining trees (categories B and C) would be removed to accommodate the proposed redevelopment. As a result of the initial comments of officers the scheme has been revised during the currency of the application.

PLANNING HISTORY

No relevant planning history

POLICIES

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
SE3 Biodiversity and geodiversity
SE4 The Landscape
SE5 Trees, Hedgerows and Woodland
SE7 The Historic Environment
SE9 Energy Efficient development
SE12 Pollution, land contamination and land stability
SE13 Flood risk and water management
CO1 Sustainable travel and transport
CO3 Digital connections

Macclesfield Borough Local Plan saved policies (MBLP)

NE11 Nature conservation
DC3 Residential Amenity
DC6 Circulation and Access
DC8 Landscaping
DC9 Tree Protection
DC38 Space, light and privacy
DC41 Infill Housing Development or Redevelopment
H12 Low Density Housing Areas

Wilmslow Neighbourhood Plan (WNP)

SP1 Sustainable Construction
SP2 Sustainable Spaces
TA1 Residential Parking Standards
TH3 Heritage
H2 Residential Design
H3 Housing Mix
NE6 Garden Space

Other Material Considerations

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

CONSULTATIONS (External to Planning)

Head of Strategic Transport – No objections

Environmental Protection – No objections subject to EV charging condition and advisory notes.

UU – Have issued a standard advice letter with no requested conditions.

Wilmslow Town Council – Recommend refusal as being overdevelopment and out of keeping with the street-scene in this Conservation Area. No comment received on revised plans.

REPRESENTATIONS

35 letters of objection were received to the initial submission. A re-consultation exercise was carried out on the revised plans and **25** letters of objection have been received on the following grounds:-

- Plot too small to be subdivided and plot ratio not appropriate
- Not appropriate to conservation area and would undermine it creating a precedent for further infill and sub division
- Out of character in street scene
- Revised changes not enough and only one dwelling appropriate
- Terracing would result
- Impact on privacy
- Conservation area re-appraisal should be known
- Contrary to SD2, SE1, SE7, H12 and TH3

This is a summary and full comments are on CEC website

OFFICER APPRAISAL

Principle of Development

The site is within a settlement and therefore the principle of the redevelopment of the site is acceptable. However, any redevelopment must conform to extant and relevant National and Local Planning Policy. The main policy tests in this case would be compliance with SD2, SE, SE2 and SE5 of the Cheshire East Local Plan Strategy; saved policies DC3, DC6, DC9, DC38 DC41, and H12 of the Macclesfield Local Plan and the overarching umbrella of the Cheshire East Borough Design Guide.

Design, Layout and Heritage

The Conservation Officer has no objections to the revised plans, and has been involved in advising on the proposals throughout the application process. Bollin Hill Conservation Area (CA) was laid out on the principles of a garden city, with the emphasis on spacious, wide verges and plots, architecturally designed houses by Halliday Paterson and Agate. Its significance is based around these principles.

Number 12 is not marked on the appraisal map as an original house from the planned estate; however, it successfully follows the principles of the garden city movement, spacious plot and mature planting. Whilst the property itself is not architecturally as important as its neighbours,

which were designed by Halliday and Agate, its presence is unassuming and in keeping with the area, and does not dominate or distract from those properties which make a positive contribution to the significance of the CA. Overall, due to the existing high quality plot, the site as it currently is, makes a positive contribution to the CA.

The replacement or (s) must therefore, preserve this position or enhance to be in keeping with policy and guidance.

The proposed scheme is for 2 dwellings in place of one, the initial submission has been revised on a number of occasions to address concerns relating to the size of the dwellings, proximity to their neighbours and to each other.

The built form to plot ratio of the proposed dwellings is less than the 22% ratio which has been demonstrated to be consistent with other properties in the immediate Conservation Area. The scale and mass of the buildings has been reduced in accordance with previous comments of the Conservation Officer and the space between the two houses has been increased to 3.5m which would allow them to fit comfortably in the established street scene. It is considered that the spacing between the houses and their neighbours to fit with the immediate group.

The proposed design for the houses, is sympathetic to the conservation area, which itself is characterised by a mix of contemporary styles and not just the Halliday Paterson Agate dwellings. The group of houses to the immediate west of the site is a mix of varying late 20th century and early 21st century styles. The proposed materials and detailing, including grey slate, render and timber casements would fit with those used elsewhere in the conservation area.

Number 12b would lie to the west of 10 Bollin Hill, which is a Halliday Paterson Agate (HPA) dwelling. Whilst the new house would bring a degree of change to the setting of the neighbouring historic property it is not considered that this change would have a negative impact. There are a number of HPA houses which also lie adjacent to contemporary infill developments. The height of the new dwelling would be commensurate with its neighbour.

It is considered that the amended scheme would now preserve and enhance the conservation area and therefore meets the objectives of local and neighbourhood plan policies and NPPF Section 16 which seek to ensure protection for designation heritage assets from development which would cause harm to their significance. It is considered to be a positive development bringing design benefits in comparison to the existing site situation.

The NPPF para advises at paragraph 60 that *“Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.”*

Paragraph 61 reinforces this by explaining that good design goes beyond aesthetic considerations and *“should address the connections between people and places and the integration of new development into the natural, built and historic environment.”* Paragraph 64

goes on to stress that poor design that fails to take opportunities to improve the character and quality of an area should be refused.

Policy SD2 of the Cheshire East Local Plan, reflecting the NPPF, requires that new developments “*contribute to an areas character and identity, creating or reinforcing local distinctiveness in terms of a. of height, scale form and grouping.....*”

Policy SE1 of the Cheshire East Local Plan, reflecting the NPPF, requires that new development achieve a high quality of design and that development proposals make a positive contribution to their surroundings, identifying achieving sense of place as one of the principal objectives, in particular criterion I “*...by protecting and enhancing the quality, distinctiveness and character of settlements*”

The Cheshire East Residential Design Guide SPD Vol 2 ii/55-59 identifies that the density of new development should relate to the character of the area and the position of the site within a settlement and it is considered that the proposal complies and complies with policy TH3 of the Neighbourhood Plan that stipulates that “*applications will be required to demonstrate how they have considered impact on the setting of heritage assets, including an assessment of, but not limited to, the following*

- *The bulk, height and material use of any proposed development*
- *Location of buildings within the site*
- *Boundary and ground treatments (hedges, fences, walls, driveways etc.)*

The outward appearance of proposed developments should demonstrate appropriate architectural styles which complement the surroundings and the character of designated or non-designated heritage assets.”

It is considered they would be situated on plots that would be commensurate to the dwelling size, and overall would be in the context of the wider area. Clearly the development will result in a higher density of development that currently exists on the site but it is considered that this new proposal is at ease with the lower density character of the area and addresses the issues identified by policy H12. The amended scheme would accord with policy H12 in that the plot and width between the sides would be commensurate with the surrounding area and be sympathetic to the character. It would accord with Neighbourhood Plan policies NE6 and H2 in terms of character and remaining garden space.

Infill Housing Development

It is considered that the scheme would be compliant with all criteria of saved policy DC41 of the MBLP in that it is situated in an area that enjoys higher, space, light and privacy standards than the minimum prescribed. It is considered that the plots proposed in the scheme reflect the character within the area. The proposals would not result in undue overlooking of private gardens nor would it directly overshadow any existing habitable rooms nearby. It is considered the garden sizes are commensurate with the majority of plots within the context of the wider area. The net increase of one house would not lead to excessive amounts of new traffic in a quiet area and the submission demonstrates that the any increase in movements would not be at all significant. The proposal as described earlier would result in two houses enjoying an open outlook. In order to maintain the space light and privacy standards in

perpetuity it is considered that permitted development rights should be removed by condition to maintain control over any future proposals to extend the houses.

Residential Amenity

Saved Macclesfield Borough local Plan policy DC3 seeks to ensure development does not significantly injure the amenities of adjoining or nearby residential properties through a loss of light, overbearing effect or loss of sunlight/daylight with guidance on space distances between buildings contained in saved policy DC38 of the Macclesfield Borough Local Plan and guidance within the Cheshire East Design Guide.

It is important to consider the impact of the proposals on the amenity of the existing occupiers of residential property that surround the application site as well as the amenity for future occupiers of the proposed development. In both respects the proposal is considered to allow for an acceptable standard of amenity that one would expect in a residential area, with appropriate interfaces within the proposed development and externally to adjoining and nearby residential properties. It is not considered that privacy would be impinged as privacy standard distances prescribed in DC38 are significantly exceeded.

Accordingly it is considered to comply with policies DC3 and DC38 of the MBLP.

Access and Parking

The two houses would be served by a private drive access from Bollin Hill and each house would have a policy compliant 3 parking spaces accommodated in a combination of garage and in curtilage spaces off the private drive. There are no material highway implications associated with this proposal, as the site is accessed from an un-adopted private road. Accordingly, the Head of Strategic Transport has no objection to the planning application. Therefore, the application is considered acceptable in that it accords with policy DC6 of the MBLP and SE1 and Appendix C (Parking standards) of CELPS.

Trees

Policy SE 5 of the CELPS outlines that development proposals which will result in the loss of, or threat to, the continued health and life expectancy of trees, hedgerows or woodlands (including veteran trees or ancient semi-natural woodland), that provide a significant contribution to the amenity, biodiversity, landscape character or historic character of the surrounding area, will not normally be permitted, except where there are clear overriding reasons for allowing the development and there are no suitable alternatives

The Arboricultural Statement has identified 13 individual trees and 2 groups within the application site. The MBC (Wilmslow - Bollin Hill No.2) TPO 1987 affords protection to 1 Spruce, 1 Silver Birch and 1 Cherry (G5 of the original Order, T1, T3 and T5 of the submitted report). The remaining trees identified are located within the Bollin Hill Conservation Area and afforded a degree of formal protection.

The Forestry Officer comments that subject being carried out in accordance with detail identified within the submitted arboricultural reports, the proposal would not present any significant implications for existing protected trees; A section of proposed hard standing at the

modified access would extend slightly (6.8%) into the Root Protection Area (RPA) of an existing protected Birch (T3). BS5837:2012 makes provision and design recommendations for incursions into the RPA of trees which has been addressed in the submitted report. The incursions within the RPA of the Birch tree are relatively minor and taking into account the species characteristics, age and vitality of this tree. The Forestry officer is satisfied that the tree will remain viable in the long term subject to the conditions, and the development is therefore considered to comply with policy SE5 of the CELPS.

Nature Conservation

The Nature Conservation Officer has requested conditions in respect of breeding birds and these are attached.

Air Quality

On the recommendation of Environmental Protection Officer a condition is recommended requiring the provision of electric vehicle charging points in order to contribute to improvements in air quality and sustainability within the area and comply with the air quality objectives of policy SE12 of the CELPS.

COMMENTS ON REPRESENTATIONS

The key points of objection that have been received on planning grounds have been noted and addressed by the main body of the report. It is considered that the application represents acceptable proposed development as enshrined by national and local planning policy and would bring notable positive benefits of regeneration of a dilapidated/overgrown site within the conservation area.

CONCLUSIONS AND REASON(S) FOR THE DECISION

The issues raised in representation have been duly considered however the proposals are considered to very clearly comply with National, Local and Neighbourhood Plan Policy. It is considered to comply in particular with the adopted Wilmslow Neighbourhood Plan, and crucially policy SE7 of the Cheshire East Local Plan Strategy, the adopted Design Guide and saved policy BE2 of the Macclesfield Local Plan and the NPPF. It is also considered to comply with other relevant policies of CELPS and the MBLP.

Policy MP1 of the CELPS states that *“Planning applications that accord with the policies in the Development Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.”*

Accordingly the application is recommended for approval subject to conditions.

1. Commencement of development (3 years)
2. Development in accord with approved plans
3. Removal of permitted development rights (Classes A - F)

4. Landscaping - submission of details
5. Landscaping (implementation)
6. Materials as application
7. Electric Vehicle Charging Points to be provided
8. Nesting Bird Survey to be submitted
9. Tree protection measures to be implemented
10. Development carried out in accordance with Tree Construction Specification / Method Statement
11. Arboricultural works in accordance with Tree Survey Schedule
12. Incorporation of features into the scheme suitable for use by breeding birds including house sparrows, and roosting bats

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



Application No: 20/2211M

Location: Land North of, STATION ROAD, HANDFORTH

Proposal: Outline application for proposed Park and Ride facility, including associated infrastructure

Applicant: Engine of the North

Expiry Date: 09-Sep-2020

SUMMARY

This outline application to provide a park and ride facility for Handforth, is considered to be acceptable in principle, fully supported by strategic policies in the Local Plan, and in policies in the Handforth neighbourhood Plan.

The proposal would provide additional parking for Handforth, as well as providing dedicated parking for residents of the Garden Village, together with a bus turning circle and additional facility including cycle parking.

There are no objections from Highways, who are supportive of the proposals, and associated traffic measures over the railway bridge to improve pedestrian access.

Whilst some trees are proposed to be removed, their loss is not considered to be significant, and can be adequately mitigated by outline proposals for extensive landscaping around the site, which would include improved boundary treatment.

There are no objections on the grounds of amenity, and matters of ecology, flood risk and air quality can be addressed by condition.

The application is therefore recommended for approval subject to conditions.

SITE DESCRIPTION

This application relates to a 1.1 hectare site off Station Road/Old road on the eastern side of Handforth, close to the train station. The site consists of an area of grassland and hardstanding (consisting of an existing access road and parking) associated with a youth club/day nursery, and an area of rough grassland to the rear of St Benedict's RC Church. The access road which comes off Old Road serves the youth club/day nursery and at the end a Scout Hut.

The site borders Old Road/Station Road to the south west, St Benedict's Church and houses off Hereford Drive to the south, an area of woodland and additional areas of grassland/hardstanding

associated with the youth club/day nursery to the east and north, and finally an electricity sub station to the west. There is a mix of land uses in the area.

The land is essentially flat with several trees on the boundaries, especially to the Old Road/Station Road frontage.

PROPOSAL

This outline application seeks approval of means of access only, for a park and ride facility for Handforth. In addition to retaining the access off Old Road, the proposal is to create a new access off Station Road. An illustrative layout has been submitted with the application indicating that 101 additional parking spaces would be created, adding to the existing 14 spaces, providing a total of 115 spaces. The access still provides access to the youth club/day nursery and Scout Hut and some of their parking areas are not affected by the proposals. A number of trees would be removed to create the access.

In addition to the works required to create the car park and bus turning area the application also proposes the potential widening of the carriageway over the rail line on Station Road.

An outline car park management plan has more recently been submitted in connection with the application. This sets out how the spaces could be allocated and controlled, including the option for a charging regime. A detailed scheme would be submitted at any Reserved Matters stage.

The Design and Access Statement (D & A) highlights that the primary purpose of the facility is to provide:

“a transport facility close to the railway station which will be used as an interchange between buses arriving from and departing to the proposed Garden Village at Handforth and scheduled railway services at the station.

In addition, the proposed scheme will provide much needed car parking, close to the station to ensure the development of the Garden Village does not exacerbate the parking congestion in and around the village centre currently. “

The D & A sets out the following main elements of the scheme:

- A bus turning circle and shelter
- 50 parking spaces required by the Garden Village
- An additional 65 parking spaces for users of the station and village shops (funding of which is still to be determined)
- 10 parking spaces suitable for disabled users
- Secure locker parking for 36 bicycles
- 8 motorbike parking bays
- Wayfinding between the railway station, village centre and transport hub
- New pedestrian crossing points and resurfacing of footways
- Associated landscaping

RELEVANT PLANNING HISTORY

There is no planning history on this site.

POLICIES

Cheshire East Local Plan Strategy – 2010-2030

SD 1	Sustainable Development in Cheshire East
SD 2	Sustainable Development Principles
IN 1	Infrastructure
SE 1	Design
SE 3	Biodiversity and Geodiversity
SE 4	The Landscape
SE 5	Trees, Hedgerows and woodland
SE13	Flood Risk and Water Management
CO 1	Sustainable Travel and Transport

Macclesfield Local Plan (Saved policies)

NE11 Nature Conservation
DC3 Design – Amenity
DC6 Design - Circulation & Access
DC8 Design – Landscaping
DC9 Design – Tree protection
DC13 Design – Noise

Handforth Neighbourhood Plan

The Handforth Neighbourhood Plan referendum was held on the 12 July 2018. The plan was made on the 10 August 2018.

Relevant here are:

Policy H5 Protecting Existing Community Facilities and Supporting Investment in New Facilities
Policy H9 Trees and Hedgerows
Policy H11 Encouraging High Quality Design
Policy H12 Surface water management
Policy H16 Congestion and Highway Safety
Policy H17 Public Car Parking – “The retention of existing and provision of additional short stay parking spaces in the village centre will be encouraged to support local businesses and their customers. Developments which provide additional public car parking facilities close to Handforth station will be supported as will proposals to provide secure parking for bicycles. The development of a car park on the field east of the Youth Centre will be supported.....”
Policy H18 Promoting sustainable transport
Policy H20 Supporting Investment in Infrastructure

Other Material Considerations

The National Planning Policy Framework

The EC Habitats Directive 1992

Conservation of Habitats & Species Regulations 2010

Circular 6/2005 - Biodiversity and Geological Conservation - Statutory Obligations and their Impact within the Planning System

National Planning Practice Guidance

CONSULTATIONS (External to Planning)

Cadent Gas – Make general comments regarding the safeguarding of their operational gas apparatus

Cheshire Constabulary – They raise no objections to the application, but do recommend the applicant discuss the detailed scheme with the Constabulary from a designing out crime perspective, and seek accreditation for Secure by Design and the Park Mark Award.

Environmental Protection – Raise no objections, but recommend a number of conditions/informatives including:

- Approval of external lighting
- Construction works: days / hours of operation
- Site specific dust management plan (DMP)
- Electric vehicle infrastructure

Lead Local Flood Authority (LLFA) – No objections subject to a condition as discussed below.

Head of Strategic Transport – No objections subject to conditions

Handforth Parish Council – No objection to the application in principle, however the Parish Council strongly object to the singling of the carriageway over Station Road. The report from CE Highways officers indicates that this junction is already at or near capacity. The Parish Council support the submission made by the Handforth neighbourhood plan steering group.

OTHER REPRESENTATIONS

A number of comments have been received, some in support, some against and others raising specific issues associated with the development. Comments can be summarised as follows:

Support:

- Will help sustain the local shopping centre by providing additional parking
- Sustainable benefits of encouraging train, bus and cycle use.
- Good use of underused land

Against:

- Loss of green space
- Will attract more traffic to an already congested area with busy junctions
- Increase in noise and air pollution

Issues:

- Concerns about narrowing the carriageway over the railway bridge
- Concerns about anti-social behaviour – need for good boundary treatment/CCTV
- RC Church concerned about people parking in their car park
- Scouts concerned about safeguarding – need for secure fencing
- Bicycle lockers needed and good location for re-cycling facilities
- Car park management needed. If pay and display needs to co-ordinate with other car parks in Handforth.
- Height restrictions needed
- Only proposed as part of Garden Village plans which are unacceptable.

Full comments can be seen on the application file at:
<http://planning.cheshireeast.gov.uk/applicationdetails.aspx?pr=20/2211M>

OFFICER APPRAISAL

Principal of Development

Whilst there is no specific allocation in the Local Plan, the proposals are supported by a number of local plan policies including in particular SD1, SD2, IN1 & CO1.

Policy SD1 Sustainable Development in Cheshire East has a number of criteria this proposal contributes towards including in particular “the creation of sustainable communities”, “Provide appropriate infrastructure to meet the needs of the local community” and “Ensure that development is accessible by public transport, walking and cycling”.

Policy SD2 Sustainable Development Principles “1. i. Provide or contribute towards identified infrastructure, services or facilities. Such infrastructure should precede the delivery of other forms of development, wherever possible;” 2. . ii. Provide access to a range of forms of public transport, open space and key services and amenities; and iii. Incorporate measures to encourage travel by sustainable modes of transport such as walking, cycling and public transport.”

Policy IN1 Infrastructure: “2. The council will also require new and improved social and community facilities, utilities infrastructure and other infrastructure to be provided in a timely manner to meet the needs of new development as they arise so as to make a positive contribution towards safeguarding and creating sustainable communities, promote social inclusion and reduce deprivation.”

Policy CO1 Sustainable Travel and Transport: “1. Reduce the need to travel”; “2. Improve pedestrian facilities”; “3. Improve cyclist facilities”; “4. Improve public transport integration”.

In addition the application is supported by a number of policies in the Handforth Neighbourhood Plan as listed above, and particular reference is made to the site in policy H17.

Highways

Handforth railway station lacks a dedicated car park with rail users and persons having business at the station having to utilise existing car parks in the village centre which are already well utilised.

The scheme is intended to provide convenient car parking at the rail station for residents of the Garden Village at Handforth (GVH - a mixed use scheme consisting of around 1500 houses: planning app. No. 19/0623M) as well as existing rail passengers that currently park in the town centre. It may also attract new passengers to Handforth that currently use different stations or modes of travel.

The Park & Ride (P&R) scheme is part of a package of transport measures that are intended to improve transport facilities to serve the Garden Village Handforth (GVH) development, existing residents and visitors to the area. These measures are the provision of convenient car parking, bus interchange facilities and walking and cycling improvements.

Layout design

The design includes 115 car park spaces in two separate areas of parking, including 10 disabled spaces. Eight parking spaces have also been provided for motorcycles along with 36 secure bicycle parking lockers. A draft car parking strategy has been submitted to show how future Garden Village residents could have preferential access to parking provision, as well as providing parking for other residents. However submission of a suitable management scheme should be subject to condition.

A new bus stop is proposed within the design of the P&R site that will allow the proposed bus service from the GVH to drop off and pick up passengers from the site so they can interchange with rail services towards Stockport and Manchester or Crewe.

Swept path analysis has been undertaken at the proposed P&R site illustrating that a standard 12m long bus can enter and exit the site in forward gear without conflicting with other vehicles on the internal access loop.

Operationally the proposed scheme comprises a new one-way loop, with associated widening works at the existing Old Road / Station Road junction to accommodate bus manoeuvres. The layout introduces a one-way system that uses the alignment of Old Road, the Youth Centre access road and a new link that returns to Station Road. There is a central 'island' that contains landscaping, trees and footways. The car parks are accessed off this road and the bus stop is adjacent to the exit.

Vehicles that currently access the end of Old Road and the Youth Centre will be diverted through the site via a new one-way system. It is envisaged that the proposed access road and footways will be adopted as public highway.

A new pedestrian crossing is proposed on Station Road, most likely in the form of a Zebra crossing, enabling pedestrians to cross Station Road when accessing the station from the Park and Ride facility. Various pedestrian crossings and footways are proposed within the site along the pedestrian desire lines.

Transport Assessment

- Sustainable access (walking & cycling/public transport)

The bus stop referred to above will be situated along a new section of carriageway south of the proposed access to the new east car park. There will be sufficient carriageway space for a car to pass a waiting bus along this section.

Crossing points will be provided within the P&R site to facilitate safe access for pedestrians and cyclists to and from the station. A pedestrian crossing, likely to be in the form of a Zebra crossing, will be provided across Station Road to the south east of the proposed access junction. Furthermore, a crossing facility will be provided across the mouth of the egress onto Station Road in front of the proposed bus stop. An additional uncontrolled crossing with tactile paving will also be provided along the existing Youth Centre link, adjacent and at right angles to Old Road.

A formal crossing point at the entrance to the Park and Ride is not proposed because of the footway limitations on the south west corner of Old Road. Furthermore, the railway bridge on Station Road would also hinder the provision of an additional crossing in the vicinity of the station forecourt. Pedestrians and cyclists will therefore cross Station Road using the proposed Zebra crossing to the south east of the P&R site before using the existing footway provided along the southern side of Station Road to access the railway station. Both footways in the vicinity of the station will be widened by the introduction of shuttle working for vehicle traffic crossing the rail bridge controlled by traffic signals.

- Network Capacity (including trip rates/distribution/junction modelling)

Junction capacity analysis has been undertaken on the proposed P & R access junction and the adjacent signal junction at Station Road / Wilmslow Road at a base year (2019) and future year (2024).

To inform the capacity assessments assumptions regarding the traffic generation from the P & R facility have been made, including buses and drop-off vehicles as well as vehicles accessing the car park. The number of trips to the car park assumes that 60% of the 114 parking spaces will become occupied during the highway peak hour (8am-9am), with the remaining 40% being occupied in the previous hour.

It is anticipated that the proposed P&R site, coupled with the existing land uses accessed from Old Road, will generate 185 two-way trips during the AM peak and 135 two-way trips during the PM peak hour in 2024. In addition predicted future background traffic growth was added to the 2024 test informed by the DfT TEMPRO growth model.

- P & R site access junction

A junction capacity assessment was undertaken at the proposed P&R site access junction between the B5358 Station Road and Old Road using the PICADY (Junctions 9) modelling programme. Six scenarios were modelled as part of the assessment process:

1. AM 2019 Baseline
2. PM 2019 Baseline
3. AM 2024 Background Growth without P&R Site
4. PM 2024 Background Growth without P&R Site
5. AM 2024 Background Growth with P&R Site
6. PM 2024 Background Growth with P&R Site

The baseline capacity results highlighted that the junction was currently operating well within capacity during both highway peak hours (AM & PM).

The future year (2024) traffic modelling assessments (scenarios 3 to 6), demonstrate that the simple priority junction arrangement is predicted to operate well within capacity during both highway peak hours even with the additional of the P & R site traffic.

- B5358 Station Road / B5358 Wilmslow Road / Bulkeley Road Junction

A junction capacity assessment was undertaken at the 4-arm signalised junction between the B5358 Station Road, B5358 Wilmslow Road and Bulkeley Road using the LinSig modelling programme. Six scenarios were modelled as part of the assessment process:

1. AM 2019 Baseline
2. PM 2019 Baseline
3. AM 2024 Background Growth without P&R Site
4. PM 2024 Background Growth without P&R Site
5. AM 2024 Background Growth with P&R Site
6. PM 2024 Background Growth with P&R Site

The capacity model results show that the junction is currently close to capacity or beyond capacity at different times of day and the queues are similar to those observed during a formal queue length survey undertaken by the applicant. However, site observations recognise that the capacity along Wilmslow Road northbound is sometimes constrained in the PM peak by the queues of traffic generated at other locations that block back through the junction.

The results show that the operation of the junction is expected to slightly deteriorate by 2024 without the P&R scheme and the development traffic attracted by the proposed Park and Ride site would lead to slightly longer queues and delays.

This increase in delay does need to be set against the wider network benefits of the P & R scheme. If people are attracted to park at the railway station rather than using their car for the whole journey, the impacts of the scheme on reducing overall network traffic will be apparent. Furthermore, if former motorists choose to use the bus, cycle or walk to access the railway station this will bring additional benefits. Accordingly, the impact of the scheme is deemed to be acceptable.

- Signal controlled shuttle working over rail bridge

The implementation of traffic signals has been modelled utilising LINSIG software and will introduce an additional stop line on Station Road. However, the forecast queues and delays have been assessed and shown to be acceptable. There is an option for the proposed signal operation to be coordinated with the existing signals at the Wilmslow Road / Station Road junction to maximise vehicular throughput at this point which should be incorporated into the overall highway works.

- Safe and suitable access

One collision at the proposed site access in the most recent five-year period has been identified; however, there has been a cluster of accidents at the Station Road / Wilmslow Road junction. Cheshire East Highways have recently implemented an improvement scheme at the junction which is expected to result in an improved safety record at this junction.

A Stage 1 Road Safety Audit (RSA) has been undertaken upon the submitted preliminary design. The RSA has raised some detailed design issues but it is accepted that these can be addressed at the next stage of design through submission of an RSA stage 2.

Highways Conclusion

The proposed Park and Ride scheme is designed to help mitigate the transport impacts of the Garden Village at Handforth development by ensuring there is available parking space for rail users. The Garden Village will generate additional trips and this scheme will help facilitate future residents to use rail. Some residents are expected to drive to the station and will therefore need more parking spaces, but the scheme also facilitates interchange by modes such as bus, cycle and walking at the station.

The scheme will also deliver benefits for general rail users by providing parking and enhanced pedestrian facilities in the vicinity of the station.

The car park will include 115 parking spaces, including 10 disabled parking spaces and facilities for electric vehicles, bicycles and motorcycles as well as a bus stop and waiting facilities.

The junction capacity modelling shows the capacity of the site access is acceptable along with the introduction of shuttle working over the rail bridge, however, the adjacent signal-controlled junction at Station Road / Wilmslow Road is already approaching capacity and this is expected to deteriorate by the future design year of 2024. The P&R scheme would have a marginal detrimental impact on the conditions at the local junction, however the wider impact of a station car park and improved interchange facilities will allow the removal of car trips from the wider highway network by offering greater modal choice. Conditions are recommended.

Landscape and visual Impact

Policy SE4 of the CELPS requires, as a minimum, for all development to conserve the landscape character and quality of an area. The Council's Landscape Architect considers that the car park design shown on the Illustrative Layout Plan is generally acceptable from a landscape perspective, and is in accordance with policy SE4. A number of conditions are recommended.

Trees/Woodland

Policy SE 5 of the CELPS outlines that development proposals which will result in the loss of, or threat to, the continued health and life expectancy of trees, hedgerows or woodlands (including veteran trees or ancient semi-natural woodland), that provide a significant contribution to the amenity, biodiversity, landscape character or historic character of the surrounding area, will not normally be permitted, except where there are clear overriding reasons for allowing the development and there are no suitable alternatives.

Comments from the Council's Tree Officer had not been received at the time of writing this report, and will need to be reported as an update.

Looking at the Arboricultural Impact Assessment report it is clear a number of trees are to be removed primarily to create the new access off Station Road, but additional trees are also recommended for removal due to their poor condition. Those trees to be removed are set out in page 7 of the Assessment report and include 5 individuals and groupings that would be removed for the

development, and 4 trees due to their condition. No significant trees of higher value are proposed to be removed (G11 Sycamore, is of higher value (B) but is described as having lower amenity value). Recommendations are made with regards to tree protection in those areas close to proposed works.

The indicative planting plans indicate there is significant scope for replacement planting around the proposed parking areas, which can be conditioned to ensure compliance with policy SE5.

Ecology

Policy SE3 of the CELPS requires all development to positively contribute to the conservation and enhancement of biodiversity and geodiversity and should not negatively affect these interests.

Habitats general

The majority of the site is composed of habitats with little ecological value. The southern parcel of the site is predominantly species-poor semi-improved grassland. The northern half of the site is dominated with heavily managed amenity grassland.

Biodiversity net gain

The applicant has submitted an assessment of the anticipated impact on biodiversity using the *Defra Biodiversity 'Metric' version 2* as requested. The assessment includes recommendations for habitat enhancement and creation. The overall result including these enhancements is estimated as a 17% increase in biodiversity units.

Any future reserved matters application should be supported by an up to date metric calculation and a long term (30yrs) ecological management strategy for the site which reflects the proposals made in the submitted *Biodiversity Impact Assessment Note* (TEP, 21/10/2020), to be approved by the LPA.

A *Construction Environmental Management Plan* (CEMP) should also be produced for the area of semi-natural woodland which lies immediately east of the site.

Hedgerows

Several sections of hedge are located across the site of varying quality. The sections on the western and southern boundary of the site classify as S41 habitats of principal importance.

Hedgerows are a priority habitat and hence a material consideration. If planning consent is granted it is recommended that a landscape condition be attached that includes the retention and enhancement of existing hedgerow where possible, and compensatory native species planting to compensate for any sections of hedgerow unavoidable loss.

Bats

An assessment of trees on the proposed site was made with regard to roosting bat potential. While some mature trees are present, none were deemed to offer bat roost potential.

Wildlife sensitive lighting

In accordance with the BCT Guidance Note 08/18 (*Bats and Artificial Lighting in the UK*), prior to its installation details of the proposed lighting scheme should be submitted to and approved in writing by the Local Planning Authority. The scheme should consider both illuminance (lux) and luminance (candelas/m²). It should include dark areas and avoid light spill upon bat roost features, bat commuting

and foraging habitat (boundary hedgerows, trees, watercourses etc.) aiming for a maximum of 1lux light spill on those features.

The scheme should also include a modelled lux plan, and details of:

- Proposed lighting regime;
- Number and location of proposed luminaires;
- Luminaire light distribution type;
- Lamp type, lamp wattage and spectral distribution;
- Mounting height, orientation direction and beam angle;
- Type of control gear.

Schedule 9 Species

The applicant should be aware that Japanese knotweed is present on the proposed development site. Under the terms of the Wildlife and Countryside act 1981 it is an offence to cause this species to grow in the wild.

Disturbance of soil on the site may result in increased growth of Japanese knotweed on the site. If the applicant intends to move any soil or waste off site, under the terms of the Environmental Protection Act 1990 any part of the plant or any material contaminated with Japanese knotweed must be disposed of at a landfill site licensed to accept it and the operator should be made aware of the nature of the waste.

Ecological Enhancement

Local Plan Policy SE 3(5) requires all developments to aim to positively contribute to the conservation of biodiversity. This planning application provides an opportunity to incorporate features to increase the biodiversity value of the final development in accordance with this policy. It is therefore recommended that if planning permission is granted a condition should be attached which requires the submission of an ecological enhancement strategy.

Flood Risk/Drainage

The Flood Risk Team have no objections in principle to the proposals however, In the interest of managing flood risk and promoting sustainable development, the applicant should select an appropriate drainage strategy that follows the hierarchy of drainage set out in Part H of the Building Regulations as seen below.

1. Into the ground (infiltration)
2. To a surface water body
3. To a surface water sewer
4. To a combined sewer

The Flood Risk Team requires further information regarding a feasible drainage strategy prior to the commencement of construction on site, and it is therefore recommended that this be conditioned.

Furthermore, the Flood Risk Assessment states that the runoff rate will be restricted to 2.98l/s. Whilst they appreciate the developer restricting the rate to existing greenfield rates they recommend a minimum of 5l/s to lower the risk of blockages within the network.

Amenity

Environmental Protection have raised no objections, subject to some recommended informatives that should be included on any decision notice. Whilst there are a limited number of residential properties within the vicinity of the site, there is considered sufficient separation to the proposed parking areas/access point to conclude that there is unlikely to be any significant amenity issues associated with the development. Suitable boundary treatment and soft landscaping will assist in this regard and can be conditioned.

Air Quality

Whilst this scheme itself is of a small scale, and as such would not require an air quality impact assessment, there is a need for the Local Planning Authority to consider the cumulative impact of a large number of developments in a particular area. In particular, the impact of transport related emissions on Local Air Quality. A condition relating to electrical vehicle infrastructure is therefore recommended.

Contaminated Land

Environmental Protection have made no comments, and not recommended any conditions relating to contaminated land, and no significant impacts are therefore anticipated.

CONCLUSIONS

This outline application to provide a park and ride facility for Handforth, is considered to be acceptable in principle, fully supported by strategic policies in the Local Plan, and in policies in the Handforth neighbourhood Plan.

The proposal would provide additional parking for Handforth, as well as providing dedicated parking for residents of the Garden Village, together with a bus turning circle and additional facility including cycle parking.

There are no objections from Highways, who are supportive of the proposals, and associated traffic measures over the railway bridge to improve pedestrian access.

Whilst some trees are proposed to be removed, their loss is not considered to be significant, and can be adequately mitigated by outline proposals for extensive landscaping around the site, which would include improved boundary treatment.

There are no significant issues in terms of amenity, and matters of ecology, flood risk and air quality can be addressed by condition.

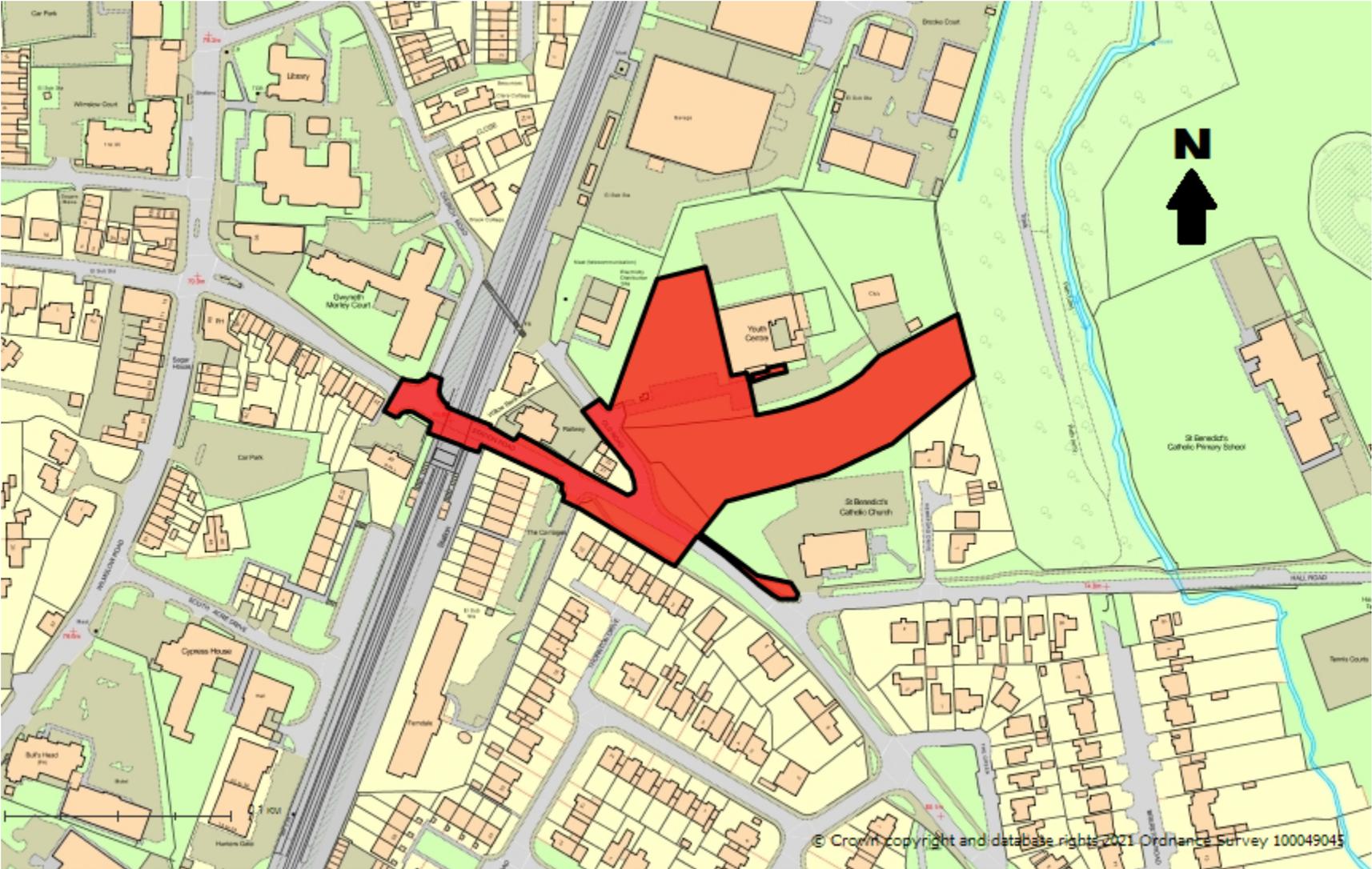
The application is therefore recommended for approval subject to conditions.

RECOMMENDATION

Approve subject to the following conditions:

- 1. Outline matters reserved**
- 2. Outline timescales**
- 3. Approved plans/documents**
- 4. Materials to be submitted**
- 5. Landscaping details to be submitted, to include:**
 - Site soils management proposals – to be in accordance with the current DEFRA Code of Practice and relevant British Standards.**
 - Details for any SUDs features incorporated within the scheme e.g. permeable surfaces, swales etc.**
 - Hard landscape details including proposed surfacing materials, street furniture, lighting, signage etc.**
 - Full soft landscape proposals including detailed planting plans and specifications**
 - The positions, design, materials and type for all proposed boundary treatments**
- 6. Landscape implementation**
- 7. Landscape management plan**
- 8. Tree Retention/Protection**
- 9. Levels details to be submitted**
- 10. A management scheme to ensure residents of the Garden Village at Handforth have preferential access shall be submitted to and approved.**
- 11. Prior to the commencement of operation of the Park and Ride facility the Handforth Railway Bridge signals scheme detailed on WYG drawing no. 001 shall be implemented and be operational.**
- 12. Electric vehicle infrastructure.**
- 13. A detailed strategy / design, ground investigation, and associated management / maintenance plan for the site drainage to be submitted.**
- 14. Lighting (Amenity & Bats)**
- 15. Ecological enhancement strategy**
- 16. Proposals to seek retention and enhancement of existing hedgerow**
- 17. Any future reserved matters application should be supported by an up to date metric calculation and a long term (30yrs) ecological management strategy**
- 18. Bird nesting season**

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



Application No: 20/3347M

Location: SITE AT, GOODALL STREET, MACCLESFIELD, CHESHIRE, SK11 7BD

Proposal: The installation of a 5m high lattice stub tower supporting 3no. antennas, 2no. 300mm transmission dishes, proposed 2no. equipment cabinets and ancillary development thereto including 18no. Remote radio units (RRU's) and 9no combiners

Applicant: Vodafone Limited

Expiry Date: 28-Sep-2020

SUMMARY

The proposal would be acceptable in principle. While there would be a degree of visual impact, this is not unusual for service infrastructure and this impact has been minimised through its siting. There would be no harm to surrounding heritage assets. The proposed development would deliver significant public benefit. It is therefore recommended that the application be approved.

SUMMARY RECOMMENDATION

Approve with conditions

REASON FOR REFERRAL

The application has been called to Committee by local ward member, Councillor Mick Warren, for the following reasons:

“Inappropriate for a residential area, too close to current and future homes loss of amenity”

DESCRIPTION OF SITE AND SURROUNDINGS

The application site is in a mixed-use area of Macclesfield on the eastern side of Goodall Street. The application site is the site of former industrial premises which has been demolished and has planning permission for the construction of offices, assisted living accommodation and housing, currently under construction. Several commercial and industrial properties lie to the west of the site, with a pub and residential properties to the north of the site, a former community activity centre to the east. To the south there will be residential properties as part of the development approved in 2018, with existing residential properties along Jodrell Street.

DETAILS OF PROPOSAL

The applicant proposes to erect a 5m high lattice stub tower with dishes and antennas on top of an office building which is currently under construction. The total height from the ground to the top of the equipment would be 14m. The equipment would be used as telecommunications infrastructure.

RELEVANT PLANNING HISTORY

17/6028M – Proposals for a mixed-use development comprising offices, assisted care living and residential – Approved – 15 May 2018

17/1986M - Proposed demolition of general industrial building (Anderson House) and the construction of 10.No terraced houses. – Withdrawn – 3 October 2017

15/0529M - Proposed Upgrade to Existing Base Station – Telecommunications – Approval not required – 30 March 2015

50036P – Extension to existing industrial building – Approved – 19 August 1987

34832P – Internal alterations and single storey extension at rear of premises – Approved – 7 October 1983

POLICIES/LEGISLATION

Cheshire East Local Plan Strategy 2017 (CELPS)

- MP1 Presumption in Favour of Sustainable Development
- SD1 Sustainable development in Cheshire East
- SD2 Sustainable development principles
- SE1 Design
- SE2 Efficient use of land
- SE4 Landscape
- SE7 Historic environment
- CO3 Digital connections

Macclesfield Borough Local Plan – saved policies (MBLP)

- BE6 Macclesfield Canal Conservation Area
- E11 Mixed Use Areas
- DC3 Protection of the amenities of nearby residential properties
- DC60 Telecommunication Equipment

Other Material Considerations

- National Planning Policy Framework (2019)
- National Planning Practice Guidance

SITE VISIT

A site visit was carried out on 18th August 2020.

CONSULTATIONS (EXTERNAL TO PLANNING)

Manchester Airport - No aerodrome safeguarding objections. Informative recommended related to any tall equipment that may be used during the construction period.

Head of Strategic Transport - No material highway implications associated with the proposal. No objection.

OTHER REPRESENTATIONS

Six objections have been received from neighbours. The main reasons for objecting can be summarised as follows (full comments can be viewed on the Council's website):

- The development will be visually obtrusive;
- There is currently an existing mast on the site that has been there for a number of years. It is unsightly and is currently on a partly-demolished wall. The existing mast has not been properly maintained, and future equipment may be treated similarly. The new equipment will be higher and will have additional antennas and dishes.
- The development may have an impact on the health of neighbouring residents.
- The area is residential, not industrial;
- The development will have an impact on property prices.
- The development will ruin the view from neighbouring properties and gardens;
- Not all households who would be able to see the development from their property were consulted on the application.

Officer Response

- The following issues raised will be discussed in the officer appraisal below:
 - design and visual impact;
 - neighbour amenity; and
 - appropriateness of the proposal for the area.
- Issues such as an individual's loss of a view and reductions in property values are not material planning considerations in this case.
- The Town and Country Planning (Development Management Procedure)(England) Order 2015, Part 3, Article 15 (5) states that the application must be publicised giving required notice by site display in at least one place on or near the land to which the application relates for not less than 21 days; or by serving the notice on any adjoining owner or occupier. In this instance, adjoining neighbours were consulted via letter and a site notice was displayed outside the site.

OFFICER APPRAISAL

Principle of development

The application site lies with an area of Macclesfield that is designated as a Mixed Use Area. In accordance with Saved Policy E11 of the MBLP, within mixed use areas a range of uses may be permitted, including B2 (general industry), B1 (offices and commercial use), small scale warehousing and storage, retailing, visitor accommodation and tourist attractions, housing and open space, provided that the new use does not: conflict with other proposals of the plan, materially harm adjoining or nearby uses and in the case of housing, a satisfactory housing environment can be created.

The application site is the site of former industrial premises which has been demolished and has planning permission for the construction of offices, assisted living accommodation and housing, currently under construction. Several commercial and industrial properties lie to the west of the site, with a pub and residential properties to the north of the site and a former community activity centre to the east. To the south there will be residential properties as part of the development approved in 2018, with existing residential properties along Jodrell Street.

Chapter 10 of the National Planning Policy Framework (2019) sets out the Government's general policy position supporting high quality communications infrastructure. Paragraph 112 states that, "Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections."

Paragraph 113 states "The number of radio and electronic communications masts, and the sites for such installations, should be kept to a minimum consistent with the needs of consumers, the efficient operation of the network and providing reasonable capacity for future expansion. Use of existing masts, buildings and other structures for new electronic communications capability (including wireless) should be encouraged. Where new sites are required (such as for new 5G networks, or for connected transport and smart city applications), equipment should be sympathetically designed and camouflaged where appropriate."

Paragraph 114 states that "Local planning authorities should not impose a ban on new electronic communications development in certain areas, impose blanket Article 4 directions over a wide area or a wide range of electronic communications development, or insist on minimum distances between new electronic communications development and existing development. They should ensure that:

- a) they have evidence to demonstrate that electronic communications infrastructure is not expected to cause significant and irremediable interference with other electrical equipment, air traffic services or instrumentation operated in the national interest; and
- b) they have considered the possibility of the construction of new buildings or other structures interfering with broadcast and electronic communications services."

Paragraph 115 states "Applications for electronic communications development (including applications for prior approval under the General Permitted Development Order) should be supported by the necessary evidence to justify the proposed development. This should include:

- a) the outcome of consultations with organisations with an interest in the proposed development, in particular with the relevant body where a mast is to be installed near a school or college, or within a statutory safeguarding zone surrounding an aerodrome, technical site or military explosives storage area; and
- b) for an addition to an existing mast or base station, a statement that self-certifies that the cumulative exposure, when operational, will not exceed International Commission guidelines on non-ionising radiation protection; or
- c) for a new mast or base station, evidence that the applicant has explored the possibility of erecting antennas on an existing building, mast or other structure and a statement that self-certifies that, when operational, International Commission guidelines will be met.

Paragraph 116 states “Local planning authorities must determine applications on planning grounds only. They should not seek to prevent competition between different operators, question the need for an electronic communications system, or set health safeguards different from the International Commission guidelines for public exposure.”

Policy CO3 of the Cheshire East Local Plan Strategy states that “High capacity, leading edge digital communication networks will be supported in Cheshire East to meet the needs of businesses and communities, subject to the number(s) of radio and telecommunications masts (and sites for such installations) being appropriately located and kept to a minimum and consistent with the efficient operation of the network.” It also advises that “Developers will be required to work with appropriate providers to deliver the necessary physical infrastructure to accommodate information and digital communications (ICT) networks as an integral part of all appropriate new developments.”

Saved Policy DC60 of the Macclesfield Borough Local Plan provides detailed requirements for a variety of telecommunications equipment, including masts and satellite dishes. Of particular relevance to this application:

- “Masts or similar structures should normally be sited on existing buildings or structures”;
- “the provision of masts or similar structures, antennas or other telecommunications development will normally be permitted unless the proposal:
 - I. would adversely affect a Listed Building or its setting
 - II. would adversely affect the appearance of a building in a designated conservation area or would adversely affect the character of a conservation area;
 - III. would adversely affect an area of special county value for landscape;
 - IV. would be visually obtrusive and result in a significant impact upon visual amenity in either a rural or urban area.”
- “In determining applications regard will be had to relevant technical constraints.”

National and local policies support the provision of communication infrastructure within the Borough. The site is in a mixed-use area, and while there are residential properties within the area paragraph 114 of the NPPF states that local planning authorities should not impose a ban on new electronic communications development in certain areas, or insist on minimum distances between new electronic communications development and existing development.

In accordance with paragraph 115 of the NPPF, consultation letters were sent to the town council, local ward councillor and member of parliament prior to submission of the application. The proposal would use an existing site, and a statement that self-certifies that the cumulative exposure, when operational, will not exceed International Commission guidelines on non-ionising radiation protection has been submitted with the application.

Planning history demonstrates that there has been telecommunications equipment at this site for several years, with an application in 2015 replacing an existing previous structure and evidence of a mast on the site from Google Streetview imagery at least from 2009. The building this equipment was attached to has now been demolished, and the applicant proposes to replace this with a new structure on the new building which is currently being constructed at the site. It is acknowledged that new equipment may be required to replace

existing equipment that may be lost through the redevelopment of a site, and that masts may need to be redeveloped or replaced to enable an upgrade in services to take place.

The proposal is therefore considered to be acceptable in principle, subject to its compliance with the rest of the development plan.

Design

CELPs policy SD2 notes that development will be expected to contribute positively to an area's character and identity, creating or reinforcing local distinctiveness in terms of height, scale, form and grouping, choice of materials, external design features, massing of development, and relationship to neighbouring properties, street scene and the wider neighbourhood.

A Code of Best Practice has been developed for mobile network development in England and published in November 2016. It has been developed by a working group consisting of representatives of Arqiva; the Department for Communities and Local Government; the Department for Culture Media and Sport; the Department for Environment, Food and Rural Affairs; Historic England; the Local Government Association; Mobile UK (representing the Mobile Network Operators); Landscapes for Life; National Parks England; and the Planning Officers Society.

As indicated in the code of best practice *"radio signals operate like light and must "see" over the target coverage area, they cannot be hidden and so there will always be a degree of visual impact."* While it is good practice to ensure that visual impact is reduced where possible, telecommunications equipment of this type will cause some visual impact. Therefore, the main issue to be discussed is whether the siting and appearance of the proposed equipment would have such a negative visual impact that it would warrant a refusal.

The proposal would have a greater visual impact than the previous structure on the site. There would be an increase in the elevation of the structure on the new building, with an increase in total height from the ground from approximately 12m to 14m. The style of the structure would also change from a narrow monopole to a lattice stub tower with dishes and antennas. The applicant has advised that new technology, such as 5G, requires different infrastructure than previous generations to provide connectivity. Wherever possible, existing installations would be utilised to accommodate the necessary infrastructure, but in certain cases the upgrade of services would require a dual pole solution for sites which currently have a single pole design. Due to the beamforming technology required for 5G services, the antenna height in many cases must be greater than for previous generation technology. During the course of the application, the applicant has reduced the width of the headframe and the lattice tower to minimise impact on the surrounding area, while meeting technical requirements.

In accordance with the National Planning Policy Framework, planning decisions should support the expansion of electronic communications networks. As previously established, it is expected that in general, towers, antennae and associated equipment will have some visual impact. In this instance, it is considered that the proposal will have a visual impact due to its height and design. However, it is not considered that the equipment will appear incongruous in the urban environment, where utilities are present to serve the population and are often visible. The siting of the proposed equipment towards the rear of the site, adjacent to the

former industrial unit recently used as an activity centre and opposite commercial units, would also help the equipment to blend into its surroundings. While the equipment would be visible, it is not considered that the impact would be so harmful as to warrant a refusal.

Heritage

Policy SE7 of the CELPS seeks to protect the heritage assets of the Borough. While the site is not in any conservation area or adjacent to a heritage asset, due to the total height of the structure it is possible that there would be impacts on surrounding heritage assets, including Grade II Listed Union Mill; Grade II Listed Church of St Paul, Macclesfield Canal Conservation Area and the listed bridges on the canal.

A heritage statement has been submitted in support of the application which explores the significance of these buildings and structures, and the impact of the proposed development on their significance.

The heritage assets are a substantial distance from the proposal site, and due to the dense urban environment, views within the townscape would be predominantly obscured by existing intervening development between the site and these heritage assets. Due to the lack of contribution of the site to the significance of the heritage assets, and the lack of visibility of the proposed tower in views of or from the heritage assets, it is not considered that there would be any harm to the significance of these heritage assets.

The Council's built conservation officer has reviewed this information, and advises that if any harm to Union Mill and the limited wider view, this is less than significant and should be taken in regard to any public benefit that the scheme produces. Any views are remote and minimal and the proposed tower does not affect the immediate setting or character of the Mill. The conservation officer does not believe that, given the dense urban footprint, the proposed tower will be seen from the general canal area. There may still be views from the bridges, but they will be minimal and lost in the general roof tops. The built conservation officer has no objections with regards to the heritage impacts of the proposed development. The proposal is therefore considered to comply with policy SE7.

Living Conditions

Saved policy DC3 of the Macclesfield Borough Local Plan (MBLP) states that development should not significantly injure the amenities of adjoining or nearby residential property or sensitive uses due to loss of privacy, overbearing effect, loss of sunlight and daylight, noise, vibration, smells, fumes, smoke, soot, ash, dust or grit, environmental pollution, hazard substances and industrial processes, traffic generation, access and car parking. Saved policy DC38 of the MBLP provides guidelines for separation distances.

There are residential properties around the site, including: to the north along Brook Street; being developed to the south following approval of application 17/6028M in 2018 and beyond this development along Jodrell Street; to the east beyond the former activity centre along Swettenham Street.

Paragraph 116 of the Framework states "Local planning authorities must determine applications on planning grounds only. They should not seek to prevent competition between different operators, question the need for an electronic communications system, or set health safeguards different from the International Commission guidelines for public exposure."

The applicant has submitted a certificate of the declaration of International Commission on Non-Ionizing Radiation Protection (ICNIRP) compliance with the application, certifying that the site is designed to be in full compliance with the requirements of the radio frequency guidelines of the ICNIRP for public exposure as expressed in the EU Council recommendation of July 1999.

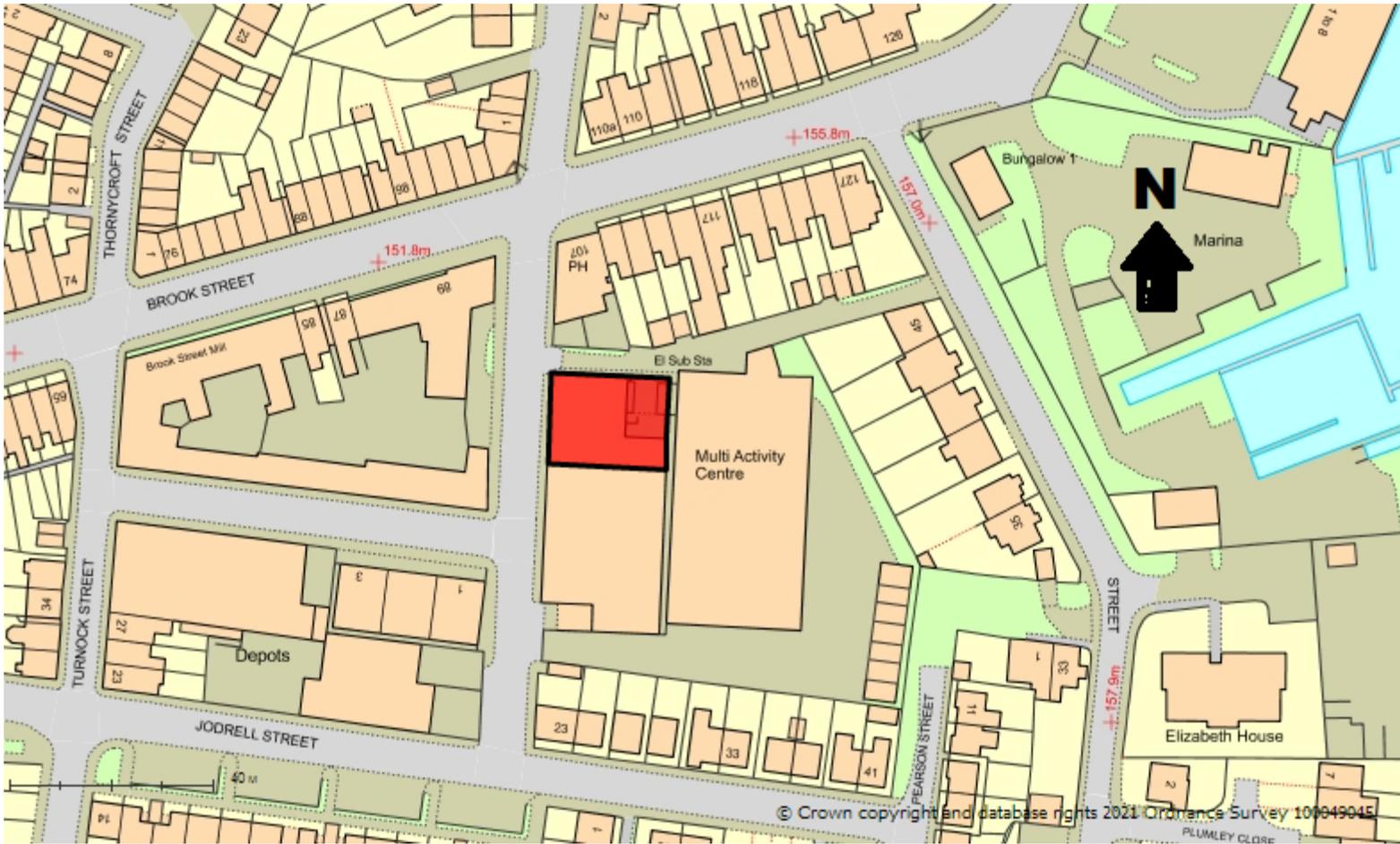
Due to the open nature of the equipment, it is not considered that the proposal will harm neighbouring residents with regards to loss of sunlight and daylight. The equipment will be viewed within the context of the built form of the site and it is not considered that this will have an overbearing impact on neighbouring residents.

CONCLUSIONS

The proposal would be acceptable in principle. While there would be a degree of visual impact, this is not unusual for service infrastructure and this impact has been minimised through its siting. There would be no harm to surrounding heritage assets. The proposed development would deliver significant public benefit. It is recommended that the application be approved subject to the following conditions:

1. Time Limit: standard three years
2. Development in accordance with approved plans
3. Materials as application

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



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Application No: 20/2966M

Location: 79, SHRIGLEY ROAD SOUTH, POYNTON, SK12 1TF

Proposal: Reserved Matters for approval of appearance, landscaping and scale following Outline application 19/3201M for construction of a detached bungalow

Applicant: Mr John Parrott

Expiry Date: 08-Sep-2020

SUMMARY

It is considered that the proposal is environmentally, socially and economically sustainable and would accord with the Poynton Neighbourhood Plan, the development plan and the Framework. The site is located in a relatively sustainable location within the ribbon development of Poynton and the proposal is considered to represent an efficient use of land.

The principle of the proposed development is acceptable and no significant adverse impacts arising from this reserved matters application have been identified.

The proposal clearly accords with recently adopted relevant policy in the neighbourhood plan and national guidance in the Framework.

SUMMARY RECOMMENDATION: Approve subject to conditions

REASON FOR REPORT

The outline application 19/3201M for access and layout was approved at Northern Planning Committee on 4th December 2019 on the basis that the reserved matters application was also referred to Committee.

DESCRIPTION OF SITE AND CONTEXT

The application site covers an area of 0.07 ha and is situated on the east side of Shrigley Road South, Poynton. The site currently forms part of the side garden of No.79 Shrigley Road South and is adjoined to the north by the recently constructed replacement bungalow at No.77. The garden and driveway of No.81 Shrigley Road South lies to the south of the existing dwelling. The site forms part of the ribbon of residential development which runs

along the east side of Shrigley Road South.

DETAILS OF PROPOSAL

This reserved matters application seeks approval for appearance, landscaping and scale following the approval of outline application 19/3201M for construction of a detached bungalow

PLANNING HISTORY

19/3201M – Outline application for construction of a detached bungalow – Approved 04/12/19

POLICIES

Local Plan Policy

Cheshire East Local Plan Strategy (CELPS)

MP1 Presumption in favour of sustainable development

PG1 Overall Development Strategy

PG2 Settlement hierarchy

PG3 Green Belt

PG7 Spatial Distribution of Development

SD1 Sustainable Development in Cheshire East

SD2 Sustainable Development Principles

SE1 Design

SE2 Efficient use of land

SE3 Biodiversity and geodiversity

SE4 The Landscape

SE5 Trees, Hedgerows and Woodland

SE9 Energy Efficient development

SE12 Pollution, land contamination and land stability

SE13 Flood risk and water management

CO1 Sustainable travel and transport

CO3 Digital connections

Macclesfield Borough Local Plan saved policies (MBLP)

GC1 Green Belt

NE11 Nature conservation

DC3 Residential Amenity

DC6 Circulation and Access

DC8 Landscaping

DC9 Tree Protection

DC38 Space, light and privacy

DC41 Infill Housing Development or Redevelopment

DC63 Contaminated land

Poynton Neighbourhood Plan (PNP)

HOU 1 Higher Poynton (Infill Boundary)

HOU 6 Housing Mix
HOU 8 Density and Site Coverage
HOU11 Design

Other Material Considerations

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

CONSULTATIONS (External to Planning)

Head of Strategic Transport – No objections subject to conditions relating to the provision of the access and visibility splays.

Environmental Protection – No objections subject to same EVP condition and state that there is a former railway line and former garage/small petrol filling station adjacent to the application site. A Phase I Preliminary Risk Assessment report (Report Ref: 563.00.01, Redstart Northwest Ltd., April 2020) has been submitted in support of the reserved matters application. The report recommends further works be undertaken, these would also be incorporated under part a of Condition 12 of 19/3201M. As such no further recommendations to make at this time and the previous contamination condition should be attached to the reserved matters.

Poynton Town Council – Urges Cheshire East to ensure that this application, 20/2966M conforms in all ways to the Decision Notice for the outline consent 19/3201M. This must include the “footprint” of the bungalow, distance from the site boundary and height and massing. Also concerned that the applicants have not discharged conditions and should be rejected on that basis and state the applicants should be obtaining report on subsidence.

REPRESENTATIONS

2 letters of objection on the basis of:-

- Significant adverse impact mainly due to overshadowing, loss of amenity and loss of outlook.
- Loss of open aspect and green belt
- Increase in traffic

This is a summary and full comments are on CEC website

OFFICER APPRAISAL

Principle of Development

The site is located within the Green Belt where there is a presumption against inappropriate development. Paragraph 145 of the National Planning Policy Framework and policy PG3 of the Cheshire East Local Plan set out the exceptions where certain types of development are described as not inappropriate. This includes ‘limited infilling in villages’.

Infilling is defined within the glossary of the newly adopted Cheshire East Local Plan as 'The development of a relatively small gap between existing buildings' and this current proposal is a traditional infill between two buildings on the road frontage.

Saved policy GC1 of the Macclesfield Borough Local Plan does allow for infilling in a village; however this specifically refers to certain villages which are listed. This part of the policy has been disregarded in recent times by Inspectors at appeal. However nonetheless, the principle of infilling is acceptable within the Green Belt.

Policy HOU1 of the Poynton Neighbourhood Plan (PNP) states that:-

“Development within the village boundary is limited to small scale infilling which should satisfy all the following criteria for any exception to allow development to be permitted:

- 1. Any proposed development should preserve the openness of the Green Belt as one of the essential characteristics of the Green Belt including open views of the countryside.*
- 2. Any proposed development should not compromise the purposes of national Green Belt policy.*
- 3. Small-scale infilling only will be permitted as part of an otherwise substantially built-up frontage.*
- 4. Small-scale infilling would only provide for the filling of a narrow gap normally capable of taking one or two dwellings only.*
- 5. Substantially built-up frontage is defined as an otherwise continuous and largely uninterrupted built frontage of several dwellings visible within the street scene.*
- 6. The scale of any development should be compatible in character with the adjoining properties in terms of height, scale and massing. Any development should be built along the same front line as other adjoining properties and not forward of any adjoining property”.*

The boundary of the Higher Poynton is defined by Appendix B Map 8. This site is within the infill boundary. It is considered that the proposed development is limited, in that it proposes one single-storey dwelling on a limited footprint as shown on the proposed layout plan and elevations, which is compatible in character with adjoining properties.

Thus the proposal would accord with criterions 2 to 6 of PNP Policy HOU 1 by definition. The slight variance from National Policy to PNP Policy is criterion 1 that states any development should preserve openness. This gap is so modest and the built form of any house would also be required to be modest within this built up frontage along Shrigley Road South. As such it is considered that the impact on openness is considered to be so negligible to be preserved.

It is considered that in light of the most current policy situation with a newly adopted neighbourhood plan and the NPPF that the proposal constitutes limited infilling within a village within the Green Belt and is therefore not inappropriate development. Therefore accords with policy PG3 of the CELPS and HOU 1 of the PNP.

Design

CELPS Policy SD2 notes that development will be expected to contribute positively to an area's character and identity, creating or reinforcing local distinctiveness in terms of height,

scale, form and grouping, choice of materials, external design features, massing of development, and relationship to neighbouring properties, street scene and the wider neighbourhood.

Policy SE1 of the CELPS notes that development proposals should make a positive contribution to their surroundings by:

- Ensuring design solutions achieve a sense of place by protecting and enhancing the quality, distinctiveness and character of settlements
- Encouraging innovative and creative design solutions that are appropriate to the local context

The design is that of a modest single storey house in line with other developments in the vicinity and what is either side of the site and it is considered in character with the street and thus complies with policies SD2 and SE1 of CELPS and the Cheshire East Borough Design Guide. It is considered that the proposed house would be in keeping with local distinctiveness as prescribed by policy SD2 in that it would be single storey thus of similar *“height, scale, form and grouping”* and would have a balanced relationship to the neighbouring properties. It would also comply with HOU 11 of the Neighbourhood Plan as it would respect *“the form, layout, materials, siting, height, scale and design of the adjoining and surrounding buildings, the setting, and countryside”* and be *“sympathetic to the character of the local environment, the rural street scene, the linear and street frontage, and layout of development;”* It would accord with HOU 8 in that it would reflect *“height, form, extent and pattern of surrounding development”*.

Amenity

Saved Macclesfield Borough local Plan policy DC3 seeks to ensure development does not significantly injure the amenities of adjoining or nearby residential properties through a loss of light, overbearing effect or loss of sunlight/daylight with guidance on space distances between buildings contained in saved policy DC38 of the Macclesfield Borough Local Plan and guidance within the Cheshire East Design Guide.

It is considered that an appropriately designed development is proposed and would not have a detrimental impact on the impact upon the living conditions of neighbouring residents given that it would be a bungalow in a row of bungalows. There would be approximately 8 metres between number 77 and the proposed bungalow. No. 77 has dormer windows at the side but there are no habitable room windows in the side elevation of proposed house – only roof lights in the slope of the roof so therefore DC38 is not directly contravened. Also as the proposed house is single storey it would not be considered overbearing and thus would comply with policy DC3.

As a result of the modest nature of the site permitted development rights were removed as part of the outline permission to maintain control over amenity, and to protect the openness of the Green Belt.

Landscape

A landscape plan has been received and the driveway is proposed to be in reclaimed sets and bitumen macadam with existing hedges and trees to be retained and enhanced apart from one to be replaced by a silver birch and the boundary would be a timber close boarded fence. The Landscape officer has commented that given the rural location of this site in proximity to the Middlewood Way and Poynton Coppice, which are both popular recreation areas, it is recommended that the proposals should be amended as follows to strengthen the rural character of the area:-

The conifer hedges on the site frontage and on the northern boundary should be removed.

The existing hawthorn hedge on the frontage should be retained

The proposed Euonymus hedge should be omitted.

A new hawthorn (or mixed native) hedgerow should be planted along the frontage, and to the rear of the existing hawthorn hedge to thicken/reinforce, and should wrap around the northern boundary – to replace the conifer hedge.

The new native hedge should be planted behind the visibility splays - allowing sufficient space for the hedge to thicken without obstructing visibility. The approved sight lines should be added to the plan.

Any additional planting in front of the hedge within sight lines must be prostrate groundcover plants.

This would be than be considered to be in keeping and acceptable by preserving landscape character and quality as prescribed by policies SE4 and DC8 and an updated plan has been requested and is anticipated prior to the Committee meeting.

Highways

The Highways Officer confirmed at outline stage that there were no material highway implications associated with the above proposal as:

- The proposal for site access is acceptable;
- There is sufficient space within the site for off-street parking provision to be in accordance with CEC parking standards;

There are no other material highway considerations associated with this proposal; accordingly, the Strategic Infrastructure Manager had no objection to the planning application subject to a condition regarding construction of the access and visibility splays. On this basis permission for access has already be granted by the outline approval and there are no objections.

Trees

Policy SE 5 of the CELPS outlines that development proposals which will result in the loss of, or threat to, the continued health and life expectancy of trees, hedgerows or woodlands (including veteran trees or ancient semi-natural woodland), that provide a significant contribution to the amenity, biodiversity, landscape character or historic character of the surrounding area, will not normally be permitted, except where there are clear overriding reasons for allowing the development and there are no suitable alternatives.

The footprint of the proposed bungalow, and its relationship to existing protected trees within the site is the same as that considered by the Council's Arboricultural Officer and subsequently approved at outline.

As part of his consultation comments the Officer requested an updated Arboricultural Impact Assessment to include tree protection details which has been provided with this application.

Accordingly, no arboricultural issues are raised to this reserved matters application, and the proposal is considered to comply with policy SE5 of the CELPS.

Air Quality

Policy SE12 of the CELPS states that the council will seek to ensure all development is located and designed so as not to result in a harmful or cumulative impact upon, amongst other things, air quality. Whilst this scheme itself is of a small scale, and as such would not require an air quality impact assessment, there is a need to consider the cumulative impact of a large number of developments in a particular area. In particular, the impact of transport related emissions on Local Air Quality.

Accordingly, a condition was included on the outline permission requiring the provision of electric vehicle charging points in order to contribute to improvements in air quality and sustainability within the area and comply with policy SE12.

COMMENTS ON REPRESENTATIONS

The key points of objection that have been received on planning grounds have been noted and addressed by the main body of the report. The footprint would comply with the outline permission and conditions mentioned would need to be discharged. It is considered that the application clearly represents an acceptable form of development enshrined by policy HOU 1 contained in the newly adopted Poynton Neighbourhood Plan.

CONCLUSIONS AND REASON(S) FOR THE DECISION

The issues raised in representation have been duly considered however the proposals are considered to very clearly comply with National, Local and Neighbourhood Plan Policy. It is considered to comply in particular with policies HOU 1 and 11 of the adopted Poynton Neighbourhood Plan, PG3 of the Cheshire East Local Plan Strategy, saved policy GC1 of the Macclesfield Local Plan and the NPPF. It also complies with relevant policies SD2 of CELPS and DC3, DC38 and DC41 of CELPS

Policy MP1 of the CELPS states that *"Planning applications that accord with the policies in the Development Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise."*

Accordingly the application is recommended for approval subject to conditions:

1. To comply with outline permission
2. Development in accord with approved plans
3. Materials as application
4. Implementation of landscaping scheme submitted with application
5. Obscure glazing requirement
6. Development in accordance with the Tree Protection Scheme and Arboricultural Method Statement

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



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