Public Document Pack

# Strategic Planning Board

# Agenda

| | |
|---|---|
| **Date:** | **Friday, 13th January, 2023** |
| **Time:** | **10.00 am** |
| **Venue:** | **The Capesthorne Room - Town Hall, Macclesfield SK10 1EA** |

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

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

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

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

1. **Apologies for Absence**

2. **Declarations of Interest/Pre Determination**

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

3. **Minutes of the Previous Meeting** (Pages 3 - 10)

   To approve the minutes of the meeting held on 23 November 2022.

**Please Contact**: Rachel Graves
**E-Mail:** rachel.graves@cheshireeast.gov.uk

To register to speak at the meeting please email:
Speakingatplanning@cheshireeast.gov.uk

4. **Public Speaking**

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

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

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

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

5. **19/0623M - Land East of the A34 and South of A555, Handforth: Hybrid planning application proposing a new mixed-use settlement for the Garden Village at Handforth** (Pages 11 - 78)

To consider the above planning application.

**THERE ARE NO PART 2 ITEMS**

**Membership:** Councillors S Akers Smith, C Browne, A Critchley, S Edgar, D Edwardes, S Gardiner (Vice-Chair), P Groves, S Hogben, M Hunter (Chair), D Jefferay, B Murphy, B Puddicombe and J Weatherill

# CHESHIRE EAST COUNCIL

Minutes of a meeting of the **Strategic Planning Board**
held on Wednesday, 23rd November, 2022 in the The Capesthorne Room - Town Hall, Macclesfield SK10 1EA

**PRESENT**

Councillor S Gardiner (Vice-Chair in the chair)

Councillors S Akers Smith, C Browne, J Clowes, S Edgar, D Edwardes, P Groves, S Hogben, N Mannion, B Murphy and B Puddicombe

**OFFICERS IN ATTENDANCE**
David Malcolm, Head of Planning
Robert Law, Principal Development Officer
Adrian Crowther, Major Applications Team Leader
Neil Jones, Principal Development Officer, Highways
James Thomas, Principal Planning & Highways Solicitor
Rachel Graves, Democratic Services Officer

23 **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors M Hunter and J Weatherill. Councillors J Clowes and N Mannion attended as substitutes.

24 **DECLARATIONS OF INTEREST/PRE DETERMINATION**

In respect of application 19/5582M, Councillor N Mannion declared that he had previously spoken as the ward councillor on this application and that he would speak as the ward member and then leave the meeting during consideration of the application and take no part in the debate or vote.

In the interest of openness the following declarations were made:

In respect of application 19/5582M ,Councillor D Edwardes declared that he was a member of Macclesfield Town Council and sat on their planning committee which had discussed the application but he had not pre-determined the application.

Councillor S Edgar declared he was the Vice Chair of the Public Rights of Way Sub Committee. The Public Rights of Way Team were a consultee on the applications being considered, however he had not discussed the applications or commented on the them.

Councillor S Hogben declared that they were a non-Executive Director of ANSA who were a consultee on the applications being considered,

however he had not discussed the applications or made any comments on them.

In respect of applications 19/5582M, Councillor S Gardiner declared that he knew the applicant's agent but had not discussed the application with them.

In relation to application 22/0633C Councillor S Akers Smith declared that she had discussed the application with the Parish Council but had not pre-determined the application.

It was noted that all Members had received correspondence from Holmes Chapel Parish Council in respect of application 22/0633C.

25 **MINUTES OF THE PREVIOUS MEETINGS**

**RESOLVED:**

That the minutes of the meetings held on 12 October 2022 and 26 October 2022 be approved as a correct record and signed by the Chair.

26 **PUBLIC SPEAKING**

**RESOLVED:**

That the public speaking procedure be noted.

27 **19/5582M - LAND SOUTH OF, CHELFORD ROAD, MACCLESFIELD: APPLICATION FOR APPROVAL OF RESERVED MATTERS FOLLOWING OUTLINE APPROVAL 17/4034M FOR THE ERECTION OF UP TO 232 DWELLINGS**

Consideration was given to the above application.

The following attended the meeting and spoke on the application:
Councillor N Mannion (ward councillor), Councillor L Smetham (neighbouring ward councillor), Mrs J Jones (objector) and Mr J Suckley (agent). A short statement was read out on behalf of Ms S Poynton (objector).

Following speaking as the Ward Member, Councillor Mannion left the meeting during consideration of the application.

**RESOLVED:**

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

1 Accordance with Amended/Approved Plans
2 Accordance with submitted Affordable Housing Scheme

3 Accordance with submitted facing materials
4 Accordance with specification with LEAP
5 Details of levels
6 Landscaping scheme to be submitted including details of hard surfacing materials and details of mitigation planting for loss of hedgerow and Tree 67T to be to be submitted, approved and implemented
7 Implementation of approved landscaping scheme
8 Removal of permitted development rights classes A-E for selected plots
9 Obscured glazed on selected plots with no further openings to be created
10 Updated Arboricultural Impact Assessment/Method Statement to be submitted and approved
11 Accordance with submitted Tree Protection Plan
12 Submission and implementation of a scheme of measures detailing how the Local Wildlife Site and associated buffer will be safeguarded throughout the construction phase.
13 Accordance with submitted Bat Survey including details of mitigation
14 Accordance with submitted Badger survey including details of mitigation
15 Accordance with the proposals for the safeguarding of the SBI and buffer zone detailed in the submitted CEMP
16 Accordance with submitted scheme of pedestrian and cycle signage
17 Submission and implementation of a Bird Hazard Management Plan
18 Bird nesting survey if works carried out during nesting season
19 Spine road to be constructed to the southern boundary of the site
20 Accordance with submitted Noise Report including implementation of details of mitigation
21 Submission and implementation of Piling Method Statement
22 Hours of construction restricted
23 Scheme for the relocation and management of peat within the site
24 Accordance with details of open space/play space subject to further clarification
25 Footway connection to Pexhill Road to be made a shared pedestrian / cycleway and to be delivered prior to first occupation
26 Prior to the removal of the concrete slab at Hill Top Farm, a method statement and risk assessment for the removal of the concrete slab shall be submitted to and approved in writing by the Local Planning Authority
27 Details of secure cycle storage to be submitted and approved for the 1 bed apartments
28 A residents liaison group shall be established

Informative:
The Local Planning Authority shall advise the Local Highway Authority that Ward Councillors should be consulted on any changes to the proposed pedestrian crossing as part of the s278 highway works.

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

28 **22/0633C - LAND AT LONDON ROAD, HOLMES CHAPEL: RESIDENTIAL DEVELOPMENT OF 25 NO. DWELLINGS INCLUDING ASSOCIATED INFRASTRUCTURE AND LANDSCAPING.**

Consideration was given to the above planning application.

The following attended the meeting and spoke on the application:
Brereton Parish Councillor Alun Andrews, Councillor L Gilbert (neighbouring ward councillor), Holme Chapel Parish Councillor Chris Jackson (objector) and Kate McClean (applicant).

**RESOLVED:**

That the application be REFUSED for the following reason:

The proposed development is unsustainable because it is located within the Open Countryside and would result in an adverse impact on appearance and character of the area, contrary to Policies PG2 (Settlement Hierarchy), PG6 (Open Countryside) of the Cheshire East Local Plan Strategy, Policies HOU01 and HOU02 (Open Countryside and Settlement Boundaries) of the Brereton Neighbourhood Plan, saved Policy PS8 (Open Countryside) of the Congleton Borough Local Plan First Review, Policy PG9 of the Draft Site Allocations and Development Policies Document (Settlement Boundaries) and the principles of the National Planning Policy Framework, which seek to ensure development is directed to the right location and open countryside is protected from inappropriate development and maintained for future generations enjoyment and use. As such it creates harm to interests of acknowledged importance.

*This decision was contrary to the report recommendation.*

29 **22/2338C - LAND TO THE EAST AND WEST OF VIKING WAY, CONGLETON, CW12 1TT: FULL PLANNING APPLICATION PROPOSING ENABLING WORKS AT VIKING WAY COMPRISING THE ERECTION OF SITE HOARDINGS, REMOVAL OF EXISTING TREES, SITE CLEARANCE, CUT AND FILL EXCAVATION, AND WATERCOURSE REALIGNMENT**

Consideration was given to the above planning application.

The following attended the meeting and spoke on the application:
Alice Routledge (agent).

**RESOLVED:**

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

1 Standard 3 year consent
2 Approved plans
3 Tree retention, tree protection and special construction measures
4 Safeguarding nesting birds
5 Updated badger survey prior to commencement of development.
6 Detailed designs of the ponds.
7 Condition to secure implementation of the development in accordance with the submitted Phasing Plan revision G and implementation of the submitted habitat creation method statement and habitat management plan, landscaping plans within the River Dane corridor and additional ecological enhancement land.
8 Submission of method statement for the safeguarding of the River Dane LWS during the construction phase.
9 Contaminated Land – unexpected findings
10 Construction & Environmental Management Plan to include hours of working
11 Drainage - groundwater monitoring scheme and dewatering operations
12 Details of finished floor level to be in accordance with Environment Agency requirements
13 Submission of an overall detailed strategy / design limiting the surface water runoff generated by the proposed development, associated management / maintenance plan and managing overland flow routes for the site.
14 Landscaping Conditions (Implementation)
15 Landscaping Conditions (Implementation)
16 Submission of Landscape Management Plan
17 Submission of Materials Management Plan/Soil Management Strategy
18 Details of hoardings to be submitted and approved. Approved details to be implemented

Informatives:

- Water Course & Bylaw 10

- EP Standard informs

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

30 **22/2350C - LAND TO THE WEST OF VIKING WAY, CONGLETON, CW12 1TT: DETAILS OF RESERVED MATTERS (ACCESS, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE) IN RESPECT OF PHASE 2 (COMMERCIAL FLOORSPACE IN USE CLASSES B2/B8/E(G)) OF OUTLINE PLANNING PERMISSION 19/5596C**

Consideration was given to the above planning application.

The following attended the meeting and spoke on the application:
Alice Routledge (agent).

**RESOLVED:**

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

1 Approved plans
2 Tree retention, tree protection and special construction measures
3 Safeguarding nesting birds
4 Submission of method statement for the safeguarding of the River Dane LWS during the construction phase
5 Implementation of habitat creation and habitat management within the site and the River Dane corridor and additional ecological enhancement area in accordance with the submitted phasing plan and habitat creation and management strategies.
6 Prior to occupation a 3m shared footway/cycleway on the site frontage to be provided and fully constructed.
7 Prior to occupation a Travel Plan to be submitted for Phase 2 and approved by the LPA.
8 Prior to commencement a Construction & Environmental Management Plan (to include hours of working) to be submitted and approved by the LPA.
9 Landscaping Conditions (Implementation)
10 Landscaping Conditions (Implementation)
11 Submission of Landscape Management Plan
12 Submission of Materials Management Plan/Soil Management Strategy
13 Drainage
14 Rainwater harvesting

15 Notwithstanding the colours shown on the elevations, colours to be agreed
16 Cycle storage/shower & changing facilities

Informatives:

- Water Course & Bylaw 10
- EP Standard informs

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

The meeting commenced at 10.00 am and concluded at 3.50 pm

This page is intentionally left blank

| | |
|---|---|
| Application No: | 19/0623M |
| Location: | Land East of the A34 and South of A555, Handforth, Cheshire |
| Proposal: | Hybrid planning application proposing a new mixed-use settlement for the Garden Village at Handforth. It comprises two parts: (1) Outline planning application, including: demolition works (unspecified); around 1500 new homes (class C3); new employment uses (class B1 & B2); new mixed-use local (village) centre (classes A1-A5 inclusive, B1(a), C1, C2, C3, D1 & D2); new green infrastructure; and associated infrastructure. All detailed matters (appearance, means of access, landscaping, layout & scale) reserved for subsequent approval. (2) Full planning application for initial preparation and infrastructure works (IPIW), including: ground remediation, re-profiling and preparation works; highway works; drainage works; utilities works; replacement A34 bridge works: green infrastructure works; and other associated infrastructure. |
| Applicant: | Engine of the North |
| Expiry Date: | 04-Sep-2019 |

**SUMMARY**

This application proposes the creation of the Handforth Garden Village (sometimes referred to as the North Cheshire Growth Village), to deliver a new exemplar 'Sustainable Community' in line with the Local Plan allocation under Policy LPS 33. It is submitted in outline, with the core central areas of the site and transportation improvements to create the necessary infrastructure (Initial preparation and infrastructure works (IPIW)), submitted in full,

The application has been considered against the Local Plan criteria, the submitted masterplan and North Cheshire Growth Village Design Guide (SPD). The application is also considered against the newly adopted SADPD.

Whilst many issues have been raised in relation to highways matters, in this busy area on the Stockport MBC boundary, Highways have raised no objections subject to conditions and substantial Section 106 contributions to a range of mitigation works.

Detailed assessments of the Urban Design and Landscape and visual impact of the development have been made and although these matters will need to be considered in more detail at the reserved matters stage(s), it is considered that the necessary building blocks are in place to address these matters subject to conditions.

Although there will be significant impacts on both trees and on ecology, in particular through the partial loss of a Local Wildlife Site, mitigation is proposed that should go some way to address the harm caused. Mitigation works off site are particularly important in this regard.

No objections are raised in relation to flood risk/drainage, where the emphasis is on making the most of Sustainable Urban Drainage in the design.

A range of matters have been raised in relation to Sport and Public Open Space provision, and PROW's, and these matter have been largely addressed. Members will be updated in relation to recent comments from ANSA about concerns about accommodating all the uses on the site.

The new A34 bridge is a key feature of the application, and its footpath/cycle links into Handforth and proposals are now considered to be acceptable.

A range of environmental considerations have been examined and although comments from the Environment Agency are awaited in relation to recent reports on groundwater, it is expected they will withdraw their objection in the near future as the reports indicate there are no significant concerns. Other environmental matters can be conditioned.

Securing Dairy House Farm an important Heritage asset, is a key part of the overall scheme, and following the approval of the Listed Building Consent for stabilisation works, and suggested conditions to protect the building this matter is now considered addressed.

No objections on raised on the grounds of Education, Health care and Affordable Housing subject to substantial Section 106 contributions.

A detailed delivery plan has been submitted, which sets out the delivery strategy, the delivery framework, process, funding and phasing of the development.

**Recommendation:**

**Approve subject to the removal of the holding objection from the Environment Agency, the completion of the Section 111 / Section 106 Legal agreement and subject to a number of conditions**

**SITE DESCRIPTION**

This sizable site, amounting to some 121 hectares of land has boundaries to the A34 to the west, Spath Lane and the A555 Manchester Airport Relief Road (A6MARR) to the north, the Stockport MBC boundary to the east and the southern boundary is marked by Blossoms Lane. Within the site are the following:

- A Sports Centre with associated outdoor courts and parking, accessed off the A34
- Government Offices accessed off Dairy House Lane
- The now derelict Dairy House Farm again accessed off Dairy House Lane (Grade II Listed)
- A farmstead with associated car business at the southern end of Dairy House Lane

Whilst these are the only buildings within the site boundary, there are a number of properties to the south off Blossoms Lane and Beech Farm off Spath Lane to the north.

The area to the west, beyond the A34, consists of the Handforth Dean Retail Park with a new residential development to the south off Coppice Way. Beyond this to the west lies the edge of Handforth itself. To the other boundaries the site largely adjoins open land, mainly in agricultural use.

The site itself, with the exceptions listed above, is largely open and consists of a mixture of scrub and woodland (mainly to the north & west) and agricultural land (mainly to the south & east). In general, the site is relatively flat although there are a number of "undulations" most notably to the rear of Dairy House Farm which is understood to comprise material excavated from the building of the A555.

There are a number of waterbodies within the site and the northern boundary is in part formed by a channelled watercourse which follows Spath Lane, flowing east-west. Finally, to the south the site comes close to the River Dean, again flowing east-west.

The site boundary also includes a narrow strip of land extending from the footbridge over the A34 to Hall Lane which forms a footpath link (FP127).

Public Right Of Way (PROW) Wilmslow FP127 & 129 cross the site, and FP 128 runs along the eastern boundary.

As noted above Dairy House Farm, adjacent to the eastern boundary, is a Grade II Listed Building. There are no other listed buildings on or adjacent to the site, and no conservation areas.

All the site lies within Flood Zone 1 which is the least risk of flooding.

**PROPOSAL**

This is a hybrid planning application and therefor contains two parts. It should be noted the original description was amended during the application to take account of the Changes in Use Classes Order.

Part 1 – Outline Planning Application

- Demolition works (unspecified);
- Around 1,500 new residential dwellings (Class C3);
- Employment uses (Classes E and B2);
- Mixed-use local (village) centre (Classes E, C1, C2, C3, F.1, F.2 and sui generis uses);
- Strategic green infrastructure;
- Other associated infrastructure.

All detailed matters (appearance, means of access, landscaping, layout, scale) are reserved for subsequent approval.

Part 2 - Full Planning Application

- Initial preparation and infrastructure works (IPIW)*, including earthworks, remediation, re-profiling, and preparation;
- Access works and other highway infrastructure;
- Drainage;
- utilities;

- Demolition and replacement of A34 footbridge;
- Strategic green infrastructure;
- Other associated infrastructure.

*The IPIW are also referred to as the 'initial primary works' in the Application.

An Environmental Statement (ES) has been submitted with the application, and the following key documents submitted in connection with the two parts of the application:

Outline

- Fixed Parameters plans of land use;
- Storey Heights and
- Heritage Plan
- An accommodation schedule, showing which Use Classes (with restrictions) relate to each parcel of land.

Full

- Remediation & Reprofiling Level Strategy, showing existing and proposed site levels (including the cut & fill exercise)
- Drainage plans
- Highways drawings
- A 34 Bridge drawings, with associated landscaping
- Strategic Green Infrastructure Plans

Whilst the outline application covers the whole site, the full application only relates to part of the site, essentially the core/central area including the village centre and development parcels to either side, and the country park and its landscaped mound feature. This is the area where all the level changes are proposed. Additionally, it includes the A34 corridor highway works including the bridge over to Hall Road with associated works.

A suite of supporting documents has been submitted, in addition to the ES, with the key non-standard documents as follows:

- Sports Needs Assessment
- PROW & Walking Route Code
- Spatial Design Code (and Addendum)
- Delivery Plan
- Retail statement

**RELEVANT PLANNING HISTORY**

As a site of some size, there is an extensive planning history, however much of this is not considered relevant to this application. Below is a list of the more recent planning applications of some relevance:

13/4355M Description of entire relief road: Construction of the A6 to Manchester Relief Road, incorporating: seven new road junctions; modifications to four existing road junctions; four new rail bridge crossings; three new public rights of way/accommodation bridges; five new road bridges; a pedestrian and cycle route for the whole length of the relief road, including retrofitting it to the 4 kilometre section of

the A555; six balancing ponds for drainage purposes; and associated landscaping, lighting, engineering and infrastructure works.
Description of development for portion of relief road proposed within Cheshire East -
Construction of the A6 to Manchester Airport Relief Road, incorporating modifications to one existing road junction; two new public rights of way/accommodation bridges; one new road bridge; a pedestrian and cycle route for the whole length of the relief road, including retrofitting it to the existing section of the A555, one balancing pond for drainage purposes; and associated landscaping, lighting, engineering and infrastructure works. - Land to the east of Mill Hill Hollow to Woodford Road, Poynton; the A555 south of Dairy House Road to the A555 north of Beech Farm; and land to the east of the A555/B5358 junction to land north of Styal Golf Course.
APPROVED 25-Jun-2014

(NB Subsequent applications relating to the A6MARR are not listed)

14/4722M Conversion and extension to existing barn to provide new dwelling and new access road to existing house - BLOSSOMS FARM, BLOSSOMS LANE, WOODFORD Approved 07-Dec-2014

14/3361M Reserved Matters - Landscaping. New vehicular access with means of access, Layout and associated engineering outline planning 12/1627M - LAND ADJACENT TO, COPPICE WAY, HANDFORTH
Approved 07-Oct-2014

15/0715M Change in use of land from residential to a mixed use comprising residential and the display and sale of cars - Dairy House Farm, DAIRY HOUSE LANE, WOODFORD
Refused 24-Jun-2016

16/0138M Erection of retail floorspace, cafes, restaurants and drive-thru restaurants along with associated car parking, servicing arrangements and landscaping. - LAND AT EARL ROAD, HANDFORTH
Appeal Part Approved/Part Refused 12-Jun-2019

16/1533M Demolition of existing dwelling and erection of a replacement dwelling with detached garage. - HOLDING 5, DAIRY HOUSE LANE, CHEADLE HULME
Approved 07-Jul-2016

16/6092M Change of use of a building to a dwelling - Blossoms Turkey Farm, BLOSSOMS LANE, WOODFORD
Approved 22-Feb-2017

17/1667M Certification of lawful existing use - Occupation of a dwelling in breach of an occupancy condition. - The Fir Trees, Blossoms Lane, Woodford
Positive Certificate 31-Aug-2017

18/4602S EIA Scoping Opinion for the Garden Village at Handforth

20/2211M Outline application for proposed Park and Ride facility, including associated infrastructure - Land North of, STATION ROAD, HANDFORTH

20/1942M Listed building consent for essential stabilisation and repair works of the former farmhouse and outbuildings - Farmhouse and Farm Buildings at Dairy House Farm, DAIRY HOUSE LANE, Handforth
Approved 8-Dec-2022

**POLICIES**

**Cheshire East Local Plan Strategy – 2010-2030**

MP 1 Presumption in Favour of Sustainable Development
PG 1 Overall Development Strategy
PG 2 Settlement Hierarchy
PG 3 Green Belt
PG 4 Safeguarded Land
PG 7 Spatial Distribution of Development
SD 1 Sustainable Development in Cheshire East
SD 2 Sustainable Development Principles
IN 1 Infrastructure
IN 2 Developer Contributions
EG 1 Economic Prosperity
EG 3 Existing and Allocated Employment Sites
SC 1 Leisure and Recreation
SC 2 Indoor and Outdoor Sports Facilities
SC 3 Health and Well-Being
SC 4 Residential Mix
SC 5 Affordable Homes
SE 1 Design
SE 2 Efficient Use of Land
SE 3 Biodiversity and Geodiversity
SE 4 The Landscape
SE 5 Trees, Hedgerows and woodland
SE 6 Green Infrastructure
SE 7 The Historic Environment
SE 8 Renewable and Low Carbon Energy
SE 9 Energy Efficient Development
SE 12 Pollution, Land Contamination and Land Instability
SE 13 Flood Risk and Water Management
CO 1 Sustainable Travel and Transport
CO 2 Enabling Business Growth Through Transport Infrastructure
CO 4 Travel Plans and Transport Assessments

LPS 33 North Cheshire Growth Village, Handforth East

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

PG 9 Settlement boundaries
GEN 1 Design principles
GEN 4 Recovery of forward funded infrastructure costs
GEN 5 Aerodrome safeguarding

GEN 7 Recovery of planning obligations reduced on viability grounds (not applicable unless the application is seeking to reduce a particular contribution on viability grounds?)
ENV 1 Ecological network
ENV 2 Ecological implementation
ENV 3 Landscape character
ENV 5 Landscaping
ENV 6 Trees, hedgerows and woodland implementation
ENV 7 Climate change
ENV 8 District heating network priority areas
ENV 10 Solar energy
ENV 12 Air quality
ENV 15 New development and existing uses
ENV 16 Surface water management and flood risk
ENV 17 Protecting water resources
HER 1 Heritage assets
HER 4 Listed buildings
HOU 1 Housing mix
HOU 2 Specialist housing provision
HOU 3 Self and custom build dwellings
HOU 8 Space, accessibility and wheelchair housing standards
HOU 12 Amenity
HOU 13 Residential standards
HOU 14 Housing density
HOU 15 Housing delivery
RET 5 Restaurants, cafés, pubs and hot food takeaways
INF 1 Cycleways, bridleways and footpaths
INF 3 Highway safety and access
INF 6 Protection of existing and proposed infrastructure
INF 8 Telecommunications infrastructure
INF 9 Utilities
REC 1 Open space protection
REC 2 Indoor sport and recreation implementation
REC 3 Open space implementation
REC 4 Day nurseries
REC 5 Community facilities

**Handforth Neighbourhood Plan**

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

Particularly relevant here are:

Policy H1 New housing in Handforth
Policy H2 Providing Appropriate House Types, Tenures and Sizes to meet Local Needs
Policy H5 Protecting Existing Community Facilities and Supporting Investment in New Facilities
Policy H6 Education Facilities
Policy H7 Health Care Facilities
Policy H8 Landscape and Biodiversity

Policy H9 Trees and Hedgerows
Policy H11 Encouraging High Quality Design
Policy H12 Surface water management
Policy H13 Supporting the Local Economy
Policy H16 Congestion and Highway Safety
Policy H18 Promoting sustainable transport
Policy H19 Improving access to the countryside in Handforth and the surrounding area.
Policy H20 Supporting Investment in Infrastructure

**Other Material Considerations**

The Garden Village at Handforth Supplementary Planning Document

The National Planning Policy Framework
National Planning Practice Guidance

**CONSULTATIONS**

**Natural England –** Raise no objections. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

**Historic England –** Historic England has no objection to the application on heritage grounds, as it is considered that the application meets the requirements set out in section 16 of the NPPF.
Attention is drawn to the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess.

**Environment Agency (EA) –** Whilst originally commenting in June 2019 that they had no objection in principle to the proposed development, provided that a number of conditions as set out are included on any planning approval, they subsequently raised objection following the receipt of further information, in October 2021.

The objection concerns insufficient information to demonstrate that the risk of pollution to controlled waters can be appropriately managed. They therefore recommend that planning permission is refused.

The applicant has been in discussions with the EA and additional information has been supplied to them seeking to address these concerns Updated comments are therefore awaited.

**Sport England –** Originally objected to the planning application as further clarity was considered needed on precisely what sports facilities would be provided on site, clarity on the final outcome amount and distribution of developer contributions; and there is no mitigation for the loss of the site for the model aircraft flying club.

Following the supply of further information, and clarity on a number of matters, Sport England have confirmed that the proposed development does not fall within their statutory remit and therefore Sport England's responses to this planning application are on a non-statutory basis.

They do however state that the proposal does involve the loss of sports facility, i.e. loss of the use of the site for model flying, therefore full consideration should be given to whether the proposal meets Para. 99 of National Planning Policy Framework (NPPF), and any local policies to protect sport, recreation and leisure facilities.

They confirm that more clarity has been provided about developer contributions for sports needs arising from the development and a sum offered to mitigate for the loss of the site to the Smithy Model Flying Club, which is welcomed.

Sport England previously advised that that the principle of a developer contribution to mitigate the loss of access to the site for the Smithy Model Aircraft Club could be considered acceptable. However, it is unclear how the current contribution has been calculated but do not have the specialist knowledge.

On the basis of the applicant having supplied more information to inform the developer contributions for sport and have offered a financial contribution to mitigate for the loss of use of the site to model flying club, Sport England does not wish to pursue an objection further. However, Sport England recommends the applicant and the LPA to contact the model flying National Governing Body for objective advice about where and how the developer contributions for model flying should be directed.

**Cadent Gas** – Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.

All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

**United Utilities** - No objections are raised. However a number of comments are made in respect of their abstraction boreholes used for public water supply in the vicinity of this application which could be affected and is referred to as a Source Protection Zone. They also draw to the applicant's attention that measures to discharge clean roof water to ground are acceptable, on the condition pollutants are controlled. SUDS are also supported. Conditions relating to drainage, separate foul and surface systems & Management and Maintenance of Sustainable Drainage Systems are recommended.

**Network Rail –** Network Rail will be undertaking Access for All works at Handforth Railway Station providing a compliant car park and a compliant route to the station itself, most likely to form pavement works.
The scheme will provide an accessible station but will not upgrade any further station facilities. Given the significant increase in footfall anticipated from the garden village development we would expect a CIL contribution or S106 contribution as part of the planning consent, to fund:

- Improved platform seating (£45k)
- Ticket office refurbishment (£250k)
- Upgraded fencing (£80k)

As a publicly funded organisation, Network Rail is not funded to mitigate the impact of new development proposals on its infrastructure. Therefore, mitigation measures to stations should be fully funded by the developer(s).

**NHS CCG –** No objections, subject to a Section 106 contribution to Healthcare provision, in this case Handforth Medical Centre. This is discussed further below.

**Manchester Airport –** The Safeguarding Authority for Manchester Airport (MAN) has assessed this proposal and its potential to conflict aerodrome Safeguarding criteria. We have no objection to the development subject to several pertinent conditions for flight safety as follows:
Birdstrike Avoidance: and aftercare will need to be considered.
• A construction phase Wildlife Hazard Management Plan for birdstrike avoidance; all aspects of construction, drainage, landscaping, building design will need to be considered.
• A Wildlife Hazard Management Plan for the site in perpetuity. Construction phase:
• Robust measures must be taken to control dust and smoke clouds.
Reason: Flight safety – dust and smoke are hazardous to aircraft engines; dust and smoke clouds can present a visual hazard to pilots and air traffic controllers.
• A crane plan will need to be devised with zones requiring permits from MAN Construction and in perpetuity:
• All exterior lighting to be capped at the horizontal with no upward light spill.
Reason: Flight safety - to prevent distraction or confusion to pilots using MAN.
• No reflective materials to be used in the construction of these buildings. (*please liaise with MAN to check).
Reason: Flight safety - to prevent ocular hazard and distraction to pilots using MAN.
• No solar photovoltaics to be used on site without first consulting with the aerodrome safeguarding authority for MAN. Any planning solar PV will need a Glint & Glare assessment.
Reason: Flight safety - to prevent ocular hazard and distraction to pilots using MAN.

Informatives:
• The applicants must continue dialogue with the aerodrome safeguarding authority to achieve the above Condition compliance, particularly with regard to Birdstrike avoidance measures of SuDs design, landscaping and the construction phase management.
• The applicant's attention is drawn to the new procedures for crane and tall equipment notifications, please see: https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstaclenotification/Crane-notification/It is important that any conditions or advice in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Manchester Airport, or not attach conditions which Manchester Airport has advised, it shall notify Manchester Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

**Cheshire Wildlife Trust –** The Cheshire Wildlife Trust (CWT) are maintaining their objection to the planning application. Part of this development is located on Handforth Dean Meadows and Ponds Local Wildlife Site (LWS) which is designated primarily for its network of ponds, species-rich grassland and regionally important assemblage of dragonflies. The proposed scheme will result in the loss of at least 49% of the LWS, but potentially more if measures are not taken to securely protect the retained areas during the construction phase.

While they welcome the clarifications in the submitted updated ES addendum, they consider a number of their comments remain unaddressed.

- Handforth Dean Meadows and Ponds Local Wildlife Site LWS – The exact construction footprint needs to be agreed so the extent of the loss can be determined. They dispute that the LWS can be extended elsewhere but consider that a Landscape and Ecology Management Plan (LEMP) should be submitted with the application so retained features of the LWS can be protected.
- Biodiversity Net-Gain (BNG) – Whilst welcoming the off-site enhancements, they wanted to see the full BNG metric spreadsheets and supporting information to verify the figures. In summary, CWT has significant concerns in regard to the proposals achieving a measurable net-gain for biodiversity.
- Valuation of Ecological Receptors in the Environmental Statement (ES) – They consider a number of important ecological receptors within the zone of influence of the proposed scheme are undervalued, some significantly, within the submitted ES addendum.
- Impact Assessment (Construction and Operation) – The CWT have significant concerns regarding the accuracy of the impact assessment and consider that there are some receptors for which the suggested mitigation is inappropriate, and insufficient to compensate for the impacts of the proposed scheme.
- The Principles of Garden Villages – They reference the guidance contained in the Garden City Standards for the 21st Century: Practical Guides for Creating Successful New Communities, which states (Principle 7) that designated “sites and irreplaceable habitats of international, national and local significance should be protected from development.” The summarise that In light of the proposed losses to the LWS, the proposals for the retained LWS to be considered as Public Open Space and the lack of a measurable net-gain for biodiversity CWT believe that this principle has not been adhered to in the development of the Handforth Garden Village.

**Cheshire Archaeology Planning Advisory Service** - The supporting document discusses the potential for below ground remains associated with the Military Depot located in the central area of the development area. This military depot is visible on the aerial photography from 1945-7 and is still present on the aerial photography from 1967, although at this point it is noted as “disused”. The assessment (in support of the application) recommends that these remains would benefit from a watching brief to record the extent of any below ground remains associated with the military base. This recommendation is supported by the lack of development on the site of the former military base from 1967 onwards.

The assessment also recommends a programme of archaeological watching brief for the areas of historical ridge and furrow, particularly for the area to the North West of the development site which overlays the area of a known township boundary visible on the 1844 Tithe map of the area. These townships boundaries (often the precursor to the modern parish) were the building blocks of social and ecclesiastical organisation in the countryside and can date from the Anglo-Saxon period. They are often marked by banks, ditches, stones and species rich hedgerows and may be associated with sub-surface archaeological remains. A programme of archaeological targeted trenching in the area of the township boundary to the north west of the development area, would allow of the recording of the historical boundary.

In regard to the supporting documentation and the information held on the Historical Environment Record, it is advised that a programme of archaeological recording which may take the form of developer funded watching brief, during relevant aspects of the development (such as stripping of ground surface, trenching for utilities) this can be secured through condition.

**Stockport MBC -** Stockport Metropolitan Borough Council originally formally objected to the application in January 2020. In April 2022 they wrote to confirm that:

1. Stockport Council wishes to withdraw its objection on the education impact of the development, following the inclusion of an 'all through' school within the development. The removal of this objection is predicated on the 'all through' school (accommodating both primary and secondary school provision) being provided.
2. Stockport Council maintains is objection on the highway impact of the development, as previously outlined in their letter of January 2020.

SMBC have considered the submitted Transport Assessment in support of the proposed development and have requested further traffic flow and modelling information be made available which will inform their final comments.

In addition to the above, Stockport Council continues to raise Greenbelt and Landscape Character concerns. These concerns were raised in a letter sent in August 2019, and they remain as they consider nothing has been done to address them.

Greenbelt
As previously advised on the consultation of the Draft Garden Village at Handforth Supplementary Planning Document, the site is bound to the north by a parcel of Green Belt, which falls within Stockport administrative boundary. The land functions as a relatively narrow corridor of Green Belt separating Handforth to the south-west and Bramhall to the north / north-east corridor, and land within, thereby playing a critical role in serving the Green Belt's purpose of 'preventing neighbouring towns merging into one another and assisting in safeguarding the countryside from encroachment'. It was previously raised that housing density can aid the transition between the built form and the remaining Green Belt. It is disappointing to note that the parameters plan (figure 9 of the SPD) and the accompanying masterplan illustrates that low densities are proposed along the boundary with the remaining Green belt in Cheshire East but not to the boundaries with the Stockport Green Belt.

Landscape
The Landscape and Visual Amenity assessment does not reflect the neighbouring Heald Green Landscape Character Area (LCA) and Woodford LCA, within Stockport. It is advised that this be amended to ensure the LCA's special characteristics can be used to influence and protect key views and vistas.

Whilst extensive discussions have been held with Stockport on Highway matters, and they have been asked for follow up comments, no formal comments have been made at the time of writing this report.

**Defence Infrastructure Organisation –** As a major landowner of the site, they write in support of the Garden Village, in line with the Local Plan. However as there is an intention to re-locate the facility in 2023, they therefore need to consider their options for the site and want to reserve their position with regards to future reserved matters applications, but to work with stakeholders to maximise the benefits.

**Housing –** Raise no objections, subject to a Section 106 Agreement securing the policy compliant level and form of affordable housing.

**Education –** No objections subject to a Section 106 contribution to Primary, Secondary & SEN Education, and provision of a site for a new level fully serviced school site which is free from

contaminants and invasive species. The site requirement extends to at least 3 hectares in area and will require an element of all-weather sporting provision.

**Environmental Protection** – No objections are raised with regards to amenity and air quality, and whilst the Contaminated Land officer has raised some questions, they do not object to the application subject to conditions.

**Lead Local Flood Authorit**y **(LLFA)** – Based on discussions with the developer and amended Flood Risk Assessment (FRA) details, the LLFA have no objection in principle to development at this location. The revised FRA provides reduced greenfield flow rates which are now in line with the Lead Local Flood Authorities approach. Additionally, the current outline layout provides some above ground Sustainable Urban Drainage (SuDS) structures, within any reserved matters submission we would encourage the developer to open early dialogue with Lead Local Flood Authority to ensure design is in line with Cheshire East SuDS Design Guide. Conditions are recommended.

**Public Rights Of Way –** The development, if granted consent, would affect Public Footpaths Nos. 127, 128 & 129 Wilmslow, as recorded on the Definitive Map and Statement, the legal record of Public Rights of Way. It will also affect a number of unrecorded but acknowledged footpaths that cross the site.

The application has compiled a 'Public Rights of Way and Twenty year Walking Code' document detailing the routes and how they are affected. Alternative routes have been drafted to be the subject of future diversion/extinguishment orders under appropriate/ identified legislation. The PROW unit has been involved in the evolution of this document and had agreed its final iteration. Within this document the detail of the specifications of these routes is set out and their future maintenance is to be undertaken as part of the overall site management.

Whilst initially finding an anomaly between the Walking Code and other documents and the Masterplan, this has subsequently been resolved and they no longer raise any concerns with the application subject to informatives aimed at protecting the PROW crossing the site and reminding the applicant of their responsibilities under the Public Rights of Way legislation/guidance.

**Indoor Sport –** Do not object. In respect of a request for contributions for Indoor Sport and Recreation under Policies SC1 and SC2 of the Cheshire East Local Plan, the development in Handforth must implement the recommendations / conclusions set out in the Sports Needs Assessment (updated December 2018).

This development provides an opportunity to be an exemplar in respect of integrating health and wellbeing opportunities through active sport & recreation within a modern development. In addition to emphasising the opportunities for outdoor sport and recreation within the greenspace, the applicant must ensure that the development provides the opportunity for indoor sports and health through the creation of an multi use "hub" at the heart of the village alongside the proposed new school and community facilities which can also integrate into outdoor provision, as also outlined in both the original Sports Needs Assessment and subsequent Addendum.

**ANSA Public Open Space/outdoor sport** – A range of detailed comments have been received which are discussed in greater detail below. The only concern raised is whether all the proposed uses within the areas of Strategic Green Infrastructure can be accommodated on some of the sites.

**Countryside Services –** The Countryside Service has worked closely with the Nature Conservation Officer and the developer in respect of the offsite ecological mitigation measures required as part of this application. The development will result in a loss on site of biodiversity units, and as such biodiversity units will need to be delivered off site.

The Countryside Service has been requested to identify land in council ownership on which the off-site ecological mitigation can be delivered.

Two sites have been identified that could deliver the required off-site ecological biodiversity units.

The service has worked closely with the nature conservation officer, the developers and the ecological advisors and have agreed a workable scheme to ensure the delivery of the ecological requirements. These works will comprise of immediate and early capital biased works to create some habitats, to include the creation of a number of ponds, together with broadleaved woodland planting, scrub creation and management, fencing, grassland creation and long term management, swamp and ruderal grassland management. These ecological habitats and associated works will be managed and supervised by the Councils Bollin Valley Partnership staff, with the costs associated with that management over a 30 year period.

The costs are to be met from the development of the site, specifically identified for the offsite ecological management purposes, to be caried out by the Councils Bollin Valley Partnership.

The Council will need to seek a mechanism to ensure that the costs associated with the initial capital biased costs and the 30 year management costs of the ecological off site mitigation shall be included in the costs of development in a similar format to that of a 106 agreement.

**VIEW OF THE PARISH COUNCIL**

**Handforth Parish Council –** The view of Handforth Parish Council ("HPC") on the content of the Hybrid application, (as submitted in 2019), is that, whilst the plan for the site itself appears sound enough, the development has been proposed without anything like sufficient plans in place to deal with infrastructure need, particularly education and health services, nor is the impact of increased traffic sufficiently understood to assess its impact and any mitigation needed. HPC do not believe the application should be given permission until there are serious and detailed plans in place to address these fundamental needs.

The Garden Village site will create a need for the equivalent of seven full classrooms of secondary pupils, but there is nowhere for them to go. Together with all the other developments in the "greater Wilmslow" area, the shortfall will be very much greater.

The site, again with other developments, will cause the 12 GP practices regarded (by Engine of the North - "EoTN") as being in the same catchment area, to be over-subscribed by 22% - that is 4,800 patients above capacity, the equivalent of almost 3 GP practices.

These are very substantial shortfalls and HPC do not believe the site should be commenced until there are clear plans, and resources clearly identified and ear-marked, to deal with them.

Comments arising from the Environmental Statement

(a) Mature Trees - HPC would like clarification that no mature trees will be removed and would object if this is not the case. Any other losses of habitat or species (for example the patches of orchids) should be mitigated or the affected items relocated within the site.

(b) Health Services Provision - HPC think the CCG's assessment that a GP practice cannot be located on the site, and secondary education has no provision identified anywhere, directly contradicts the principles of a Garden Village. They are concerned that some of the statements, that imply there is excess capacity in the area for GP's is not accurate. This matter should be addressed.

(c) Education Provision - Commenting on earlier plans, where only Primary Education was proposed on site, HPC objected stating the site should cater for all Educational need on site – Primary/Secondary and accommodate SEN.

Transport - HPC commented throughout the development of the Local Plan that the A34 Handforth Bypass would be overloaded as a consequence of the Garden Village site. They still believe this is very likely to be the case and the lack of detailed modelling is very worrying.

Park and Ride - The concept of a park and ride faculty at Station Road is welcomed, provided that there is no "through" access from the A34 Handforth Bypass to Station Road or Hall Road, as this would create a major "rat run" that would be extremely detrimental across the whole of south Handforth and beyond.

Bus Service - It seems that the only practicable route for providing a bus service between the Garden Village and Handforth Centre is along the A34 and the A555 and along Wilmslow Road. This gives an opportunity to service parts of north-east and north-west Handforth which would be welcome. The service should connect to the two GP practices and to the railway station.

Sports Provision - There has long been an unsatisfied need for good sports pitches to be provided in Meriton Road Park and Stanley Hall Playing Fields. This should be a minimum requirement of the S106 provision for facilities outside of the Garden Village itself and should have a higher priority than any other intention to add to facilities in neighbouring towns and villages.

Comments arising from the Energy Assessment

HPC comment that Energy Council document is a curious mixture of aspirations and (apparent) directives. They ask what is the status of this report? and is it a list of worthy objectives and aspirations, or is it a part of the planning application containing rules and specifications that developers must follow? There is concern about some sections of that report, with regards to recycling and use of gas boilers.

Subsequently they have commented (May 2021), that no significant changes have been made to the application to address its concerns.

They also wish to draw attention to the following concerns, and further object to the application on these grounds.

A) Sustainability: the application for the Garden Village site is dependent in part for its sustainability on the proposed cycle and pedestrian access into Handforth via Hall Road. It is recognised that this road is already below standard for the amount and variety of traffic that is generated by the dwellings, the School,

the Church, and the tennis club on the Hall Road/Woodland Road estate. It only had a pavement on one side of the road. This is altogether unsuitable for significant use as a cycle and pedestrian access from the Garden Village and thus the sustainability of the proposed application site is in doubt.

B) Sustainability: We note that a number of Government initiatives around the country, in reaction to the Climate Emergency, involve subsidising land owners to turn (for example) farm land into bio sites, e.g. bogs and scrub land, to help reverse climate change and to increase bio diversity. But the Garden Village is the antithesis of this: it is taking scrub land with a high bio diversity and turning it into a housing estate. On the large scale, this is illogical and contravenes all policies designed to tackle the Climate Emergency.

C) Flooding: In the last three years, heavy rain has caused significant flooding in and around Handforth,, causing total closure of the dual carriageways at times for several hours. It has also caused localised flooding of minor roads and houses and gardens in Handforth. The Parish Council is very concerned that the drainage from the Garden Village site will worsen this problem appreciably. Furthermore, if the problem is indeed significant, it may make access to and from the Garden Village site difficult, even impossible, from time to time.

**OTHER REPRESENTATIONS**

A number of comments (61 in total) have been received, some in support, some against and others raising specific issues associated with the development. Comments have been made by local residents/businesses in both Cheshire East and Stockport, Local Councillors in Stockport, (including the Stockport Conservative Group), and former Councillor Toni Fox, the CPRE, Handforth Neighbourhood Plan Steering Group, The Smithy Model Aircraft Group, Fitness First, the Emerson Group/Jones Homes and agents on behalf of their development clients. The comments can be summarised as follows:

Support:

1. The proposals will improve access across the A34, a major barrier, and encourage active green travel
2. The proposals will retain of areas of woodland and ecology
3. Assurances that not a single existing pond will be lost
4. The improvements to footpaths throughout the development and links to
5. Water drainage will not increase flow to any existing water courses – but could the opportunity to improve A555 drainage be taken.?

Against:

1. Do not have the necessary infrastructure in place to deal with 1500 new homes so close together. Healthcare and Education specifically raised as major issues locally.
2. A new village with existing developments will put significant strain on traffic and lead to congestion in the Handforth area and doesn't take account of more recent traffic data. Mitigation measures proposed will not address the issues.
3. Residents/Councillors in Stockport concerned about traffic impacts on an already congested network
4. Access from the secondary access off Dairy House Lane is unsuitable.
5. Impacts on Blossoms Lane from the development
6. If a secondary school is not proposed this will generate more traffic movements than are envisaged
7. The MOD offices/Total Fitness site could in the future result in more housing numbers being provided if the sites are re-developed

8. Impacts on Ecology, loss of wildlife networks & loss of trees
9. Cycle paths, footpaths and pavements are woefully inadequate in the area and the proposal will negatively impact on these further. Proposals do not make adequate provision for new routes, as the LPS requires.
10. The development will result in the loss of the Smithy Model Aircraft Club facility which does not comply with paragraph 99 of the NPPF (2021) – existing open space, sports, and recreational land should not be built on. An alternative site for the club has not been found. Also concerned about loss of walking routes.
11. Jones Homes concerned about the impact of the new bridge with the loss of trees (TPO requested), and potential impacts on ecology and privacy to adjoining properties. Also raised technical issues regarding land ownership.
12. Would be a further loss of greenbelt and green space in and around Handforth and removing the separation between Cheshire East & Stockport.
13. More loss of greenspace is not good for local residents and their health
14. The site area is a popular area for walkers, ramblers, and the model aircraft club which has been there for over 20 years"
15. Concerns about air quality

Issues:

1. Absence of fixed dates for the delivery of, health centre, park and ride, sports facilities, onsite provision, off-site provision, bus links, new bridge
2. Lack of detail of how the upgraded route from the new bridge over the A34 along Hall Road will work
3. How will the phasing of the highway works impact on access to Fitness First
4. Comments about how the MOD land is represented in the plans
5. An agent on behalf of a potential site developer has raised a number of issues on the delivery of the site, phasing of infrastructure – availability of parcels for development, and costs
6. Health Centre and station car park already at capacity – when is it to be funded?
7. Only partial funding listed – clarity on where is the money coming from
8. Walking provisions seem to all be linked to the station and not the shopping centre
9. Not enough improvements to off-site footpaths, in particular 78 and 89.
10. Need to work with SMBC to address issues in the area
11. How will the development impact the landfill on the site?
12. Concerns about impacts of previous military use on the land.
13. Will the development impact on the aquifer on site with concerns about impacts on water supplies.
14. Drainage and flood risk concerns
15. Residents of Blossoms Lane have not been consulted on proposals
16. A detailed delivery plan has not been provided
17. Retail impact has not been assessed
18. Will the footpath/cycle route to Handforth be lit?

At the time of writing this report an objection has just been received from the British Horse Society concerned about the lack of provision for equestrian users in the proposals. This needs to be discussed with the applicant, and Members will need to be updated accordingly.

## OFFICER APPRAISAL

### Principal of Development

The site is allocated as site LPS 33 in the Local Plan Strategy to deliver an exemplar sustainable community in line with an agreed masterplan and supported by a design guide.

The overall development strategy in LPS Policy PG 1 is to deliver a minimum of 36,000 new homes and provide a minimum of 380 hectares of land available for employment development during the plan period 2010-2030. LPS Policy PG 7 sets out the indicative spatial distribution of this overall development and envisages that “in the order of” 22 hectares of employment land and 2,200 new homes will be provided in Handforth over the plan period. The LPS 33 site allocation accounts for a large proportion of the proposed development for Handforth, which in addition to meeting development needs in Handforth, will also meet some of the development needs arising from the other towns inset within the North Cheshire Green Belt. The application includes provision for new employment premises and a substantial number of new homes to contribute to these development requirements.

The majority of the site is included within the Handforth settlement boundary. Within the Key Service Centres (including Handforth), LPS Policy PG 2 supports development of a scale, location and nature that recognises and reinforces the distinctiveness of each individual town. The supporting text also confirms the North Cheshire Growth Village at Handforth will be designed to the highest environmental standards, acting as a best practice example for future design and construction, embodying sustainable development principles.

Whilst mostly within the Handforth settlement boundary, the northwest corner of the site remains in the Green Belt. There are no buildings proposed within the Green Belt part of the site, which would be retained as strategic green infrastructure. There is also a proposed street crossing the Green Belt area, from the A34 ‘dumbbell junction’, which would be a secondary access route into the site. This is in line with the Green Belt policy set out in LPS Policy PG 3 and the NPPF, as local transport infrastructure that can demonstrate a requirement for a Green Belt location is not inappropriate development provided it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it.

The land to the south of the site is designated as safeguarded land (ref LPS 35), which may be required to meet longer-term development needs stretching well beyond 2030. The application includes two potential future access points to the safeguarded land, which would allow for a potential further phase of development in the future, should the safeguarded land be allocated in a future Local Plan. This accords with LPS Policy PG 4 which requires that development proposals do not prejudice the future comprehensive development of safeguarded land.

LPS Policy SD 1 sets out the criteria for sustainable development in Cheshire East. The proposals would provide significant investment in a Key Service Centre, providing economic benefits through employment development, construction jobs, and the provision of and contribution to new infrastructure. The range of uses, including residential, employment, convenience retail, community facilities, education and green infrastructure will assist in creating a new sustainable community with the appropriate infrastructure to meet its needs. The new A34 pedestrian and cycle bridge, provision for bus routes and connections to Handforth railway station and town centre means the development is well connected and accessible by sustainable and active travel.

LPS Policy SD 2 sets further sustainable development principles. The proposals provide for a range of infrastructure, services and facilities many of which are part of the full planning application to be delivered in the early phases. A significant proportion of the site is set aside for green infrastructure and the proposals will enable the restoration and conversion of the Grade II Listed Dairy House Farm buildings. In line with the NPPF, the policy seeks to protect the best and most versatile agricultural land. The loss of lower quality agricultural land, including that at the site, accords with policy.

Site Allocation LPS 33 'North Cheshire Growth Village, Handforth East' sets out the detailed development plan policy for the site. This states:

"The development of the North Cheshire Growth Village site over the Local Plan Strategy period will deliver a new exemplar 'Sustainable Community' in line with an agreed comprehensive masterplan and supported by a North Cheshire Growth Village Design Guide, including:

1. Phased provision of around 1,500 new homes, including a full range of housing types and tenures;
2. Up to 12 hectares of employment land, primarily for B1 uses;
3. New mixed-use local centre(s) including:
   i. Retail provision to meet local needs;
   ii. Local health facilities where appropriate, or contributions to local health infrastructure;
   iii. Public house / take away / restaurant;
   iv. Sports and leisure facilities;
   v. Community centre and other community uses;
   vi. Children's day nursery;
   vii. Extra care housing; and
   viii. Hotel.

   Additional uses or alternatives to those specified will be considered where it can be demonstrated that the local centre will still provide a vital and vibrant centre for the new community;
4. New two form entry primary school and provision of, or contributions to, secondary school provision to meet projected needs. Proposals should consider the potential to include a secondary school on site;
5. The incorporation of green infrastructure including:
   i. Green corridors;
   ii. Country-park style open spaces;
   iii. Public open space including formal sports pitches; and
   iv. Allotments and / or community orchard
6. The provision of, or appropriate contributions towards, the infrastructure and facilities required to support the development, including highways and transport, education, health, open space and community facilities."

The policy also includes 18 site specific principles of development (a-r) and further guidance on the policy requirements is set out in The Garden Village at Handforth Supplementary Planning Document, which also includes the comprehensive masterplan and North Cheshire Growth Village Design Guide as required by the policy.

1. The application proposes to deliver around 1,500 new homes. Whilst the precise mix of house types and tenures would be determined at the reserved matters stage, the indicative masterplan includes a range of development parcels or differing sizes and densities and commits to a full range of housing

types and tenures, including 30% affordable housing and 5% self-build/community-build/custom-build homes.
2. It also includes provision for new office (up to 2,250 sq.m GIA), research and development (up to 9,000 sq.m GIA), light industrial (up to 9,000 sq.m GIA) and general industrial (up to 2,500 sq.m GIA) floorspace, within parcels 2 and 5 as well as upper floors within the proposed local centre. This is in addition to any potential re-use of the existing Ministry of Defence employment site (parcel 1). The office, research and development and light industrial floorspace falls within the former B1 Use Class specified in the policy (now Class E(g) in the revised Use Classes Order) and the proposed provision of employment land is in accordance with the site policy.
3. The precise mix of uses in the proposed local centre would be determined at the reserved matters stage but the outline includes provision for retail uses to meet local needs, public house/takeaway/restaurant, community and leisure uses (including a community hall), children's day nursery, extra care housing and a hotel in line with the site policy. The application also makes provision for a limited number of residential units and offices on upper floors, which would contribute to the vitality and vibrancy of the local centre.
4. The proposals include a development plot for the provision of a new 'through' school for both primary and secondary education, as well as a financial contribution towards the extension of an existing local primary school to meet the education needs of the new village.
5. Green infrastructure is integral to the proposals, including green corridors, country park, woodland park, public open space, play areas, outdoor gyms and running/walking tracks, public art/art and heritage trail, community allotments, community orchards, ponds, trees, hedges, sustainable drainage systems, footways and cycleways.
6. The application proposes to provide and contribute towards a comprehensive range of infrastructure and facilities required to support the development.

The application is consistent with the LPS 33 site allocation and the adopted SPD, however given that many aspects are in outline only, further consideration of the detail at reserved matters stage will be required.

**Highways**

Site description and current application proposal

It is proposed that the primary access will be from the existing A34 / Coppice Way roundabout which will be reconfigured/expanded. This currently provides access to the Total Fitness development on the site and to the Handforth Dean Retail Park to the west.

Access to the A34 will also be provided via the existing grade-separated dumbbell roundabout junction to the north of the A34 / Coppice Way roundabout. The existing A34 dumbbell junction is proposed to be modified to improve capacity, facilitate access to the proposed retail development site at Handforth Dean and improve connections for pedestrians and cyclists between the Garden Village site, retail and employment opportunities at Handforth Dean, and the wider Handforth area. The connection between the dumbbell roundabouts will remain one-way to traffic in a westbound direction. There are no proposals to increase the limited height clearance at the underpass, and the westbound connection between the dumbbell roundabouts will therefore remain subject to a height restriction and will be suitable for use by cars and light vehicles only.

The village will be focussed around a main high street which will consist of shops, community facilities and businesses. The high street design envisages the creation of a 'sense of place' while functioning as

an operational highway; high quality materials/green infrastructure are proposed along with geometric design which accommodates car access/deliveries/bus services and active travel. The high street will lead to traditional streets, shared surface lanes and mews which will serve each parcel of residential development. Given the bespoke design the high street layout has been subject to an independent safety audit; this audit raised some concerns with the layout detail which have been subject to a designer's response. These streets, lanes, mews, and interconnecting cycleway /footpaths will loop and return to the village high street allowing for internal connectivity benefitting all transport modes. Passive provision for a potential future bus rapid transit link has been reflected within the geometric design of the village. The detail of the adjoining residential layouts will be considered at the Reserved Matters stage.

Transport Assessment

The application is supported by a Transport Assessment, the scope of which was agreed by the Highway Authority prior to submission. Extensive discussions have taken place between the applicant, Cheshire East Council and neighbouring authorities to ensure the development proposals transport impact is sufficiently mitigated. The has resulted in the submission of additional/updated reports by the applicant which will be referred below.

Sustainable access

*Walking/cycling*

A key element in ensuring the site is accessible and encourages active travel is that it is proposed that the existing footbridge over the A34 at Coppice Way is dismantled and a new pedestrian and cyclist, fully DDA compliant bridge, is constructed.

From the west side of the new DDA compliant bridge the route would continue along footpath No 127. A small part of this footpath (from the footbridge over the A34 to Hall Road) falls within the planning application boundary for the Jones Homes development proposals, which is required to upgrade this route to accommodate a 3m shared footway / cycleway. Further to the west a scheme to widen the existing footway along Hall Road to a 3.0m facility is proposed by the applicant. Past St Benedict's School it is envisaged cyclists would use Hall Road on-carriageway with pedestrians using existing but improved footways benefiting from directional signage. This infrastructure links into the existing facilities along Dean Road leading to Handforth Rail station with these facilities being enhanced under the approved Handforth Park and Ride application (Ref: 20/2211M).

It is also proposed that a second pedestrian route will be created by installing a new signal-controlled pedestrian/cycle crossing on the A34 to the north of Coppice Way. This route would then continue along Coppice Way by means of a new shared footway / cycleway within the highway verge linking the site to Handforth Dean retail park.

In addition, a contribution of £500,000 is being secured towards new and improved off-site pathways and cycleways linking the village with the local neighbourhood including improvements along both Hall Road and Wilmslow Road enhancing active travel facilities between Handforth and Wilmslow.

Regarding connections into Stockport MBC the applicant's proposal to direct usage of the existing facility via Spath Lane is considered preferable than via an improved at grade facility.

Since the submission of the application the Government has published updated cycle design guidance contained in LTN01/20 (July 2020). The applicant has undertaken an audit of the proposed enhancement measures against the updated guidance, and this has confirmed the proposed links are of good or reasonable quality.

The above-described links are considered suitable and in scale and kind to the development, ensuring that access for walking and cycling trips, to and from the development, including cross boundary journeys from Stockport MBC, are encouraged linking into the internal facilities proposed within the village high street and wider site.

*Bus access*

Currently there are two existing services and stops operating in the Handforth area; the service 130 that serves Handforth (hourly Monday to Friday daytime/ two hourly Saturday daytime) and service 42C that serves Handforth Dean retail park (hourly) during the day Monday to Saturday.

It is important that the site is easily accessible by bus for future residents and visitors; to ensure this a suggested package of enhancements to bus services has been identified by the applicant. An option to enhance bus penetration to the site includes the construction of a new bus (and pedestrian/cycle) only link, by connecting Lower Meadow Road and Station Road. However, the applicant has advised due to third party land ownership issues the provision of this facility is no longer being pursued.

Subsequent to the original Transport Assessment (TA) being produced a number of discussions have taken place with resultant further work being undertaken regarding suitable HGV (Handforth Growth Village) bus service provision. This work is detailed in the Tetra Tech 'Transport Assessment and Travel Plan Addendum Report' dated March 2021, and is summarised below:

Option 1: Provide an extension to serve the development from the current 130 service that operates between Macclesfield and Handforth/Wythenshawe via Wilmslow.

Option 2: Provide a standalone garden village specific service that routes to Handforth and Wilmslow.

Following discussions between the applicant and CEC Passenger Transport colleagues it has been agreed that Option 1 is favoured, however, funds will be secured to enable a flexible approach to be pursued. As a minimum an hourly service (Monday to Saturday), achieved by operating one bus, will be provided once the 150th dwelling has been occupied, being either as an extension to service 130 or as a standalone service. The service frequency will be increased once the 400th dwelling has been occupied, by providing either a 20-minute service frequency with three buses if service 130 is extended, or a 30-minute frequency using two buses if a standalone service is introduced.

An assessment of the funding required to set up and support the outlined bus service indicates a required contribution of £1.7 million.

This level of subsidy has been calculated to allow the above-described frequency to continue until the final dwelling has been completed (April 2032). If the actual build rate alters then the service pattern can be adjusted accordingly. These calculations have made allowance for the potential impact of Covid-19 on bus patronage and associated income known at the time of estimation (December 2022). In the event bus patronage recovers more strongly than forecast the additional fare box revenue can be used to further strengthen the local bus offer.

It is required that the financial contribution will be payable on completion of the 100th dwelling to ensure the necessary services are in place at the appropriate time.

*Rail access*

Handforth rail station is approximately 1.5km from the proposed centre of the garden village. Handforth station currently benefits from a half hourly rail service to/from Manchester/Wilmslow (Crewe – hourly) on Mondays to Saturdays with an hourly service on Sundays. Handforth stations access facilities have secured funding to be improved under Network Rail's 'Access for All' programme with the installation of lifts allowing step free platform access.

To enhance accessibility to/from Handforth rail station for all transport users a Park & Ride facility will be located adjacent to Station Road and Old Road. This facility has been approved under outline planning application ref: 20/2211M and consists of:

• 115 car/EV parking spaces (future use subject to a car park management plan)
• 8 motorcycle parking spaces and 36 secure bicycle parking lockers.
• Bus turning area with bus stop and shelter.
• Enhanced pedestrian and cycle facilities.

It is considered that the provision of the above facility will provide good rail access for future HGV residents and visitors. The facility will need to be operational on occupation of the 150th dwelling and is being part funded by the development.

Traffic Impact

*Safe and suitable access*

As described above the main vehicular access will be via a reconfigured A34/Coppice Way junction with secondary access via the A34/Handforth Dean dumbbell roundabout to the north. These accesses have been subject to stage one road safety audits and been subject to traffic modelling analysis described below. These accesses will be delivered in two phases and be part of the Primary Infrastructure Works (PIW).

The A34/dumbbell junction works will be completed in Phase 1 followed by the primary access to the development at the A34/Coppice Way roundabout; these will be completed during Phase 2 of the construction works and on completion will link to the A34/dumbbell roundabout allowing dual vehicular access to the HGV.

An emergency access will be provided via Dairy House Lane which will be subject to control to prevented general HGV traffic from gaining access; details being subject to a condition.

Network Capacity (trip rates/distribution/modelling)

*Traffic Modelling*

The traffic modelling assessment uses the results from strategic modelling work carried out as part of the Local Plan evidence base along with more recent additional local VISSIM traffic modelling to consider

potential highway impacts and infrastructure improvements required to mitigate the impact of the HGV. The Poynton Relief Road was considered to be committed in the modelling when the site was allocated.

The Local Plan work identified that vehicular access to the HGV site could be taken from an upgraded A34 / Coppice Way roundabout and a new access from the A34/eastern dumb-bell roundabout to the north of the Coppice Way roundabout. Potential capacity improvements were also identified for the western dumb-bell roundabout (associated with proposed retail developments), along with the A34 / A555 interchange and the A34 Stanley Green junction to build upon capacity improvements delivered by the A6MARR scheme.

The VISSIM modelling work was undertaken by Atkins utilising parameters that were agreed between the applicant and the relevant highway authorities. These included the area of network assessment, committed development, development trip rates/distribution and future year assessment.

The results from the VISSIM model were presented in terms of average maximum modelled queue lengths and the average Level of Service (LoS) values based on modelled levels of delay. LoS range from A (free flow) to F (network breakdown).

*A34 / B5094 Stanley Road 'Stanley Green' junction*

When assessing this junction, the VISSIM model utilised traffic data directly from the A6MARR strategic Saturn model, also including the provision of the Poynton Relief Road (PRR). It highlighted the need for HGV to provide mitigation at the A34 / Stanley Road roundabout junction and Stockport Metropolitan Borough Council (SMBC) provided a drawing illustrating an acceptable mitigation scheme.

Following the opening of the A6MARR, fresh traffic data surveys were undertaken in October 2019 which were used to update the VISSIM model informing the required mitigation at the two junctions within SMBC.

In relation to the A34 / Stanley Road roundabout, this additional modelling work concluded that the proposed SMBC improvement scheme (above) would still adequately mitigate the impact of the HGV.

The VISSIM modelling included a set of incremental flow tests, which have been undertaken to help understand at what quantum of HGV development the proposed highway improvements at the A34 / Stanley Road roundabout would be required to be implemented. The tests suggest that approximately 20% of the development could be occupied prior to completion of the highway mitigation measures. This equates to the development of up to 300 dwellings/4,300 sqm of commercial GFA prior to the improvement works at the A34 / Stanley Road roundabout being implemented. The applicant is proposing a financial contribution of £5.047m to SMBC to finance these works.

*A34 / A555 interchange*

The VISSIM modelling also highlighted the need for some level of mitigation at the A34 / A555 grade separated signalised roundabout. It was identified that in the PM peak period the signals at the A555 westbound off-slip would be close to capacity, and therefore an additional lane at this stop-line was proposed by the applicant.

However, following the additional traffic modelling work referred above, the proposed SMBC improvement scheme was not shown to improve network operation and hence it has been agreed with SMBC it is not required.

Examination of the VISSIM Level of Service (LoS) plots presented in the additional modelling undertaken by Atkins detailed in Test 7a (GVH traffic included, A34 / Stanley Road improvements included, A34 / A55 improvements not included) the signals at the A555 westbound off-slip would have a Level of Service rating of C in the AM and B in the PM, showing that they would operate comfortably within capacity. As such it is agreed that the proposed SMBC improvement works at the A34 / A555 grade separated junction are not required.

*A34/Handforth Dean dumbbell junction*

The dumbbell roundabouts will provide the secondary vehicular access to/from the development site, and the applicant is proposing an improvement scheme at the existing A34 dumbbell junction. It involves a modification to provide access into HGV, improvements to capacity, and improved connections for pedestrians and cyclists between the GVH site, and the retail development at Handforth Dean.

The VISSIM modelling indicates that all the movements at the east and west dumbbell junctions have a Level of Service (LoS) of A (free flow) in the AM peak. In the PM peak the maximum LoS is B at the east dumbbell. A LoS of F (network breakdown) was recorded in the PM peak at the west dumbbell junction on the retail park arms which was due to the inclusion of the Handforth retail development (CPD Developments) (ref: 16/0138M) as committed development. However, as the main element of this scheme did not gain planning permission at appeal it should not be considered as committed development. If traffic from the SPG scheme is removed from the modelling the proposed junction improvement operates within theoretical capacity albeit with more delay being experienced by road users at the retail arms. Overall, these delays indicate that (other than in the PM peak on the retail arms as referenced above), the changes in delay values compared to the baseline situation (without HGV and mitigation) are very slightly increased but still within the tolerance of acceptability.

However, to gain a better understanding of how the junction would operate additional modelling in the form of an ARCADY assessment was requested utilising the VISSIM model demand flows. This ARCADY assessment detailed that the junction would be performing within capacity with a Ratio of Flow to Capacity (RFC) value below 0.85 indicating that the junction will operate within its theoretical capacity

*A34/Coppice Way junction*

The A34 / Coppice Way roundabout will provide the main point of vehicular access to the development site. A substantial improvement scheme is proposed at the junction involving the physical expansion of the priority-controlled roundabout and introducing signal control for all movements (drawing below). The existing access road to Total Fitness would be amended and realigned to provide access to the wider HGV site.

The VISSIM model indicates that the junction improvement can accommodate the predicted traffic flow from the GVH within acceptable Level of Service tolerances. However, to gain a better understanding of how the junction would operate, additional modelling in the form of a LINSIG assessment was requested utilising the VISSIM model demand flows. This LINSIG assessment detailed that the junction would be performing within capacity at 2030 future year, with a reserve capacity of 4.8% in the AM peak and 1.4% in the PM peak. In addition, a Saturday assessment was requested from the applicant to ensure that the

proposed junction improvement had sufficient capacity to accommodate the Saturday peak retail flow. The results showed the junction had sufficient capacity for the predicted traffic flow on Saturday with a reserve capacity of 24% to 39% being indicated. The Council also commissioned a road safety review of the proposal and an independent assessment of its future operation, which confirmed the acceptance of the improvements.

*A34 / Dean Row Road Junction*

Following on from the VISSIM modelling work it was requested that the traffic impact of the development at the A34/Dean Row Road roundabout was analysed. This showed that the development would only add between one and two extra vehicles per minute per lane on each arm of the roundabout, and this level of additional traffic was not considered significant and specific mitigation is not sought.

*Poynton Relief Road (PRR)*

Sensitivity tests were undertaken to understand what impact the PRR has on the main accesses to the GVH.

The results are shown in the VISSIM model, reducing traffic levels by around 7% (two-way flow) on the A34 in the vicinity of Coppice Way. The effect varies by direction and time of day, with around a 12% reduction in southbound flow in the evening peak. As such PRR does assist in mitigating the impact of the HGV by assisting the access strategy for GVH by improving the operational efficiency of the proposed site access along the A34, accordingly, a financial contribution has been sought from the applicant towards the PRR to reflect this. A larger traffic signalled junction is required to be installed if the PRR traffic is not removed from the A34 and the estimated cost difference between this junction and the proposed junction informs the value of the contribution. To future proof the possible requirement of a larger junction at this location the dedication of sufficient land to enable delivery will be secured with funding sought retrospectively from future developments (Local Plan Part 2 Policy GEN4).

*Through school Sensitivity test*

Since the main modelling work was undertaken on site school provision has changed. It is now envisaged a ‘through school’ school will be provided enabling pupils to attend from Year 1 through to Year 11. Due to the build phase this total provision will be delivered over a period of time and some pupils will be required to be educated off site for a number of years generating some additional vehicular trips on the wider network. These additional trips have been quantified and their percentage impact at the A34/Coppice Way junction will only reduce its capacity by around 1% and hence is deemed to be within an acceptable tolerance to allow the highway mitigation to remain as proposed.

*Conclusion*

The traffic impact of the proposed development has been quantified using both Saturn and VISSM modelling technique along with additional standalone modelling analysis at the request of the Highway Authority. Furthermore, additional analysis has been undertaken reflecting the imposition of new infrastructure, namely the A6MARR, to ensure appropriate mitigation to satisfactorily accommodate the predicted traffic impact of the development is secured and delivered by the applicant. This analysis has also included junctions within Stockport MBC as clearly the development will have a material impact on Stockport’s highway network.

Following the above analysis, it is concluded, that subject to mitigation, the development is acceptable from a traffic impact perspective; the contributions proposed are necessary, directly related to the development and fair and reasonable in scale and kind.

Travel Plan

The submitted Framework Travel Plan proposes a comprehensive set of measures to encourage future occupiers to travel by sustainable modes.

The key measures are:

- Information on sustainable travel options for new residents.
- Discount cycles via the Government's cycle to work scheme.
- Provide cycles to hire from the village centre.
- Bus taster tickets for new households.
- Provide electric car charging points for all new homes, commercial, and community buildings.
- Car share club.

The Travel Plan also contains targets so to ensure that incentives are built into the plan to encourage increased use of sustainable modes. The plan will need to be administered by a nominated on-site travel plan co-ordinator responsible for submitting annual travel plan monitoring reports to Cheshire East Council.

Highways Conclusion

The principle of acceptance of the development was established by the Local Plan strategic modelling work (with PRR in place) which concluded that in highway terms there was no reason in the context of the NPPF that the HGV could not be allocated; the highway assessment work carried out demonstrated that HGV was deliverable in conjunction with identified mitigation measures. This was agreed by the Planning Inspector who in his report concluded that "there is no current evidence which shows that the residual traffic impact of HGV would be severe".

The application which followed this allocation is accompanied by a Transport Assessment detailing the development effect and proposing significant highway measures to mitigate its impact. This document along with the suggested measures have been subject to extensive scrutiny involving the engagement with adjoining authorities and the undertaking of further significant pieces of analysis. It can be concluded that the proposed mitigations, both in the form of direct infrastructure improvements and financial contributions for future provision, satisfactorily mitigate the transport impact of the proposal allowing it to proceed subject to conditions and financial contributions via a Section 106 Agreement as follows:

- £5,047,000 towards the implementation of highway improvement works at the A34/Stanley Road junction payable prior to the occupation of 375 units.

- £241,956 towards improvement works in the vicinity of the Hall Moss Lane / Dairy House Lane junction payable on the occupation of the 150th unit.

- £4,661,192 towards the construction of the Poynton Relief Road payable on the occupation of the 150th unit.

• £1,714,000 towards the provision of bus services linking the site to key destinations, payable on occupation of the 100th unit.

• £980,000 towards the Park and Ride facility in Handforth approved under planning reference 20/2211M payable on occupation of the 100th unit.

• £500,000 for new and improved off-site pathways and cycleways to link the village with the local neighbourhood and key destination payable on commencement of development.

• £10,000 travel plan monitoring contribution in line with the approved Framework Travel Plan payable on commencement of development.

The construction of the off-site highway mitigation works (A34/Stanley Road Jn) within the highway network of Stockport MBC, are planned to improve the A34 corridor as part of a bid for Major Road Network funding. The improvements required to mitigate the impact of the GVH will either contribute towards these improvements or fund the individual elements in the case that the MRN funding bid is not approved as identified in submitted drawing F/5111/100.

**Urban Design**

In order to assess the proposals due consideration has been given to the Garden Village Supplementary Planning Document as well as the large body of information relating to this planning application. As this is a hybrid application, with only limited detailed information much attention has been paid to the strategic design code, with a view to ensuring that this sets suitable parameters to inform the detailed character codes that will follow, and ultimately to maintain the quality through the delivery of the subsequent reserved matters applications.

Building for Life 12 Assessment
A full Building for Life 12 Assessment has been carried out and the key recommendations of the assessment are set out below:

*Connections:*

• As part of the detailed coding and design need to focus on the gateway and how this works on arrival.
• Ensure the quality of the bridge as this is not only a key point of arrival but will also act as a sign for the Garden Village at Handforth.
• Ensure that the good work so far is carried through into the detailed character coding and is delivered via the reserved matters applications that will follow.

*Facilities and services:*

• Ensure that the character coding provides the opportunity for flexibility between uses and enables a more ‘organic’ feel to the village evolving over time by designing residential buildings with flexible ground floors and the potential for live/work opportunity.
• Ensure that the quality of the facilities is robustly guided by the character coding and subsequently delivered via the reserved matters applications that will follow.

*Public transport:*

• Delivery of both the proposed Handforth Transport Hub and the improvements to the connections between it and the Garden Village are vital in encouraging public transport usage.

*Meeting local housing requirements:*

• Further reinforce the requirement for tenure blind and pepper-potted affordable housing in the detailed character codes and ensure that this is delivered via reserved matters.
• Ensure the provision for self and community build within the character coding, detailed design and build out of the garden village.

*Character:*

• Build on the work completed and deliver a comprehensive and characterful surface-focussed SuDS train that contributes to a positive sense of place.
• Ensure that the sustainability and design quality of the village is multi-layered, as set out in the spatial code and that this positive work is developed through the character codes and ultimately be delivered via the reserved matters applications for each development parcel and within the wider Green Infrastructure (GI) and landscape.

*Working with the site and its context:*

• Key to the success of the proposals will be resolving the detailed design of the hill and other levels and incorporating a more substantive, visible and characterful SuDS train within the green infrastructure.
• Further development of the principles set out in the spatial code through the character coding to ensure that ultimately the vision is delivered through the reserved matters applications for each development parcel.

*Creating well-defined streets and spaces:*

• Ensure that the good work so far is carried through into the detailed character and GI coding and is ultimately delivered via the reserved matters applications that will follow.

*Easy to find your way around*;

• Ensure that this approach is carried through into the detailed character coding, is further supplemented by layers of place making and is ultimately delivered via the reserved matters applications that will follow.

*Streets for all:*

• Key to the success of the streets will be the incorporation of a characterful SuDS scheme, developed through the character area and landscape codes and then implemented through the reserved matters applications that will follow.

*Car parking;*

• To ensure that the good work encapsulated in the spatial code and addendum is carried through and developed in the detailed character coding and is ultimately delivered via reserved matters applications that will follow.

*Public and private spaces:*

• Development of the principles set out in the spatial design code into robust character area codes to ensure that a successful place is delivered through the reserved matters applications.
• Continued commitment to ensure a comprehensive approach to management and stewardship of the entire garden village.

*External storage and amenity space:*

• Ensure that the positive work thus far is successfully carried through into the detailed character coding and is ultimately delivered via the reserved matters applications that will follow.

*Summary*
Overall, this is undoubtedly a strong proposal, it is one that has followed a robust process and it has clearly benefitted from that. It therefore currently scores eleven GREEN lights, with just one AMBER that will most likely be elevated in time. However, most of these greens are strongly caveated in that more detailed design will be needed to secure them going forward. They are in effect green as far as they are able to go at this stage..

What will be crucial is that the future stages of planning and phase development of the Garden Village at Handforth, meet the exemplar standard that is the clear aspiration as set out in the SPD and that these are not watered down as the pressures of commercial development take effect. Further robust mechanisms will be needed to ensure this does not happen, not least the detailed character coding and the implementation of this through the reserved matters applications. To this end, the solid work contained in the spatial code addendum is appreciated as this sets the scene for the character codes that will follow.

Performance against the SPD

This section tests whether the application complies with the principles it sets out for the Garden Village at Handforth Supplementary Planning Document and also meets seven ‘design aims’ set forward in it.

Principle 1: Strong vision, leadership and community engagement:
The process undertaken thus far seems to have embodied these principles, but this needs to continue through the various reserved matters applications through to completion. This should include the key principle of community involvement in the preparation of the character and green infrastructure coding and a commitment to community-led management for the garden village in the long term.

Principle 2: Community ownership, long-term stewardship, and local governance:
There is a clearly stated commitment to ensure that open spaces and other elements of infrastructure are managed by a community-led group and not a generic management company, as is the case on so many new developments. It is vital that this Stewardship Organisation is established, if this principle is to be adhered to and it is good that a commitment to it forms a part of the hybrid application.

Principle 3: Wide range of homes, including affordable homes and self-build and community-build homes:
The exact mix of homes with regard to accommodation and tenure has yet to be established and will only be so as the reserved matters applications come forward, but there is no reason to believe that this will not be met. As stated above it is crucial that these homes are tenure blind and are properly pepper-potted across the village and this commitment is made clearly in the coding. There is also a mention of community build homes in the addendum to the spatial code and this too is welcomed. It is suggested that an indication of where they may be located and how they will be managed in relation to the individual development parcels form a part of the detailed character codes that will follow.

Principle 4: A wide range of local jobs within easy commuting distance of homes and without reliance on the use of the private car:
The Garden Village at Handforth includes a number of potential employment opportunities within its curtilage and there are many more, close-by within easy walking distance. Furthermore, there are good public transport connections proposed which will be stronger pending the improvement of the connection to Handforth railway station (see the BFL12 assessment above). The principle of flexibility of use, to enable the village to evolve organically (as discussed above) is also important to re-state.

Principle 5: Extensive, beautiful and imaginative green infrastructure; combining the best of town and country to create a healthy community and including opportunities to grow food:
Given the principles of garden villages and their origin in the garden cities movement, the importance of this principle being adhered to is not possible to overstate. There is a good amount of open space, and this includes opportunities to grow food in the form of allotments and community orchards as well as a range of play and recreation spaces. The location of these spaces is indicated in the Green Infrastructure and Landscape spatial code addendum and that is encouraging. This will of course need developing through the detailed code process and delivering through the reserved matters applications in due course.

Principle 6: Development that provides net biodiversity gains and protects local heritage assets:
The initial signs are positive that there will be biodiversity gains and local heritage assets will be enhanced as well as protected. Existing ponds are being retained and wildlife habitats enhanced and the listed but currently derelict Dairy House Farm will be repurposed and brought back into use.

Principle 7: Development that uses low carbon and energy efficient technology:
The extent to which the development uses low carbon and energy efficient technology will not be possible to ascertain until the various reserved matters applications are approved. To this end the spatial code addendum sets out some key principles which will shape the character codes that follow and ultimately serve to deliver a low carbon and energy efficient place. However, it remains important to restate that it is felt that sustainability should be at the very core of the garden village and as such every opportunity to push well beyond the minimum requirements should be taken, including delivery of the district heating scheme for the village.

Principle 8: Village centre which is walkable from homes and employment uses and is vibrant and inclusive for all ages:
The proposals include a well-located village centre which clearly has potential to meet this principle.

Principle 9: Land value capture for the benefit of the community:
An excellent principle which is fully supported but an evaluation of this is perhaps beyond the remit of this design assessment.

Assessment of the performance of the proposals against the stated design aims from the SPD.

Design aim 1: a sense of place
Create a new village with a sense of identity and pride that is deeply felt by the local community – especially characterised by the balance of highest quality built design and extensive green infrastructure.
For the reasons discussed in detail in the detailed BFL12 assessment above (specifically Character) this is assessed as a green at present.

Design aim 2: a beautiful village
Create and maintain a village which is attractive, creative, characterful, timeless, vibrant, healthy, safe, inspiring and dynamic; for those that live and work there, and visit. This will be controlled in perpetuity through a community management and maintenance plan.
At this stage it is not possible to award anything more than an amber, but with careful and considered detailed character coding and delivery of this through the reserved matters process this should be elevated to green. It is suggested that a key component in delivering a 21st century interpretation of a garden village will involve a properly sustainable design ethos including a comprehensive green infrastructure and SuDS approach.

Design aim 3: a connected village
Create a village which is well connected within and to the wider area – especially for walking, cycling, and use of public transport.
The village is well located and well connected and a green is awarded here for the reasons set out in relation to the BFL12 assessment above.

Design aim 4: a village heart
Create a village centre where commercial, community and residential buildings are of the highest quality architecture, and the harmonious mix of uses and public realm create a vibrant and inclusive heart during the daytime and evenings.
There is a well-located and well set out village centre but as the further design stages are yet to be addressed it is not possible to award more than an amber at present. To elevate this to green, high-quality architecture and the inclusion of a more developed SuDS train as a part of a real push towards sustainability is recommended.

Design aim 5: a healthy village
Create a healthy living environment by providing attractive cycling and walking routes; providing an array of high-quality sports activities; and promoting healthy eating through providing allotments and community orchards.
The development provides a good amount of well-located public open space including allotments and community orchards. The design also promotes physical fitness via play and recreation spaces, an outdoor gym and an extensive network of footpaths and cycleways. As a result, a green is awarded here.

Design aim 6: an exemplar village
Create a truly exemplar sustainable community through embedding the highest quality of design in terms of architecture, construction, and energy performance.

Whilst it is entirely possible that an exemplar sustainable village will result, indeed it is more likely as a result the work complete so far, it is vital that this is ensured by the measures that are suggested throughout this report. Only if these aspirations are delivered through the detailed character coding and subsequently through the reserved matters processes, will a green be awarded.

Design aim 7: a conservation village
Create a village which minimises impacts on the local environment and provides net gains for biodiversity and heritage assets
The proposals as they stand respect the heritage assets by refurbishing and bringing back into use Dairy House Farm. They also appear to have minimal impact on the local environment and would likely provide net gains for biodiversity. As a result it appears likely that a conservation village will be created and a green is awarded.

Overall, as with the principles and with the BFL12 assessment before, it can be seen that the design process is clearly going in the right direction. However, for the greens to remain green and the ambers to be turned green, the next stages are crucial. The detailed character codes must build on the foundations set out in the spatial code and addendum, and these must shape the reserved matters application that will follow. If this is done well, then the Garden Village at Handforth will be the exemplar place that the SPD rightly sets as it's ambition.

**Landscape and Visual Impact/Levels**

The site lies within National Character Area 61: Shropshire, Cheshire and Staffordshire Plain. The site was designated for development in the 2017 Local Plan Strategy so the area was excluded from the Cheshire East Landscape Character Assessment 2018. The boundary of the CEC Higher Farms and Woods Landscape Character Type and the Adlington Landscape Character Area runs along the southern side of Blossoms Lane. The Stockport MBC Woodford Landscape Character Area lies immediately east of the site and their Heald Green Character Area lies to the north. The site is not within a Local Landscape Designation Area

**Landscape and Visual Impact Assessment (LVIA)**
An Environmental Statement was submitted with the application and chapter 8 considers Landscape and Visual amenity. This chapter presents the findings of the Landscape and Visual Impact Assessment by Landscape Architects PGLA Ltd. which was carried out in accordance with the Guidelines for Landscape and Visual Assessment, Third Edition, 2013 (GLVIA3). It considers the landscape impacts of the development at the construction stage, the operational stage and the residual stage; and it considers the visual impacts at the operational stage and the residual stage.

The Council's Landscape Officer broadly agrees with the overall LVIA conclusion which states:

*Although a series of adverse effects on the landscape and visual amenity have been identified as a result of the proposed development during the construction and at the initial operational stages, the embedded mitigation will help integrate the Garden Village in to the wider landscape context and the existing and proposed boundary vegetation will screen the majority of the site once it has matured. The majority of the effects are outside the threshold of significance and in some instances the effects are considered beneficial due to the potential delivery of high quality landscape and green infrastructure features that will enhance the visual quality within the development site.*

Addendum ES (March 2021) and Statement of Conformity (September 2021)
Due to changes to the original development proposals, an Addendum Environmental Statement was submitted in March 2021. The Landscape and Visual chapter considered potential new or altered effects due to changes to the proposals since the original 2019 LVIA

The ES Addendum Non-Technical Summary lists the following main changes to the proposed development:

- Amendments to site location plan
- Adjusted land use zones and heights
- Additional details to protect Dairy House Farm setting
- Amendments to the Country Park (east end of High Street) to improve its design, levels and future usage as a focal point for recreation
- Expansion of school site to accommodate primary/secondary and include sports pitches
- Addition of energy centre
- Amendments to the replacement bridge over the A34 and associated planting to further mitigate the amenity impact on residential occupiers to the west.

There were concerns with the Addendum LVIA because the potential impacts of the following works had not been fully addressed:

- The increased height of the proposed landform in the Country Park
- A large gap in the western roadside embankment following completion of the Garden Bridge over the A34 bypass.
- The gap in the semi-mature tree belt on the northern site boundary adjacent to the A555 due to the SUDs proposals.

Through discussions with the applicant's consultant landscape architects and engineers the design of the bridge works was amended to reinstate the embankment following the completion of the new bridge. The proposed attenuation pond and conveyance swale in the north east of the site were relocated allowing all of the semi-mature roadside tree belt to be retained. Revised drawings showing these amendments were submitted in September and October 2021

With regard to the increased height of the landform in the country Park, it was acknowledged that the original LVIA had considered the potential landscape and visual impacts of a landform with a height of up to 20m above existing ground levels and that the new proposed landform is generally within this height parameter. However, the proposed landform is part of the Initial Primary Works phase and the construction phase visual impacts had not been addressed.

A Statement of Conformity was submitted in September 2021 but this document did not fully address these issues.

Updated Statement of Conformity (November 2022**).**

*Landscape and Visual*
This section of the document addresses the visual impacts of the following features during the construction phase:

*The Feature Landform*
The likely construction stage effects are assessed as follows: Residential receptors minor to moderate adverse and temporary; Recreation receptors minor adverse and temporary; and Transport & Road receptors minor adverse and temporary

*The A34 Bridge Works*
The likely visual effect on the recreational receptors at the construction phase is assessed as moderate adverse and temporary.

The outstanding assessment work has been carried out as requested and the Council's Landscape Officer generally agrees with the assessment conclusions.

**Remediation and reprofiling Strategy For the IPW Area**

There is currently a large domed earth mound in the eastern part of the Garden Village site to the south and west of Dairy House Farm. The mound rises approximately 10 metres above the surrounding land levels. The mound material was derived from the construction of the A555. To avoid removing this material from the site, the remediation and reprofiling strategy aims to redistribute it to form raised development platforms in the Initial Primary Works area (the IPW) and to create a raised 'feature' landform within the proposed Country Park.

This strategy is acceptable in principle but the design of the Country Park landform has not yet been agreed. The initial design comprised two low earth mounds and a number of 'hillocks' which was considered unacceptable in design and maintenance terms. The design was then amended to one large single mound but this is also unacceptable in its current form. It is too high, has extremely steep gradients and a substantial area would therefore need some form of earth retention. There are concerns about its appearance, future maintenance, and other issues. The applicant was not prepared to redesign the landform prior to determination of the application so the drawings therefore include the following agreed note:

*Final details for the overall height, footprint, profile, contours and gradients for the raised landform in the Country Park and the landscape design of the Country Park including full hard and soft details, shall be agreed with the LPA by planning conditions.*

A pre-commencement condition will be required to ensure submission and approval these details.

There are also concerns about the proposed steep gradients at the edges of some development parcel platforms and how these slopes would interface with the adjacent roads and strategic green infrastructure areas. Further details and cross sections through these areas will therefore be required by condition.

The school land parcel site has restricted space for playing pitches and other outdoor activities. The Proposed Site Levels plan includes a note stating, *"level pitches with retaining walls to perimeter"*. Any future design proposals for the school site must ensure that the playing pitches and retaining structures do not extend too close to the site boundaries which could have adverse impacts on the adjacent green infrastructure and footpath corridor.

**Green Infrastructure (GI) & Landscape Proposals**
The GI drawings illustrate that the Garden Village development will sit within 47 Ha of open space. This Green Infrastructure network includes – the retained part of the Local Wildlife Site; existing woodland, trees and hedgerows; proposed trees, hedges and scrub; existing ponds; proposed wildlife ponds and SUDs attenuation basins; wildflower and amenity grassland areas; play areas and community allotments & orchards. The developed land parcels will also include both hard and soft landscaped areas.

Full approval is sought for the GI & landscape proposals within the IPW area shown on the GI Landscape Layout. However, the landscape proposals for these areas are only in outline so fully detailed landscape proposals plans for the IPW area will be required by pre-commencement condition. Fully detailed plans will also be required by condition for the strategic GI within the outline planning application area and these proposals should be submitted for approval within an appropriate timescale

A detailed Strategic Green Infrastructure and Landscape Design Strategy document is required by pre-commencement condition. This document will inform the landscape design, phasing, implementation and future management of the Strategic Green Infrastructure and the landscape areas within development parcels.
Guidance on the scope and contents of this forthcoming document is set out in chapter 6 of the Spatial Design Code Addendum rev J

**Outline Surface Water Strategy**
The Outline Drainage Strategy Plans show that the whole site will be divided into four catchment areas with five large attenuation basins fed by surface water sewers and conveyance swales.

Following discussions with the applicant, the Outline Strategy (sheet 1) has been amended as requested to relocate the north-eastern attenuation basin and conveyance swale in order to retain all of the existing tree belt along the boundary with the A555 and to retain about 50% of the tree belt along the eastern boundary of the MOD site.

Full approval is sought for the six Drainage Layout Sheets for the IPW area (sheets 5 to 10). However, these drawings are indicative.

All of the above drawings include notes confirming that - prior to the commencement of the IPW works additional drawings incorporating SUDs measures will be submitted for approval by the LPA, that the SUDS measures will be in accordance with the Spatial Design Code Addendum (rev J) and that the precise location, size, shape profiles, lining specifications and planting details for ponds, attenuation basins and swales will be agreed by condition.

From a landscape perspective the aim is to create a site-wide integrated SUDs network, that is compatible with all other Strategic GI functions and design requirements. The SUDs design requirements will be set out in the forthcoming GI & Landscape Strategy and the four Character Area Design Codes. Further detailed plans for the surface water strategy within the IPW area will be required by pre-commencement condition. Full details for the surface water strategy for the outline application area will also be required by condition and details should be submitted for approval within an appropriate timescale

**A34 Bridge Replacement**

The Site Plan, Western Approach plan and the Mitigation Planting Plan have been revised to show slight amendments to the track alignment on the western approach to the bridge. Notes on these plans confirm that the 25m wide section of roadside embankment that will be removed in order to construct the bridge will be reinstated upon completion. Gabion walls will be constructed to support the reinstated embankment.

Decorative perforated Corten steel panels will be fixed to the spiral ramp to provide screening and prevent overlooking of the adjacent housing sites. The Mitigation Planting Plan (rev L) shows the areas where vegetation will be removed for the construction works on the eastern and western sides of the A34. It also shows the proposed locations and specifications for replacement planting. The plan is generally acceptable but amendments to proposed tree and shrub species have been requested.

Conditions are required to ensure the following plans and details are submitted and approved prior to commencement of the bridge works:
- A revised Mitigation Planting plan
- Design details and samples for:
  - the decorative perforated Corten steel panels
  - the coursed stone-faced gabion walls
  - all external materials, finishes and colours for the bridge structure.

Stockport MBC's comments on impacts on the Green Belt, and the Heald Green and Woodford Landscape Character Areas. The LVIA addendum addresses these issues:

*Green Belt (GB)*
With respect to the densities of parcels on the northern portion of the Garden Village – the boundary between SMBC & CEC is defined by the A555 and the GB boundary runs mainly along the northern side of the road. The green buffer and A555 form a 70m buffer between the development plots and the GB boundary to the north…Further development within the GB is at the discretion of SMBC.

Considering the proposals are such a distance from the GB boundary and are separated by a major road and the objecting party has full control over this area of GB – the proposals are completely appropriate in their context. Therefore no significant effects will arise or lead to any significant changes in the in the assessment of effects for the site, its setting or the broader landscape context as described in the original 2019 ES

*Landscape*
Heald Green and Woodford Landscape Character Areas have been reviewed and the landscape sensitivity to 2-3 storey residential development is deemed to be low/medium for both. The key characteristics for both LCAs will remain unaltered by the proposed development.. Therefore no significant effects will arise or lead to any significant changes in the in the assessment of effects for the site, its setting or the broader landscape context as described in the original 2019 ES. Also, the updated Parameters Masterplan demonstrates that there will be a substantial landscape buffer between the site boundary and residential parcels 2,3 & 34.

*Table 8.1 Residual effects summary table*
Effects of the completed development on the Heald Green and Woodford Landscape Character Areas:
Potential initial effects - Minor temporary adverse

Mitigation – landscape strategy including substantial landscape buffer on the northern boundary; separation by the A555; and high quality architecture and design
Residual effect – Negligible permanent neutral.

**Trees/Woodland**

Further to previous Forestry Consultation comments a revised Arboricultural Impact Assessment (AIA) (Vol 3 ES Appendix) has been submitted providing updates to reflect consultation responses, the development of the garden bridge, and drainage layout. Section 5 of the AIA provides a summary of the implications of the proposed development on trees, providing details of future works, appropriate tree protection and mitigation works.

The AIA refers to four drawings that have been used to assess the potential impact of the proposed development on trees:

- Parameters Masterplan and Primary Infrastructure Plan
- Ground remediation, re-profiling and proposed drainage plan (RoC Consulting)
- Engineers drawings for the bridge over the A34
- Green Infrastructure Plans and village centre High Street

A Planning Statement Addendum provides an updated site summary, revised description and other main changes and updates to the scheme. Having regard to Policy SE5 (Trees, Hedgerows and Woodland) the Statement advises that the development will retain and protect existing amenity value where possible across the site, including mature trees, hedgerows and ponds.

The AIA follows the broad design principles of BS5837:2012 Trees in Relation to Design, Demolition and Construction – Recommendations and has identified 355 individual trees and woodland groups with reference to the original survey

<u>Impact on trees – Direct losses</u>

Reference to the original AIA (dated 11/4/19) cites proposed tree losses to accommodate new access roads, the removal of contaminants and associated drainage, remediation and construction works. Whilst it is stated that no (A) High category trees are to be removed, 5 Moderate (B) trees, and 1.32 ha Moderate (B) category groups of trees were identified for removal. In addition to this, 31 Low (C) category trees and 0.87 ha low (C) category woodland groups were shown to be removed with a further three trees and 0.0037ha of woodland groups deemed unsuitable for retention due to their poor condition.

The updated AIA provides a breakdown of revised proposed tree losses across the site. The loss of moderate (B) trees remains at 5 trees. There is an increase in the area of moderate (B) category groups of trees for removal from 1.32 to 1.46ha and an increase in the number of individual low (C) category trees and groups of trees (31 to 38 individual trees and 0.87 to 0.89ha groups). As stated previously, it is accepted that having regard to the design parameters of BS5837:2012 the loss of lower (C) category trees should not be considered a significant constraint on development.

Whilst the stated reasons for facilitating the development is appreciated this additional tree loss across the site is considered regrettable and will have an overall moderately adverse impact within the immediate area with some greater impact around the roundabout and main access points. However, it is considered the Green Infrastructure/Landscape Layout with an emphasis on creating woodland blocks,

and provision of native high canopy species should provide sufficient scope for mitigation for these losses.

It was noted that the extent of contamination surveys was still ongoing and that further localised remediation work may be required that may have an impact on trees. Whilst the assessment suggests such work would be minimal and may require only localised clearance, it is strongly advised as suggested that an appropriate planning condition be included to require submission of a method statement and appropriate mitigation for the loss of trees.

A small number of trees have been identified as unsuitable for retention due to their poor condition (U Category). With three individual trees proposed to be removed under this category. A further 0.37ha of woodland group also fall within this category. The loss of U category trees is not deemed a constraint to development.

Veteran Trees

Two Veteran trees have been confirmed within the site along with a number of other trees that display veteran characteristics. The two trees, an Oak (T35) and European Lime (T54,) the latter previously identified in the original AIA, stand to the north east section of the site within an area described as open undisturbed habitat.

The retention of both trees enables the retention of important habitats within the site and contributes to overall biodiversity net gain. It is advised that if outline consent is granted then a condition is attached which requires the submission of a specific management plan in accordance with Veteran Trees, A Guide to good management', (English Nature 2000) as part of any reserved matters application

Impact on Trees – Root Protection Areas /Level changes

The report provides general comments on the proposed method of Tree Protection including additional precautions and suggested measures when working within Root protection Areas (RPA's). At this stage the impact of development on RPA's has not been finalized and it is stated that on progression of the design there will be instances where work will be required within the RPA of trees.

Whilst the full implications of the development in relation to trees would only be ascertained at reserved matters stage, design requirements of BS5837:2012 state that the default position should be that all structures are located outside RPA's unless there is an overriding justification. Should the justification be acceptable it should be demonstrated that the tree can remain viable and that appropriate mitigation measures are provided to improve the soil environment. The design stages must therefore make provision for no encroachment into RPA's unless there is full justification for doing so and not assume there will be a requirement for encroachment

The details of service provision seek to retain existing utilities and mains services located within and alongside main access roads where possible, which is welcomed. It is noted that connections between existing and proposed services may require encroachment within RPA's. As referred above, the design of the development should seek to avoid any encroachment within RPA'S at the early design stages, which should include the provision of new services. Where there is an overriding justification for services within RPA's which require an appropriate method statement, full consideration should be given to the viability of the method of working. Whilst the incorporation of methods such as hand digging this may not be appropriate for sewer connections which may be several metres in depth. It is therefore essential,

given the tree constraints for the location of services to be determined at the design stages and the depth of any existing and proposed foul water connections.

As discussed, the location of attenuation ponds and swales as part of the SuDS strategy must be located outside the RPA of retained trees. It should be noted that the RPA is only a representation of a trees rooting environment, where physical encroachment is to be avoided. The provision of ponds and drainage ditches have the potential to alter the water content of soils depending upon the soils porosity at saturation and this can have an impact on the ability of tree root respiration potentially outside the RPA. The design and location of these features must therefore be carefully considered by the project arboriculturist taking into account local soil conditions and justification provided as part of a detailed Impact Assessment.

Significant level changes are proposed across the site as part of the detailed application, however this issue has largely been addressed by the proposed removal of trees within the affected areas. The exception being the reprofiling of the mound, where the Assessment refers to encroachment into the RPA of an over mature Oak (T34). The Assessment provides no further details as to the likely impact of this encroachment, whether this could be avoided at the detailed design stage, or what methods would be considered to mitigate the impact, however further detail is provided on the unscaled proposed site levels drawing (which indicates a proposed retaining structure to maintain levels around the RPA of trees). Construction of retaining structures within the RPA has the potential to impact upon the rooting environment of trees and such impacts will be dependent upon the extent of encroachment, existing soil conditions and extent of below ground engineered structure required.

It is felt that further details on this retaining structure and cross sectional detail in relation to retained trees is required to provide assurance that impacts to the long term health and safe well-being of trees will be respected.

Impact on Trees- Garden bridge

The Assessment does not comment in detail on the impact of tree loss proposed for the replacement bridge and reprofiling of the embankment. The Arboricultural Impacts schedule however, identifies that six groups of trees to the west side of A34 (G70, 71, 72, 73, 77 and 78) will require removal or partial removal to allow for the demolition of the existing bridge and reconstruction. One individual tree, a mature Sycamore (T269) has also been identified for removal but is in crown decline and by virtue of its condition is categorized as unsuitable for retention.

Four of the six groups have been assessed as low (C) category, with the two remaining groups (G70 and G73) assessed as moderate (B) category.

The impact of these tree losses is not clearly defined in the Assessment, specifically the extent of the likely working area for demolition and construction of the bridge and the impact on the loss screening that currently benefits adjacent development. Whilst it is agreed that the majority of the groups have been assessed as low (C) category, collectively they provide a valuable dense landscaped buffer to the site. Reference is made to the A34 Gateway Planting Plan for mitigation for the loss of these trees by replacement planting, however such planting will take some considerable time to establish and whilst detailed comments on the landscaping of the site are to be addressed by the Council's Landscape Officer, it is considered that the planting plan to be somewhat basic, does not show the parcel boundaries or the position of the bridge and provides no detail on the size, numbers and species of trees to be planted .

As the proposed mitigation planting is indicative only, this cannot be seen as substantive evidence for mitigation of tree loss and the impact on screening.

Additional information has been received in relation to the bridge works, including detailed planting plans, and is picked up in the landscape section of this report.

Impact on Trees – Site planning (daylight/sunlight)

Reference is made to the potential impact of trees within the GI and LWS sites on adjacent development, having regard to trees potential future growth, shading and achieving reasonable levels of daylight and sunlight. As stated in earlier consultation comments this design issue is covered in BS5837:2012 Section 5.3.4 and is a key factor to be factored into the design to reduce the risk of requests for felling and / or sever pruning by future occupiers. Such applications are difficult to defend at appeal should they be refused when trees are retained in such close proximity as to cause shading to a large part of the plot. The problems related to buildings and spaces around them having low daylight and sunlight levels is well known and has been the subject of specific guidance in; government circulars; Chartered Institute of Building Service Engineers (CIBSE), British Standards Institute (BSI) and Building Research Establishment (BRE) guidance. All the guidance as a whole points to the need to have sufficient daylight and sunlight both within and around buildings and that this should be part of the site planning for development.

This, along with other design matters detailed in BS5837:2012 shall be the subject of a detailed Arboricultural Impact Assessment/ Method Statement and Tree Protection Plan which shall be submitted as part of any future reserved matters application. A number of conditions are recommended on both the outline and full parts of the application.

**Ecology**

Revised comments have been received to reflect the Updated Survey information for Bat, Badger and Barn Owl (version 2.0 dated August 2022) and the Ecology Update Report (November 2022) submitted in support of this application.

Handforth Dean Meadows and Ponds Local Wildlife Site

This Local Wildlife Site (LWS) is located within the red line of the application. The Local Wildlife Site was designated for its importance for dragonflies & damselflies, ponds, and the value of the grassland habitats present. The site also meets criteria for accessible natural greenspace.

Local Wildlife Sites receive protection under Local Plan Core Strategy Policy SE3. The proposed development would result in the direct loss of 49% of the Local Wildlife Site. The close proximity of the retained portion of the Local Wildlife Site to the proposed development will result in a deleterious effect on the Local Wildlife Site as a result of dog fouling, litter, trampling, disturbance and the introduction of non-native species and undesirable species. These effects are significant in the County context.

In addition to the direct loss of Local Wildlife Site to the development parcels one of the drainage connections to Spath Brook runs through part of the retained Local Wildlife Site. The two access roads from the A34 pass through the Local Wildlife Site. As well as resulting in the direct loss of habitat the access roads would also fragment the remaining extent of the LWS. In order to reduce this fragmentary

effect, an outline design of the access road crossings has been submitted. The outline design includes the retention of habitat beneath the crossing and the creation of adjacent wetland habitats. It is advised that the submitted outline designs for the crossings are acceptable, but if planning consent is granted a condition will be required to secure detailed designs.

In order to partially compensate for the partial loss of the Local Wildlife Site it is proposed to introduce positive management to the retained portion to enhance its value. Detailed designs have been submitted for the areas of green infrastructure located north and south of the proposed main access off the A34 as these areas are included with the extent of application site for which 'full' planning permission is being sought.

Much of the retained proportion of the Local Wildlife Site however does not fall within the 'full' application. This means that only part of the retained Local Wildlife Site would be put into management during the early phases of the development, despite much of the Local Wildlife Site being lost to the initial site works. It is therefore advised that the entirety of the retained Local Wildlife Site should be put under positive management at the time of the implementation of the initial site infrastructure works. This matter may be dealt with by means of a condition if planning consent is granted.

Conditions would also be required to manage public access to the retained Local Wildlife Site to minimise associated impacts.

Hall Wood Handforth and River Dean Banks Local Wildlife Site

This Local Wildlife Site is located to the south of the boundary of the proposed development site. Whilst there would be no direct loss of habitat within this local Wildlife Site, the Environmental Statement has identified potential indirect effects such as spillage and run off resulting from construction related activities. This effect would result in an impact which is significant at the regional level.

The risk posed to this wildlife site as a result of the proposed development can be reduced through the submission and implementation of a Construction Environment Management Plan for those phases of the development located closest to the Local Wildlife Site. This matter should be covered by a planning condition in the event that planning permission is granted.

Ponds

The adopted SPD for the Handforth Garden Village development requires all of the existing ponds to be retained.

There are 27 ponds within the application site boundary. One pond located to the south of the main site access would be lost and replaced in a nearby location. Seven new ponds are included on the illustrative layout plan. These are required as compensation for the loss of the existing ponds and as a means of maintaining ecological connectivity between the remaining ponds on site. This provision is a key factor in compensating for the loss of habitat within the Local Wildlife site.

To maximise their effectiveness, it is advised that the additional ponds should be provided in the initial phase of development to ensure they are established prior to impacts occurring. It is therefore recommended that the new ponds are included within the 'full' rather than 'outline' part of the application.

If planning consent is granted a condition should be attached which requires the submission of detailed designs for the ponds. The new ponds should not be planted up to provide habitat for those species associated with early successional ponds.

Great Crested Newts

Great Crested Newts were recorded at a number of ponds during surveys undertaken to inform the ES.

In the absence of mitigation, the proposed development would result in a high magnitude adverse effect on great crested newts as a result of the loss of terrestrial habitat, the isolation of breeding pond 33 and other areas of terrestrial habitat and the risk of animals being killed during the construction phase.

As a requirement of the Habitat Regulations the three tests are outlined below:

EC Habitats Directive
Conservation of Habitats and Species Regulations 2017
ODPM Circular 06/2005

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

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

The Habitat Regulations 2017 require local authorities to have regard to three tests when considering applications that affect a European Protected Species. In broad terms the tests are that:

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

Current case law instructs that if it is considered clear or very likely that the requirements of the directive cannot be met because there is a satisfactory alternative, or because there are no conceivable "other imperative reasons of overriding public interest", then planning permission should be refused. Conversely, if it seems that the requirements are likely to be met, then there would be no impediment to planning permission be granted. If it is unclear whether the requirements would be met or not, a balanced view taking into account the particular circumstances of the application should be taken.

*Overriding Public Interest*

The provision of mitigation would assist with the continued presence of Great Crested Newts.

*Alternatives*

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

- No Development on the Site

Without any development, specialist mitigation for Great Crested Newts would not be provided which would be of benefit to the species. Other wider benefits of the scheme need to be considered. These

would include creating a sustainable settlement, providing homes, jobs and a range of supporting facilities, supporting the overall aims of the Local Plan Strategy, and the important contribution to that made by this strategic site.

To minimise the effects of fragmentation within the Local Wildlife Sites, underpasses are required under the two access roads joining to the A34. These, if designed correctly, would also address the impacts of the access roads on great crested newts.

The applicant's ecological consultant has indicated an intention to enter the proposed scheme into Natural England's district licensing scheme and has provided confirmation that the development has been accepted onto the scheme in principle.

It is advised that in the event that planning consent was granted entry into the district licensing scheme would be sufficient to maintain the favourable conservation status of the species.

If planning consent is granted a condition is required to ensure entry into the District Licensing Scheme.

Common toad

This priority species was recorded in notable numbers during the reptile and amphibian surveys undertaken at the application site.

The proposed development would result in the loss of terrestrial habitat utilised by this species. Pond 12 which supports this species is located near to the proposed pedestrian bridge is likely to be lost as a result of the proposed development but will be replaced nearby. It is advised that the proposed development is likely to have an adverse effect on Common Toad which is significant at the Local level.

The proposed pond creation and the mitigation measures proposed in the ES would however reduce the overall impacts of the proposed development upon this species.

Reptiles

An acceptable reptile survey has been submitted for in support of this application. No evidence of reptiles was recorded, and it is advised that reptile species are unlikely to be present or affected by the proposed development.

Water Voles and otter

The submitted ES states that the stream to the north of the site has only limited potential to support water voles as the banks are mostly concrete. No evidence of these species was recorded on site during the updated surveys. It is advised that water voles and otters are not reasonable likely to be present or affected by the proposed development.

The ES recommends the implementation of a Construction Environmental Management plan to safeguard the stream during the construction phase. This matter may be dealt with by means of a condition if consent is granted.

Barn owls

A barn owl was recorded foraging on the application site during breeding bird survey. No evidence of roosting barn owls was however observed that was associated with the buildings or trees on site, nor any further observations of barn owl made during the bat surveys. It is therefore likely that the proposed

development would result in the loss of an area of occasional used barn owl foraging habitat which would have a localised adverse impact upon this species.

Badgers

An updated badger survey has been undertaken. A single badger sett was previously recorded on site but was found to be disused during the latest survey. Low levels of badger foraging activity were however again recorded on site. Based on the current levels of badger activity on site the proposed development is unlikely to result in the disturbance of the badger sett but may have a minor adverse impact on badgers as a result of the loss of suitable foraging habitat. These effects would be partly mitigated through the retention of a network of green infrastructure around the site and the completion of the works in accordance with a badger mitigation strategy.

The precise impacts of the proposed development would however be dependent upon the level of badger activity on site when that part of the site was developed and the detailed design of the reserved matters application. It is therefore recommended that if outline consent is granted a condition be attached which requires the submission of an updated badger survey and mitigation strategy with future reserved matters applications.

Breeding Birds

Several species of breeding bird were recorded during the submitted surveys including a number of priority species which are a material consideration for planning. The application site is of Local significance for breeding birds. It is advised that the loss of woodland, hedgerows and other habitats on site is likely to have an adverse effect on breeding birds which is significant at the Local level.

The proposed development which includes on and offsite habitat creation measures would be sufficient to address the loss of habitat for the species of breeding birds present. The exception to this is potentially ground nesting priority bird species which have been recorded on the application site historically. These species were not however present on-site during surveys undertaken to inform the Environmental Statement.

If planning consent is granted standard conditions would be required to safeguard nesting birds and ensure features for nesting birds would be incorporated into the development.

Bats

*Roosting bats*

A number of trees with moderate and low potential to support roosting bats were recorded on site. In addition, buildings are also present that could support roosts. Further surveys of these trees and buildings have been undertaken with no evidence of roosting bats recorded. Based on the status of roosting bats on site the proposed development is unlikely to have an adverse impact upon a legally protected roost. If planning consent is granted a condition should however be attached which requires future reserved matters applications to be supported by an updated protected species survey and assessment.

*Foraging and commuting bats*

It is advised that the number of species of bats recorded on site would be sufficient for the study area to be considered of County value. The number of bat species recorded does, however, to a large extent reflect the very extensive area that was surveyed as part of the assessments and some species were only recorded occasionally.

The proposed development which will result in the loss of hedgerows, areas of woodland and grassland mosaic habitats will be likely to have a localised adverse effect on commuting and foraging bats. Lighting during both the construction and operational phase of the development also has the potential to have an adverse effect on bats, which again may be significant at the local level.

The highest level of bat activity was recorded associated with the hedgerow to the south of the site and around the derelict buildings on Dairy House Lane. The southern hedgerow would be retained as part of the proposed development. If outline consent is granted it must be ensured that green infrastructure in these parts of the site suitable for foraging bats is retained and enhanced as part of the development of that phase of the site.

If planning consent is granted standard conditions would be required to ensure that impacts on bats associated with lighting are minimised.

Woodland

Existing areas of high-quality woodland would be retained under the parameters plan produced for the development of the site. This includes an area of woodland present on site which appears on the national inventory of priority woodland habitats. There would however be losses of less mature and less diverse woodland habitats which would be significant at the Local level.

It is essential that retained areas of habitat, including woodland are safeguarded during the construction process to ensure that they are not accidentally damaged. This matter may be dealt with by condition in the event that planning permission is granted.

Hedgerows

Native species hedgerows are a priority habitat and hence a material consideration. The Environmental Statement advises that there is currently 6518m of hedgerows on site, of which 1778m is estimated to be lost as a result of the development of the site. It is advised that this is a significant loss of priority habitat and associated biodiversity. The original submitted Environmental Statement advises that an equal length of hedgerow to that lost would be provided on site. It is advised that as new hedgerows take a considerable time to mature, the provision of an equal length of hedgerow to that loss would not fully compensate for the loss of biodiversity associated with the removal of the existing hedgerows.

It is therefore advised that a substantially greater length of new hedgerow should be provided in relation to that lost. These hedgerows should be allowed to grow tall and the located around the boundaries of the green infrastructure areas.

If planning consent is granted it is recommended that measures for compensatory planting with each reserved matters application be secured by condition.

Biodiversity metric/net gain

The SPD produced in respect of the Handforth Garden Village and Local Plan Strategy SE 3 require the development of this site to deliver an overall net gain for biodiversity.

As discussed above the proposed development will have a number of adverse impacts on biodiversity. The applicant has undertaken assessment of impacts of the proposed development using the Defra Biodiversity Metric methodology. This assessment concludes that the proposed development would result in the loss of 144.78 biodiversity units.

In order to address this loss of biodiversity the applicant is proposing to deliver habitat creation at two offsite locations on land within the control of the Council. The newly created habitats would be managed for 30 years. The result of this is off-site habitat creation would be an overall net gain of +11.95 biodiversity units a percentage net gain of 2.3%.

Whilst a higher percentage figure would be desirable, policy only requires a net gain, and the overall gain is considered to be acceptable overall. delivering a wide range of mitigation works on and off site.

The Wildlife Trust have objected to the application fundamentally because of the loss of part of the Local Wildlife site (LWS). This is acknowledged but it was known at the time the site was allocated for development in the Local Plan back in 2017 and the package of on and off-site compensation works proposed seeks to address this loss.

A legal agreement will be required to secure the delivery of the off-site habitat creation works in the event that planning permission is granted. The agreement will seek to ensure that the off-site habitat creation is done at the start of the onsite works – when the impact on the LWS takes place followed by staged maintenance payments. Similarly on-site habitat creation works will commence soon after development commences

A number of conditions are recommended.

**Flood Risk/Drainage**

The submitted Design and Access Statement sets out that the drainage strategy for the site is based on four catchments, which drain approximately, to the four corners of the site. The proposals include the creation of a range of sustainable drainage features including balancing ponds and swales within the green infrastructure and rain gardens, permeable paving and piped storage within the developable areas to ensure that runoff from the site does not increase beyond the greenfield runoff rate. This will ensure that the site does not increase the risk of flooding either within the site itself or off-site.

At this stage, whilst detailed designs have been submitted for the full elements of the site to demonstrate how the drainage could work, this will need to be further developed and whilst the high level overall strategy is accepted, this matter should be subject to conditions, in particular to develop the SuD's design further.

Following the submission of a revised Floor Risk Assessment (FRA) for the site, which reduce flow rates to those of a greenfield, the Lead Local Flood Authority now raise no objections to the application subject to conditions. These conditions require the development to be in accordance with the FRA; approving the overall detailed strategy / design limiting the surface water runoff; and approving Ground levels and Finished floor levels. The Team highlight the proposals to incorporate SuD's in the design's which are supported.

The Landscape section of the report discusses the design implications of the drainage strategy, and in particular SuD's.

**Sport Provision**

The application proposes the following provision based on the submitted Sports Needs Assessment:

On site:
Indoor Community Hub facility developed co-located with the new Community/Village Hall (and potentially the school out of hours) in the village centre. This will incorporate indoor flexible sport and recreation space for a range of physical activity classes and programmes, equivalent to two badminton court size. In addition, meeting and social areas will be incorporated into the building design. Further indoor hall space will be provided as part of the school proposal, circa 3-badminton courts, with after-hours community use.

Outdoor provision includes changing facilities. Possibly in conjunction with the school, 1 adult full size football pitch; 1 full size floodlit 3G pitch and informal kickabout areas together with running/walking trails within the green infrastructure areas.

Off site:
Indoor – contribution of £205,000 to Wilmslow Leisure Centre.

Cricket – contribution of £145,343 (split between changing facilities and life-cycle costs over 10 years, based on need at the time identified by the ECB.

Hockey – Contributions to an off-site hockey pitch, changing facilities and life-cycle costs. Two sites in Wilmslow under consideration – Phoenix Sports Club & the High School costed at £64,805, £16,887 & £2,009 respectively.

Rugby Union - Contributions to off-site rugby union, changing facilities and life-cycle costs costed at £43,336, £67,550 & £9,274 respectively.

In addition, there is a model flying club who operate from the site and following discussions a contribution of £10,800 is considered a proportionate contribution towards their re-location.

The Garden Village as a whole is required to meet CELPS Policy SE6, Green Infrastructure and SC2 Indoor and Outdoor Sport. The ability of the development to deliver not only adequate provision, but imaginative, well placed, easily accessible, sustainable provision should be demonstrated or secured via pre commencement conditions. There is also an expectation that the development will not merely deliver the minimum required levels of provision but that it will seek to be exemplary in all elements.

The applicant has produced a Sports Needs Assessment (SNA) and several addendums that identify the requirements for sporting provision that arise from the new development and how these may best be provided, either via on site provision or via commuted sums for offsite provision. This has been done in consultation with CEC, Sport England (SE) and relevant national governing bodies for sports. It has drawn on the councils adopted Playing Pitch Strategy and the addendums have sought to address concerns raised as the application has progressed. Ansa understand that SE have now withdrawn their holding objection and have no objections to the SNA or the proposals contained within.

However, it is not considered that the application currently demonstrates that all the on-site provision required as identified in the SNA can be easily incorporated into the layout without impacting negatively on the other Green infrastructure (GI) elements. It is noted that for example from the SNA that both a full size grass adult pitch and a full size, floodlit adult 3G is required and whilst the proposed location within the school grounds is positive, it does not appear that the footprint for the school is capable of containing both and without negatively impacting on the surrounding POS and public realm.

This matter has been discussed at some length, and although the application is not seeking to approve the detailed layout of the uses, an indicative layout has been submitted, and the applicant has been asked for a more detailed response to this specific point – recently made. It is important to highlight that Education have not objected to the school proposals which includes the sports pitches.

A detailed Strategic Green Infrastructure and Landscape Strategy document has been requested as a pre commencement condition as have fully detailed plans for both the IPW area and Strategic GI within the outline planning condition and these should include detailed plans for the on-site sports provision as per the SNA and latest addendum.

The Council entered into a three year licence from the 21st December 2013 with the Smithy Model Aircraft Club to operate from the site, and they would need to be re-located as their site would be re-developed as part of the garden village proposals. The club are still operating under the terms of a license granted by the Council. It is understood the licence can be terminated by giving 3 months notice at any time. The applicant has looked at options to re-locate them on Council land (including the garden village site), however no viable options are available that met the club's requirements or were available for the Council. As such the applicant is offering a payment through a Section 106 Agreement which they consider fairly and reasonably relates to the development and would allow the club to re-locate or consider other options that would be available to them.

Whilst Sport England ideally would like a specific proposal to be available, in discussion with the governing body, this could take some time to agree and will depend very much on the club members intentions at the time. As such, it is considered the best course of action is to allocate the sum of money as indicated above, but to require negotiations with the club to ensure this is spent on furthering the development of the club on another site. The contribution is considered reasonable in relation to the nature of the use, which is on a temporary basis, and it is considered this meets the NPPF test (para 99) as highlighted in Sport England's comments, as it would facilitate alternative provision to be provided.

**Public Open Space**

In addition to the formal play provision set out above, significant areas of POS are proposed. These consist of a country-park with a landscaped mound feature, Woodland Park and a number of linear green infrastructure features across the site, running between and around the proposed development parcels. In addition to this "strategic" provision, each development parcel will be expected to make its own policy compliant provision for open space.

<u>Strategic GI, play and amenity</u>
The pre commencement condition for a Strategic GI and Landscape Strategy document will inform the design and management of the Strategic GI and landscape areas within the development parcels and public realm. Pre commencement conditions requiring the submission of details on all GI elements has also been requested by the Landscape Officer and should include play, amenity space and sporting and recreation provision as per the SNA and as requested by SE.

The submitted GI proposals show a wide range of elements that are to be included within the GI, but without the detailed designs my concerns remain that POS, the play and amenity open space required, cannot be delivered without compromise or overlaying on other GI requirements to the detriment of all. More clarity is required on how the required level of provision can be delivered in the GI and within development parcels where smaller LAPS and amenity open space is crucial.

The sustainability and future management of the GI, play, amenity, sport and recreation facilities should also be demonstrated including the need to control and or restrict public access to certain areas whilst still meeting SE6 requirements. This is alongside the landscape officers requirement for SuDS /surface water strategy detailed plans for the IPW area pre commencement, which may potentially have a significant on the amount of flexible and adaptable amenity open space that can be achieved an in what form.

The Country Park and Mound designs have yet to agreed and detailed schemes submitted. Given the restrictions on public use of the other larger areas of GI on the site, the Country Park is a particularly important element of the site. The indicative scheme for the park presents a number of areas of concern including appearance, design, adaptability, accessibility, future management and maintenance. The steep gradients are of particular concern as are some of the proposed elements, how the park will meld into the village as a whole and help the achieve compliance with SE6 and the sustainability of the feature.

Full details for the Country Park and Mound will be required by pre commencement condition.

**Public Rights of Way**

The development, if granted consent, would affect Public Footpaths Nos. 127, 128 & 129 Wilmslow, as recorded on the Definitive Map and Statement, the legal record of Public Rights of Way. It will also affect a number of unrecorded but acknowledged footpaths that cross the site. This constitutes “a material consideration in the determination of applications for planning permission and local planning authorities should ensure that the potential consequences are taken into account whenever such applications are considered” (Defra Rights of Way Circular (1/09), Guidance for Local Authorities, Version 2, October 2009, para 7.2).

The applicant has compiled a ‘Public Rights of Way and Twenty year Walking Code’ document detailing the routes and how they are affected. Alternative routes have been drafted to be the subjects of future diversion/extinguishment orders under appropriate/ identified legislation. The PROW unit has been involved in the evolution of this document and had agreed its final iteration. Within this document the detail of the specifications of these routes is set out and their future maintenance is to be undertaken as part of the overall site management.

Whilst originally raising some concerns, with the submission of the Code, the PROW unit now raise no objections, however informatives are recommended to remind the applicant of their responsibilities under the Rights of Way Circular, that no variation of the PROW can be approved without consultation, and approval with the Highway Authority.

**A34 Bridge and Hall Road footpath/cycleway improvements**

As set out above, one element of the “full” application proposes the replacement of the bridge over the A34 linking the site to Handforth via an existing footpath leading into Hall Lane. This is a key link to the existing settlement and train station and the proposals aim to significantly upgrade this route making full provision for cyclists who are not currently catered for.

The bridge design and associated landscaping have been submitted as part of the application. In brief the works comprise the need to remove part of the embankment, with associated trees, to enable the existing bridge to be demolished safely and the new structure to be installed. The new bridge is intended

to form a key landscape feature and mark the gateway to the garden village, and the chosen design (from a number of options considered) is referred to as the “eye” bridge, with a split deck separating the all user route (including cyclists) from the pedestrian route.

On the western side the proposals then include for the provision of a footpath/cycleway linking into Hall Road and beyond into Handforth village.

**Dairy House Farm/Heritage considerations**

An application for listed building consent (LBC) has been granted for repair and reconstruction works to Dairy House Farm, reference number 20/1942M. It is hoped that the listed building works will be commenced shortly.

As part of the LBC application, it is stipulated that no works are carried out within 100m of Dairy House Farm, until the works contained within the application are completed. Policy LPS 33 states that development must facilitate the preservation and refurbishment of the Grade II listed Dairy House Farm.

Parcel 8, which lies immediately adjacent to Parcel 10 Dairy House Farm, is shown as rural density housing 15-20 DPH (dwellings per hectare) moving to low density and finally medium density, moving in a westwards direction away from the site.

A further Heritage Assessment has been submitted and forms an Appendix to Chapter 9 of the Environmental Statement (ES) Addendum which accompanies the hybrid planning application. This document supersedes and early statement dated January 2019.

The assessment addresses built heritage matters and potential impacts in consideration of the following:

- submission of an application for LBC for essential stabilisation and repair works of the former Dairy House Farmhouse and outbuildings (reference 20/1942M) which are included within the redline boundary of the hybrid application; and
- Establishment of a set of high-level Heritage Design Principles and a Fixed Parameters: Heritage Plan in respect to Parcel 10 which contains the Grade II listed Dairy House Farmhouse and its associated outbuildings and the eastern portion of the adjacent Parcel 8.

The report clearly sets out the embedded mitigation measures that are needed to preserve the setting of Dairy House Farm. Ensuring that the adjacent road and housing provides a rural edge set away from the farmstead is critical. As discussed above rural density housing will lie in closest proximity to the west of the site.

A set of high-level Heritage Design Principles are set out in the report along with the associated Fixed Parameters: Heritage Plan. These should be used to inform the imposition of planning conditions pursuant to the approval of this application and the Design Code for Dairy House Farm. It is important that the future development of the farm site is brought forward as a priority following on from the repairs and stabilisation works.

Also within the wider setting to the Dairy House Farm site are Parcel 3 and the main bus route to the direct north. The impact of both of these elements will need careful consideration in the wider coding and design proposals going forward to ensure that they also adhere to the fixed parameters of the heritage plan and high level design principles to ensure the Farm and its setting is protected.

The Indicative Masterplan now includes the re-establishment and re-interpretation of the historic footpath/track through the Site as a Heritage Trail which will lead from the public footpath to the south of Dairy House Farm towards Handforth Hall in the south west.

Subject to conditions, the Council's Conservation Officer raises no objections to the application.

**Retail/village centre proposals**

This part of the proposals is part of the full application, but only proposes the infrastructure for a range of facilities. Approval is not sought for the above ground siting/design of any of the buildings that could be located here. The infrastructure works include the ground re-modelling, drainage (including indicative SUDS) and road layout.

As set out in the description a range of uses are proposed in this area, Use Classes E, C1, C2, C3, F.1, F.2 and sui generis uses – essentially a range of uses you would typically find in a village centre, aimed very clearly at catering for local users.

With regards to retail provision the LPS policy states "Retail provision to meet local needs".

The application includes a retail statement and subsequent addendum which outlines the type and quantum of development proposed and suggests a condition limiting the floorspace to a maximum of 2,500 sq m, the point at which a retail impact assessment is required (NPPF Para 90 default floorspace). On this basis it is considered that provision could be reasonably defined as meeting local need, although this would need to be looked at carefully as part of any reserved matters submission.

**Amenity**

The applicant has addressed noise and vibration in support of the application. The impact of road traffic noise and the development of industrial and commercial premises which has the potential to impact on the proposed development has been considered in accordance with BS8233:2014 Guidance on Sound Insulation and Noise Reduction for Buildings, BS4142:2014 Methods for rating and assessing industrial and commercial sound and the Guidance Document Calculation of Road Traffic Noise. This is an agreed methodology for assessing noise of this nature.

The report recommends mitigation designed to ensure that occupants of the properties are not adversely affected by noise from road traffic noise and noise from the proposed development. The conclusions of the report and methodology used are acceptable to Environmental Protection.

As such, and in accordance with the acoustic report, conditions are recommended in relation to noise, together with controls over days / hours of use / operations / deliveries, lighting and odour control.

As set out above, there are only a limited number of uses/properties on or adjacent to the site, including Fitness First, the MoD offices, and residential properties/farms off Spath Lane, Dairy House Lane and Blossoms Lane. All are incorporated into the proposed plans, and whilst at this essentially outline stage it is not possible to accurately assess impacts it is not considered that there are any issues that cannot be readily addressed at the reserved matters stage(s) of the application.

One area of the site where there could be possible impacts, is to the west of the A34 where the new bridge is proposed adjacent to a fairly recent housing development, east of Hall Road and south of

Coppice Way. Here the bridge deck would sit at a level higher than the adjacent houses with possible overlooking issues. The bridge approach ramp – the closest point to the adjacent houses, would be between 4 and 6 m above ground levels, but would incorporate a screen wall in the bridge design to prevent overlooking. In addition, existing boundary planting to the houses would not be impacted, and additional planting is proposed to help screen the bridge. Finally at the closest point, the elevated deck, is over 20m from the nearest dwelling – which has a gable elevation facing the bridge. On the basis of the above it is not considered there are any amenity issues of significance.

**Air Quality**

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

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

Air quality impacts have been considered within the air quality assessment submitted in support of the application. The report considers whether the development will result in increased exposure to airborne pollutants, particularly as a result of additional traffic and changes to traffic flows. The assessment uses ADMS Roads to model NO2, PM10 and PM2.5 impacts from additional traffic associated with this development and the cumulative impact of committed development within the area.

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

• Scenario 1 – Verification Year (2017);
• Scenario 2 – 'do – minimum' (DM) (predicted traffic flows in 2023 should the proposals not go ahead
• Scenario 3 – 'do – something' (DS) (predicted traffic flows in 202 should the proposals be completed with the addition of committed developments and additional traffic flows generated by the development)

The assessment concludes that the impact of the future development on the chosen receptors within Cheshire East will be negligible with regards to all the modelled pollutants. However, as the development lies on the boundary of Cheshire East and Stockport Metropolitan Borough Council, some of the chosen receptors lie within the latter's area. The predicted impacts on some of these receptors have been determined as substantial.

An air quality damage cost calculation has also been undertaken. The damage costs associated with emissions arising from vehicle movements from the development for 5 years have been calculated as £2,749,797. The cost of mitigation to be implemented to offset the impact of emissions should reflect this value and the report makes reference to electric vehicle charging points and the implementation of a travel plan as potential mitigation measures. To be clear this is not a request for a Section 106 contribution, just a method for calculating the impact of the development.

The proposed development is considered very significant in that it is highly likely to change traffic patterns and congestion in the area.

Poor air quality is detrimental to the health and wellbeing of the public and also has a negative impact on the quality of life for sensitive individuals. It is therefore considered appropriate that mitigation should be sought in the form of direct measures to reduce the adverse air quality impact.

A development of this scale and duration would be expected to have an adequate demolition, construction and track out dust control plan implemented to protect sensitive receptors from impacts during this stage of the proposal and this is mentioned within the assessment as a form of mitigation.

Conditions relating to electric Vehicle Infrastructure and Ultra Low Emission Boilers are recommended. Highways have already discussed the need for the development of more detailed Travel Plans.

**Contaminated Land**

The Contaminated Land team has no objection to the above application subject to the following comments with regard to contaminated land:

- The application is for a proposed use that would be particularly vulnerable to the presence of contamination.

- Residential developments are a sensitive end use and could be affected by any contamination present or brought onto the site.

- The application area has a history of defence and agricultural use and areas have been subject to landfilling. As such there is the potential for contamination of the site and the wider environment to have occurred.

A suite of surveys, site investigation reports and plans have been submitted with the application.

Having considered the above and having extensively consulted with the UK Health Security Agency (UKHSA) with regards the former M.O.D area Environmental Protection have the following comments and observations regarding the scheme:

- Satisfactory Phase 1 preliminary risk assessment has been carried out for the whole site. As such potential risks to human health for all areas, be it full or outline have been identified.

- Within the full application area, sufficient Phase II ground investigation and risk assessment has been submitted for character areas Village Heart West and Village Heart East. This is also the case for the southern part of Dairy House East (full), the northern part of Blossoms Lane North (full) and the central and eastern part of Kissing Gate North (full).

- The western extent of the former M.O.D area has been subject to a thorough risk assessment. This concluded that there is a low probability of encountering a fragment containing Radium material. However, given the potential doses that could be received if encountered, remedial actions are warranted. Further surveys are proposed with remedial actions likely to comprise capping in the development area and restricted access within the retained wildlife area. There should also be management of the wildlife area to ensure that the area is used as assumed by the risk assessment. UKHSA have agreed this approach in principle. The details of this management should be provided within a Community Management and Maintenance Plan. This must include a reporting back

mechanism to the Council to be maintained in perpetuity. Such a management plan must also be considered within a remediation strategy.

- The submitted PROW code has paid no regard to the radiological contamination issues and advice provided by UKHSA. Whilst it is acknowledged that public footpaths through the green spaces of the former MOD land have to be allowed. There is nothing in the code which indicates that any measure in the design will restrict public access in terms of straying from these footpaths. Whilst there is reference to no dig areas and the use of resin bound footpaths it is unclear how these proposals will actually manage the potential risk.

- Once development commences, given the retained wildlife area is to be "developed" in phases 2 and 4 this area should be either totally restricted from public access or a temporary management arrangement put in place. Alternatively, it would make sense if the retained wildlife area was "developed" in the same phase.

- The location of proposed SuDS is unclear. They are shown in the Green Infrastructure plans (dated May 2020), but not on the indicative masterplan (Figure 9.01), shown in the current Design and Access Statement dated September 2022. The Green Infrastructure plan indicates a SuDS pond within the former MOD land. As with the proposed digging of new wildlife ponds, these must be undertaken with care given the potential risks in these locations and the necessary precautions undertaken during excavation works and long-term management of these features.

- It is understood that the much of the full aspect of the planning area will be subject to cut and fill, utilising screened, clean validated material from the Dairy House Lane landfill sites. This will be used as a remedial action with regards the potential radiological risk and hotspots of heavy metal, PAHs and asbestos within the western area of the former M.O.D area. It will also address the ground gas issue associated with the landfills. A remediation strategy is required to detail this and will be required to be submitted and agreed prior to commencement, should approval be granted.

- Furthermore, the recommendations of RoC (March 2021, Supplementary Phase 2 Site Investigation Report, s11.0.9) should be noted:

- With regards to radiological contamination, it is recommended that further comprehensive ground scanning is completed in all areas of proposed development that fall within the former RAF site; where encountered any hotspots of radiological contamination shall be removed and disposed of from site. A watching brief should also be maintained during groundworks across all portions of the site for any further signs of potential radiological contamination (i.e., metallic fragments, flecks of paint etc.). If any such material is visibly discovered, work in the immediate area should cease and the Radiation Protection Adviser contacted for advice before work recommences. In the areas of retained wildlife specific mitigation measures to control access will be required in tandem with a comprehensive monitoring and management strategy.

- The above advice is also applicable within the area to the west of the former M.O.D site (comprising ponds either side of the entrance road to Total Fitness) which was subject to reclamation works involving material from the former M.O.D site.

- Given the historic use of the site and the nature of the identified contaminants and subsequent likely remedial works it is recommended that Permitted Development rights be removed within the former

M.O.D area. Furthermore, it is not recommended that "self-build" properties be located in areas where enabling and build phase remedial measures are required.

- In line with the Council's aim to reduce carbon emissions a sustainability assessment should be carried out as part of a remedial options appraisal. This should include an outline for reporting on Sustainability indicators during remedial works which can be subsequently included within a Verification Report. This should be done in line with industry standards (LCRM). A framework for this has been established by SuRF UK with the specific steps laid out in report SR1.

A series of conditions are recommended to address the above matters and to ensure appropriate public protection. However, the Environment Agency are currently considering the potential radiological implications of the site in relation to groundwater. This has been assessed within the most recent RoC report dated 2nd November 2022. It is understood that a consultation response will be submitted shortly.

**Healthcare provision**

There are 6 GP practices within the Primary Care Network of CHAW (Chelford, Handforth, Alderley & Wilmslow). These are:

- Alderley Edge Medical Centre
- Chelford Surgery
- The David Lewis Medical Practice
- Handforth Health Centre
- Kenmore Medical Centre
- Wilmslow Health Centre

Collectively, they have a patient list size of 47,500 patients. The GP Practice that will be most affected by this development is Handforth Medical Centre due to contractual boundaries.

<u>Handforth Garden Village Development – Need for additional Primary Health Care Facilities</u>

Handforth Health Centre is a 1970's single storey building in need of expansion if the predicted patient growth over the next 10 years (37% increase) is to be accommodated. Space utilisation analysis has demonstrated that the Handforth Health Centre currently has a 44% shortfall in required space in order to adequately provide primary care services to the existing patient population.

| GP Practice | Location | Number of registered patients December 2020 | Predicted number of registered patients (2027) *Based on annual 1% growth plus known planned housing developments* |
|---|---|---|---|
| Handforth Health Centre | Wilmslow Road, Handforth, Cheshire SK9 3HL | 9,699 | 13,826 |

Noting the above calculation, should nothing be done to alleviate the increase in population strain on the GP Practice; there will be a 54% shortfall in gross internal area.

The GP Practice are looking to undertake a multi-phased approach. The short-medium

(Phase 1) approach is detailed as below. It is expected for this to be take place in conjunction with the more longer term works (Phase 2) as a result of the Garden Village.

The GP Practice will use Section 106 funding from two previous developments (Stanneylands Development & Clay Lane / Sagars Road) to fund the improvement of the Handforth Clinic side of the premises (previously community services space). This will be used to fund essential modernisation and refurbishment works, including such items as making the building DDA compliant, electrical works and providing a confidential area at reception for patients. They do however note that full funds are not available yet due to the S.106 triggers in place. A detailed list, floor plans and quotes are provided for the works.

The longer term approach is defined as the review and implementation of the following options:

a) An 'up and over' shell extension project to the existing buildings (the Health Centre building and the Pharmacy building), to create a second floor, where all non-clinical functions would be located. This would free up space on the ground floor that could be converted into further clinical consulting rooms and treatment rooms. Initial building plans have been developed for this option but would need updating, along with financial costings;

b) An extension onto existing free space surrounding the Health Centre, which would require building plans to be developed and costed;

c) A combination of a and/or b in conjunction with any future development aspirations of Cheshire East Council premises that are adjacent to Handforth Health Centre

Regardless of the option, indicative costings (based upon costs per m2) and a draft programme plan (subject to NHS compliant funding triggers and confirmation of allocation) has been supplied demonstrating the delivery timescale of an extension. This is supplied as evidence to the commitment of the GP Practices being able to achieve these works prior to the opening of the Garden Village and is not an indication of actual work start dates.

It is noted that there are multiple funding sources identified within this proposal. However, it is considered appropriate to assess the individual contribution towards the demand for the health facility arising from the development, so as to ensure that any contribution from the development is fairly and reasonably related in scale and kind to the development.

The Clinical Commissioning Group (CCG) therefore request a total of £1,530,015 to be allocated as section106 monies for the purposes of extending and refurbishing Handforth Medical Centre in line with the rationale detailed in their supporting statement. It is considered this request is in-line with the Local Plan Policy (3. ii Local health facilities where appropriate, or contributions to local health infrastructure;) and the Handforth Neighbourhood Plan.

**Education/School site**

The development of 1500 applicable dwellings is expected to generate:

280 - Primary children (1500 x 0.19) – 5 SEN
220 - Secondary children (1500 x 0.15) – 5 SEN

18 - SEN (1500 x 0.51 x 0.023)

The development is expected to impact on primary and secondary school places in the locality. Contributions which have been negotiated on other developments are factored into the forecasts both in terms of the increased pupil numbers and the increased capacity at primary and secondary schools in the area because of agreed financial contributions. The analysis undertaken has identified that a shortfall of primary and secondary school places remains. The 285 primary and 225 secondary age children expected from Handforth Garden Village will exacerbate the shortfall. This is also reflected in Special Education provision with the 18 children expected from the development adding to the current shortfall.

Due to the considerable size of this development and over subscription of school places in the Wilmslow area, Cheshire East Council will require the provision of an 'All Through' school, consisting of up to 700 places for pupils aged 4 to 16. In addition to this and due to size restrictions of the site being provided there will also be the need for the expansion of an existing primary school by 105 places (0.5 form of entry).

Over the last two years Education have experienced significant increases in the costs of build projects and this is being reflected across the education sector nationally. In order to address this and ensure that Education are utilising a fair and transparent method for the request of funding to support this scheme Education have utilised the figures produced from the EBDOG (Education Building Development Officer Group) benchmarking study. This national cost benchmarking study is undertaken by Hampshire County Council in conjunction with East Riding of Yorkshire Council, the LGA and the
Department for Education and brings together data from LA's across the country and also DfE managed projects. Children's Services have used the latest benchmarking of costs to calculate the S106 contribution for The Garden Village, Handforth development

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

New School
210 x £24,524 = £5,150,040.00
220 x £25,635= £5,639,700.00
Adult sized 3G pitch = £1,130,000.00
Total Contribution = £11,919,740.00

Expansion of existing primary school
60 x £18,832 = £1,129,920.00
Total Contribution = £1,129,920.00

SEN
18 x £89,539 = £1,611,702.00
Contribution = £1,611,702.00

Total education contribution: £14,661,362.00

Without a secured contribution of £14,661,362.00Children's Services raise an objection to this application.

**Affordable Housing**

The Cheshire East Local Plan (CELP) and the Councils Housing Supplementary Planning Document (Adopted 01 July 2022) states in Settlements with a population of 3,000 or more that we will negotiate for the provision of an appropriate element of the total dwelling provision to be for affordable housing on all unidentified 'windfall' sites of 15 dwellings or more or larger than 0.4 hectares in size. The desired target percentage for affordable housing for all allocated sites will be a minimum of 30%, in accordance with the recommendations of the Strategic Housing Market Assessment carried out in 2013. This percentage relates to the provision of both social rented and/or intermediate housing, as appropriate. Normally the Council would expect a ratio of 65/35 between social rented and intermediate housing.

This is a proposed development of 1500 dwellings therefore in order to meet the Council's Policy on Affordable Housing there is a requirement for 450 dwellings to be provided as affordable dwellings.

The CELP states in Policy SC5 justification paragraph 12.44, 'The Housing Development Study shows that there is the objectively-assessed need for affordable housing for a minimum of 7,100 dwellings over the plan period, which equates to an average of 355 dwellings per year.' This is for the whole borough of Cheshire East.

The current number of those on the Cheshire Homechoice waiting list with Handforth as their first choice is 217. This can be broken down to 113x 1 bedroom, 75x 2 bedroom dwellings, 24x 3 bedroom and 10x 4+ bedroom dwellings. Of these 217 Cheshire Homechoice applicants the Housing Types preferred can be broken down as 178x prefer a house, 94x prefer a bungalow, 48x prefer a maisonette and 131x prefer a Flat/Bedsit. 16 Cheshire Homechoice applicants require over 55 provisions. Of these 16, 3 require Extra Care and 5 require Sheltered Accommodation.

293 units should be provided as Affordable/Social rent and 157 units as Intermediate tenure.

The Cheshire East Plan (CELP) and the Councils Interim Planning Statement: Affordable Housing (IPS) requires that the affordable units should be tenure blind and pepper potted within the development, the external design, comprising elevation, detail and materials should be compatible with the open market homes on the development thus achieving full visual integration and also that the affordable housing should be provided no later than occupation of 50% of the open market dwellings

Housing prefer that the affordable housing meets the HCA's housing quality indicator (HQI) standards.

Housing's preference is that the affordable housing is secured by way of a S106 agreement, which: -

- requires them to transfer any rented affordable units to a Registered Provider
- provide details of when the affordable housing is required
- includes provisions that require the affordable homes to be let or sold to people who are in housing need and have a local connection. The local connection criteria used in the agreement should match the Councils allocations policy.
- includes the requirement for an affordable housing scheme to be submitted prior to commencement of the development that includes full details of the affordable housing on site.

This outline application has an Affordable Statement included. This statement advises that the applicant is expecting to provide 30% housing with the exact mix and tenures to be agreed at the Reserved Matters. Housing do not object to the application.

**Other issues raised**

Network Rail have requested a financial contribution to fund station improvements. This has been carefully examined, but it is not considered to be necessary to make the development acceptable in planning terms in line with the planning policy tests (in the NPPF) and statutory tests (in CIL regulation 122). The development would contribute towards sustainable travel by way of the provision of a new park and ride facility, new/improved pathways and cycleways, a bus service, and travel plan to support the development and mitigate its impacts, secured via conditions and/or S106 Agreement.

Residents/developers have questioned how the development will be funded and all the key infrastructure will be delivered – including the local centre, School etc. In order to address this, and to address Policy LPS 33 site specific principle b, a Detailed Delivery Plan (DDP) has been submitted with the application. This sets out the delivery strategy, the delivery framework, process, funding and phasing together with the Council's role in this process.

In brief this splits the development down into 4 phases running from a start date in 2023 until April 2033:

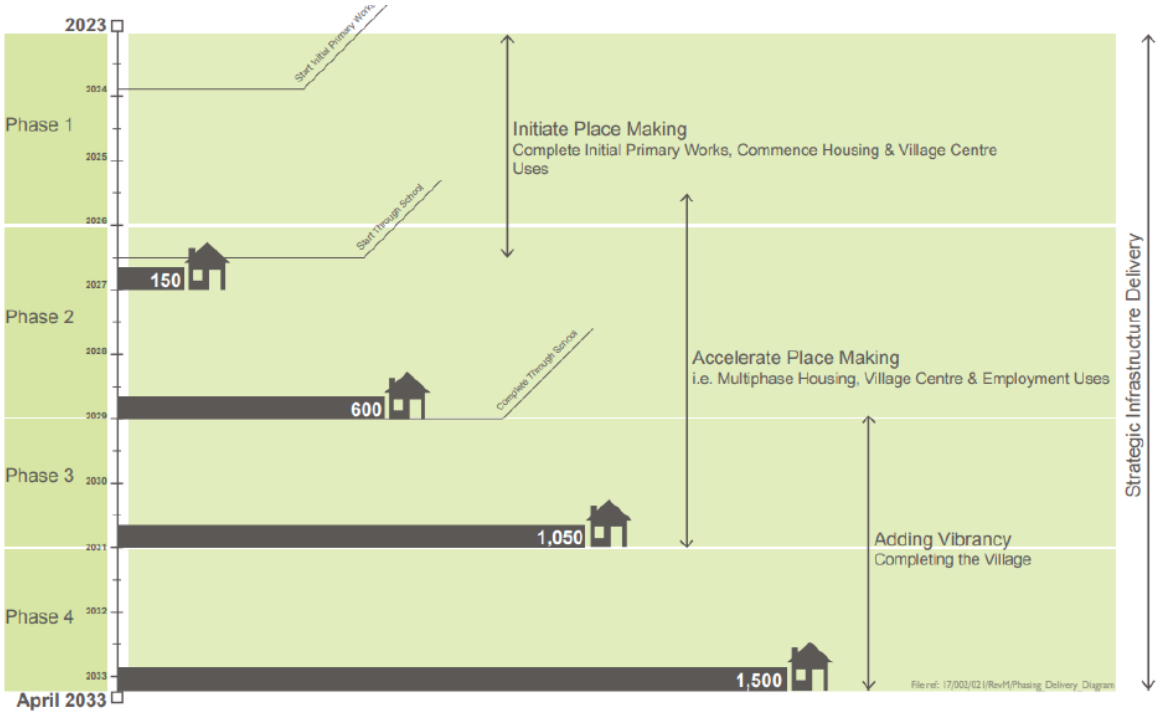



**Figure 3: Indicative Delivery Phasing**

Figure 3 of the plan shows the detail of the "indicative Infrastructure Plan" and sets out each of the pieces of strategic infrastructure, whether they are a policy requirement, the estimated contribution & how it is to be paid/implemented, and the costing – forward funding/cost recovery & cost recovery mechanism. The contributions are all subject to a Section 106 contribution and are discussed below.

**SECTION 106 AND SECTION 111 AGREEMENTS**

A development of this scale will ordinarily necessitate the need for a section 106 legal agreement in order to secure the necessary mitigation and timing of mitigation for the impact of the development.

However, as the applicant and main landowner for this application is another part of the Council, and there is no current intention to sell the site prior to commencing the development, it is not possible to enter into a s106 agreement in the usual way. This would involve the Council entering into an agreement with itself. As such, it will be necessary for a section 111 agreement to be completed. This is an agreement under the Local Government Act 1972 which creates a formal contract between the Council and the other parties and it will secure some initial s106 requirements as well as future s106 requirements on the transfer of parcels of the site by the Council. There would then be further s106 agreements entered into as the development progresses and land is transferred to other parties. Planning permission will not be able to be issued until such time as the s111 agreement can be completed in a way that ensures that the mitigation for the development is capable of being secured. To ensure the agreements are put in place in a timely manner, a condition is proposed to be included on the planning permission that prevents any development on any phase taking place until the required agreements have been entered into.

**Strategic green and common areas** requirement for the submission of a strategic green infrastructure strategy identifying the different green and common areas of the development, details of the management company who will manage those areas and a detailed community management and maintenance plan in perpetuity for those areas and setting the strategy for the maintenance of the open space within the housing developments prior to the commencement of the development and initial primary infrastructure works with all strategic green infrastructure provided and transferred to the management company prior to the disposal of the 1000th dwelling on site.

**Off-site ecological mitigation measures** (including 30-year ecological management/maintenance) £5,943,664 /triggers initial lump sum payment and 5 years maintenance payable prior to the commencement of development on site and then an annual maintenance sum payable for a period of 25 years.

**Education (primary/secondary/SEN) provision** £14,661,362.00 and provision of the school site. Triggers 50% payable prior to commencement of a dwelling on site and the final 50% prior to the occupation of the 750th dwelling on site and the school site to be remediated and provided in a level and fully serviced condition prior to the commencement of any dwellings on site.

**Village Hall/Village Centre/Employment uses** to be provided ready for use prior to the disposal of the 1000th dwelling on site

**Affordable Housing** – 30% To be provided no later than the sale or let of 50% of the open market homes.

**Highways**:

- £5,047,000 towards the implementation of highway improvement works at the A34/Stanley Road junction payable prior to the occupation of 375 units.

- £241,956 towards improvement works in the vicinity of the Hall Moss Lane / Dairy House Lane junction payable on the occupation of the 150th unit.

- £4,661,192 towards the construction of the Poynton Relief Road payable on the occupation of the 150th unit.

- £1,714,000 towards the provision of bus services linking the site to key destinations, payable on occupation of the 100th unit.

- £980,000 towards the Park and Ride facility in Handforth approved under planning reference 20/2211M payable on occupation of the 100th unit.

- £500,000 for new and improved off-site pathways and cycleways to link the village with the local neighbourhood and key destination payable on commencement of development.

- £10,000 travel plan monitoring contribution in line with the approved Framework Travel Plan payable on commencement of development.

**Public Open Space in** housing areas to be provided prior to the occupation of 50% of the dwellings in that phase and transferred to the management company prior to occupation of 75% of dwellings in that phase and maintained in perpetuity in accordance with a management scheme.

**Allotments/Community Orchards** to be provided ready for use and transferred to the management company to be maintained in perpetuity prior to the disposal of the 750th dwelling on site.

**Indoor and outdoor sports facilities** £1,719,987 /triggers 50% to be payable prior to first occupation of a dwelling on site and the remaining 50% prior to the occupation of the 750th dwelling.

**Healthcare -** extension and refurbishment of Handforth Health Centre £1,530,015 payable in full prior to first occupation of a dwelling on site

**CIL REGULATIONS**

In order to comply with the Community Infrastructure Levy (CIL) Regulations 2010, it is necessary for planning applications with legal agreements to consider the issue of whether the requirements within the S106 satisfy the following: a) Necessary to make the development acceptable in planning terms; a) Directly related to the development; and b) Fair and reasonably related in scale and kind to the development. It is considered that the contributions required as part of the application are justified meet the Council's requirement for policy compliance. All elements are necessary, directly relate to the development and are fair and reasonable in relation to the scale and kind of development. The non-financial requirements ensure that the development will be delivered in full. On this basis the scheme is compliant with the CIL Regulations 2010.

**CONCLUSIONS**

This application proposes the creation of the Handforth Garden Village (sometimes referred to as the North Cheshire Growth Village), to deliver a new exemplar 'Sustainable Community' in line with the Local Plan allocation under Policy LPS 33. It is submitted in outline, with the core central areas of the site and transportation improvements to create the necessary infrastructure (Initial preparation and infrastructure works (IPIW)), submitted in full,

The application has been considered against the Local Plan criteria, the submitted masterplan and North Cheshire Growth Village Design Guide (SPD). The application is also considered against the newly adopted SADPD.

Whilst many issues have been raised in relation to highways matters, in this busy area on the Stockport MBC boundary, Highways have raised no objections subject to conditions and substantial Section 106 contributions to a range of mitigation works.

Detailed assessments of the Urban Design and Landscape and visual impact of the development have been made and although these matters will need to be considered in more detail at the reserved matters stage(s), it is considered that the necessary building blocks are in place to address these matters subject to conditions.

Although there will be significant impacts on both trees and on ecology, in particular through the partial loss of a Local Wildlife Site, mitigation is proposed that should go some way to address the harm caused. Mitigation works off site are particularly important in this regard.

No objections are raised in relation to flood risk/drainage, where the emphasis is on making the most of Sustainable Urban Drainage in the design.

A range of matters have been raised in relation to Sport and Public Open Space provision, and PROW's, and these matter have been largely addressed. Members will be updated in relation to recent comments from ANSA about concerns about accommodating all the uses on the site.

The new A34 bridge is a key feature of the application, and its footpath/cycle links into Handforth and proposals are now considered to be acceptable.

A range of environmental considerations have been examined and although comments from the Environment Agency are awaited in relation to recent reports on groundwater, it is expected they will withdraw their objection in the near future as the reports indicate there are no significant concerns. Other environmental matters can be conditioned.

Securing Dairy House Farm an important Heritage asset, is a key part of the overall scheme, and following the approval of the Listed Building Consent for stabilisation works, and suggested conditions to protect the building this matter is now considered addressed.

No objections on raised on the grounds of Education, Health care and Affordable Housing subject to substantial Section 106 contributions.

A detailed delivery plan has been submitted, which sets out the delivery strategy, the delivery framework, process, funding and phasing of the development.

**RECOMMENDATION**

**Approve subject to the removal of the holding objection from the Environment Agency, the completion of the Section 111 / Section 106 Legal agreement to secure;**

| **S106** | **Amount** | **Trigger** |
|---|---|---|
| Strategic green and common areas-Strategy, management and Maintenance plans | | Commencement of development |
| Strategic green and common areas-Provision and transfer to management company | | Prior to disposal of 1000th unit |
| Off-site ecological mitigation | £5,943,664 | Lump sum prior to commencement and then maintenance sum annually |
| Education (primary/secondary/SEN) | £14,661,362 | 50% prior to Commencement of a unit then 50% Prior to occupation of 750th unit |
| Education -provision of school site | | Prior to commencement of dwellings |
| Village Hall/village centre/ employment uses-provision of | | Prior to disposal of 1000th unit |
| Affordable Housing | **30%** | sale or let of 50% market houses |
| Highway improvement works | £5,047,000 | Prior to occupation of 375 units |
| Highways - Hall Moss Lane | £241,956 | Occupation of the 150th unit |
| Highways – Poynton bypass | £4,661,192 | Occupation of the 150th unit |
| Highways – Bus Services | £1,714,000 | Occupation of the 100th unit |
| Highways – Handforth P & R | £980,000 | Occupation of the 100th unit |
| Highways - Pathways and cycleways | £500,000 | Commencement of development |
| Highways – Travel plan monitoring | £10,000 | Commencement of development |
| Public Open Space in housing areas-provision of | | Occupation of 50% units in phase |
| Public Open Space in housing areas-Transfer to management company and maintenance in perpetuity | | Occupation of 75% units in phase |
| Allotments/Community Orchard-Provision and transfer to management company | | Prior to disposal of 750th unit |
| Indoor and outdoor sports facilities | £1,719,987 | 50% prior to occupation of any Units and 50% prior to occupation of 750th unit |
| Healthcare - Handforth | £1,530,015 | Prior to occupation of any units |

**and the following conditions:**

OUTLINE

1. Time limit – approval of reserved matters (5 years)
2. Approval of reserved matters – all reserved
3. Approved plans – Location and parameter plans
4. Approve Accommodation Schedule
5. Compliance with the EIA (& Addendum) and mitigation (combine with 3?)
6. No commencement until approved initial primary works complete
7. Approval of phasing plan
8. Development to comply with housing densities identified in the Indicative Masterplan
9. Compliance with Public Rights of Way and 20-Year Walking Route Code
10. Approval of signage for pedestrians and cyclists
11. Programme of archaeological work to be agreed
12. No works on the main development site to take place within 100m of the Dairy House Farm (Listed Building) site prior to the completion of the stabilisation/repair works
13. Future development of the designs for the site, coding and development going forward, must adhere to the Heritage Design principles and Fixed Parameters; Heritage Plan
14. The design parameters set out in the Heritage Assessment which relate to the listed buildings shall be taken forward to create a guide
15. All Reserved Matters application to be supported by an Arboricultural Impact Assessment
16. Management plan for works for trees identified as being or having the potential to be a veteran tree.
17. Scheme for the provision of community allotments and community orchards to be approved
18. A detailed Strategic Green Infrastructure and Landscape Strategy document to be submitted (for Strategic GI within IPW Area, Strategic GI within the Outline Application Area & Landscape within Development Parcels) in accordance with the guidance set out in the Spatial Design Code Addendum rev J.
19. Landscaping for each phase to be approved
20. Approval of boundary treatment for each phase
21. Levels/contours
22. Details of play areas and equipment
23. Landscape implementation
24. Submission of Habitat Creation and Landscape and Habitat Management Plan (for both full permission and future reserved matters applications). The retained extent of the on-site Local Wildlife Site to be put under management at the time of the initial site infrastructure works being implemented.
25. Submission of detailed designs including proposed locations for the proposed on-site wildlife ponds. Wildlife ponds not to form part of the SUDS for the development.
26. Measures for safeguarding the retained ecological habitats across the site during the construction and demolition process
27. Bird nesting season
28. Provision of proposals for the interpretation of the retained Local Wildlife Site.
29. Updated protected species surveys and mitigation method statements prior to commencement for each phase.
30. Method Statement of Amphibian Reasonable Avoidance Measures for that approved phase
31. A Protected Species Survey and Impact Statement shall support all reserved matters applications.
32. Approval of Lighting Scheme for each phase to minimise impacts upon foraging bats

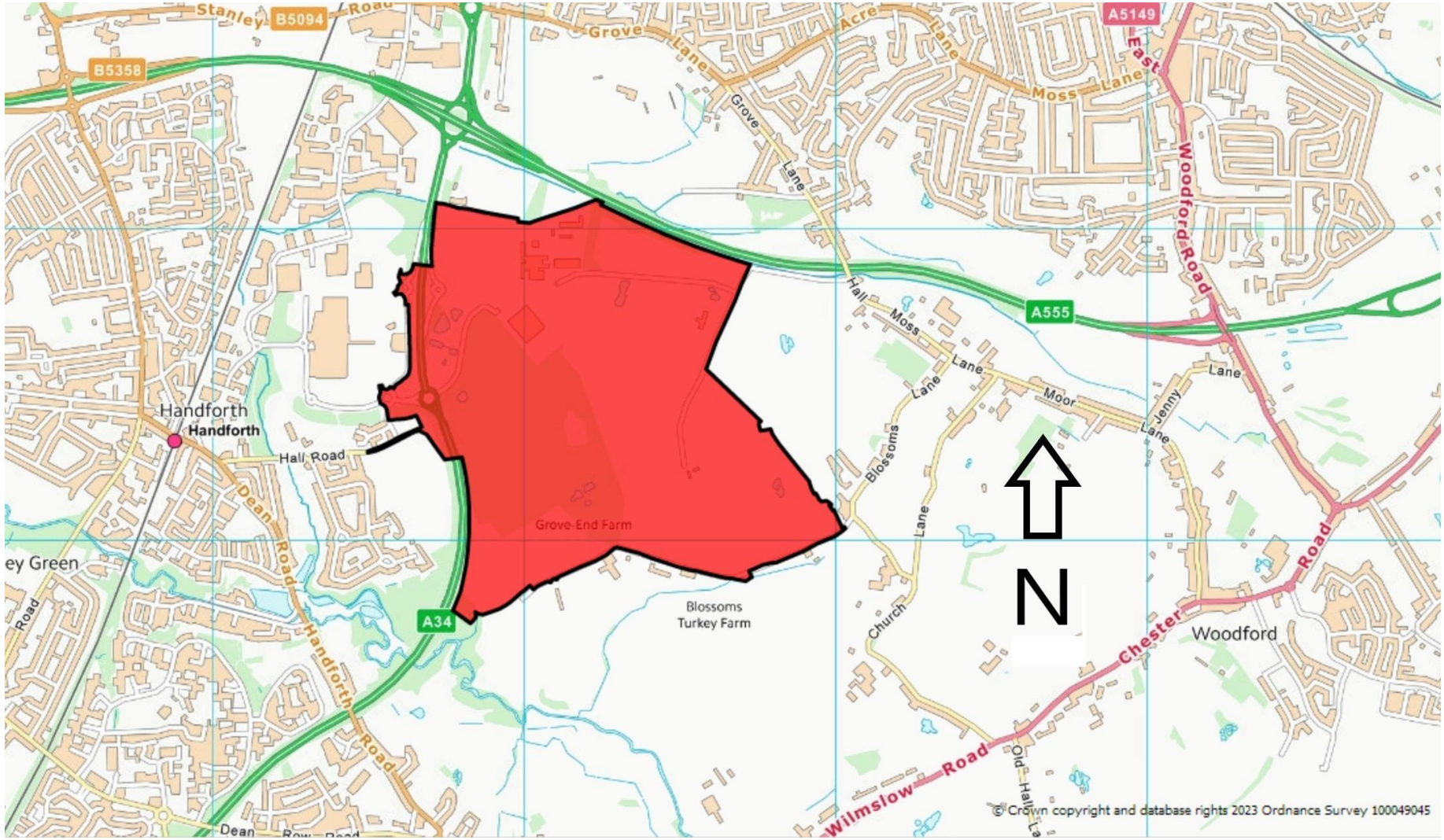
33. Detailed proposals of compensatory hedgerow planting to be provided to address impacts of any hedgerow lost to the scheme.
34. Proposals for the management of public access into the retained Local Wildlife Site
35. Agreement of scheme entered into Great Crested District Level Licence scheme
36. For each phase incorporation of features to enhance on-site biodiversity to be approved
37. Phase II Ground Investigations and Risk Assessments for each phase
38. Verification Report required for each phase
39. Approval of Community Management and Maintenance Plan for the site
40. Approval of a proposal for restricted access from footpaths in the open space and ecological areas along the western boundary with the A34
41. Soils shall be pre-tested for contamination and verified for suitability for use
42. Unexpected contamination
43. No infiltration of surface water drainage into the ground where adverse concentrations of land contamination are known or suspected
44. Site-wide Surface Water Drainage Scheme to be approved
45. For each phase a Drainage Management Plan to be approved
46. Scheme for Sustainable Urban Drainage System (SUDS)
47. Foul and surface water shall be drained on separate systems.
48. Grampian – off site works before occupation of any of the houses
49. The Primary Infrastructure Works, and other associated highway infrastructure shall be implemented in accordance the approved Works Phasing Plan (i.e.: Before First Occupation) and retained for the life of the development.
50. The construction of the approved off-site park and ride facility at Handforth shall be completed prior to the occupation of 150 dwellings on site.
51. The bus service(s) to link the development with Handforth district centre and Wilmslow town centre shall be operational prior to the occupation of 150 dwellings on site and remain operational for a minimum of 7 years.
52. Access Strategy for Dairy House Lane to be agreed
53. The submitted Travel Plan Framework, which is hereby approved, shall be implemented in accordance with the submitted timetable
54. Ultra-Low Emission Boilers for each phase
55. Electric Vehicle Infrastructure plan for each phase/use
56. Covered and secure space/s for cycles
57. Noise insulation measures to achieve BS 8233
58. Approval required for any plant/equipment on premises
59. Approval of opening hours for all commercial, industrial, and retail premises
60. Approval of external lighting
61. Approval of kitchen extraction equipment
62. Demonstrate compliance with Nationally Described Space Standards
63. Character Area Design Codes to be approved for each phase
64. Code Compliance Statements shall accompany all reserved matters applications (?)
65. Manchester Airport – Aerodrome Safeguarding – reflective surfaces
66. Manchester Airport – Aerodrome Safeguarding - Wildlife Hazard Management Plan for each phase
67. Manchester Airport – Aerodrome Safeguarding – approval of onsite and offsite ecological mitigation works (?)
68. Approval of external materials/finishes
69. Approval of site-wide Sustainable Waste Management Strategy for each phase
70. Removal of PD Rights

71. Approval of CEMP for each phase. To include hours of construction, piling and dust management, and to ensure there are no impacts on the retained on- site Local Wildlife Site, Hall Wood Handforth and River Dean Banks Local Wildlife Site, on-site stream, and ponds.
72. Approval of Construction Traffic Management Plan (CTMP)
73. No development on any parcel/phase prior to completion of a s106/s111 agreement

FULL

1. Three year time limit
2. Approved plans
3. Compliance with mitigation measures set out in the Environmental Statement
4. Approval of Phasing Plan for the development of the Initial Primary Works
5. Approval of detailed scheme for any works to the track/public right of way (FP127) where it links between the new bridge over the A34 (to the east) and Hall Road (to the west)
6. Tree protection
7. Construction Specification / Method Statement (Trees)
8. Submission of Habitat Creation and Landscape and Habitat Management Plan (for both full permission and future reserved matters applications). The retained extent of the on-site Local Wildlife Site to be put under management at the time of the initial site infrastructure works being implemented.
9. Submission of detailed design for wildlife underpasses, (the 'Eco-Bridge' (underneath the access road/high street taken from the Coppice Way/A34 roundabout) & 'Ecological Tunnel' (underneath the access road taken from the A34 Dumbbell junction where it crosses the retained Local Wildlife Site)
10. A Remedial Options Appraisal & Remediation Strategy to be approved
11. Prior to the commencement of the approved Primary Infrastructure Works, a Works Phasing Plan shall be submitted to and approved
12. Notwithstanding the submitted plans levels for the Country Park to be agreed
13. Notwithstanding the submitted plans details of landscaping of the Country Park to be agreed
14. Notwithstanding the submitted plans landscaping details of the A34 Bridge and details/finishes of the bridge design.
15. Detailed Landscape and Planting Scheme to be agreed
16. Approval of boundary treatment
17. Scheme for the provision of community allotments and community orchards to be approved
18. Programme of archaeological work to be agreed

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


Stanley
B5094
B5358
Grove
Lane
Acre
Lane
A5149
East
Moss
Lane
Woodford Road
A555
Hall
Moss
Lane
Lane
Moor
Lane
Jenny
Lane
Handforth
Handforth
Hall Road
Dean Row Road
Grove End Farm
Blossoms
Lane
Church
Lane
N
Road
Chester
Woodford
A34
Blossoms
Turkey Farm
Handforth
Road
Wilmslow
Road
Old Hall
La
© Crown copyright and database rights 2023 Ordnance Survey 100049045