

Application No: 15/2412M

Location: THE WHARF, BUXTON ROAD, MACCLESFIELD SK10 1LZ

Proposal: Demolition of MOT Testing Centre and Garage and Re-development for Use Class C2 Residential Accommodation with Care comprising 64 Apartments for Persons aged 60 and over with Communal Facilities, Parking and Associated Private Amenity Space

Applicant: Mrs Penny Smith, Gladman Care Homes Ltd

Expiry Date: 28-Aug-2015

SUMMARY

The height and scale of the proposed building is not considered to preserve or enhance the character and appearance of the Macclesfield Canal Conservation Area or the adjoining Buxton Road Conservation Area.

The proposed development would therefore not comprise sustainable development. The communal and economic benefits of the development are not considered to outweigh the less than substantial harm to the character and appearance of the Macclesfield Canal Conservation Area and the adjoining Buxton Road Conservation Area when considering the planning balance.

The development would therefore not accord with Macclesfield Borough Local Plan policies BE1, BE2, BE3, BE6, the National Planning Policy Framework or the Macclesfield Canal Conservation Area Appraisal.

Therefore the development proposed is recommended for refusal.

RECOMMENDATION- REFUSE

KEY ISSUES

- The principle of the development
- Impact of the design on the character and appearance of the Conservation Area
- Highways safety, access, parking, servicing and pedestrian safety
- Residential amenity issues
- Arboricultural and forestry implications
- Ecology implications
- Landscaping
- Surface water drainage
- Other drainage matters
- Environmental Health issues (including land contamination)
- Developer contributions

REASON FOR REPORT

The application is for the construction of a development with a floorspace of over 1000 sq.m and under the Council's Constitution, it is required to be determined by the Northern Planning Committee.

DESCRIPTION OF SITE AND CONTEXT

The application site is located east of Macclesfield town centre, with a range of local shops and services nearby. East of the site is the Macclesfield Canal, whilst to the south is Buxton Road. To the west is a footpath with houses beyond, whilst to the north are car parks and the playing fields of Kings School. Bus stops on Buxton Road near the site give access to the town centre and Macclesfield railway station.

The former garage comprises three main single-storey blocks, built between the 1930s and 1950s around a forecourt adjoining Buxton Road. Approximately two thirds of the northern part of the site is vacant land with canal moorings. There is a substation on the eastern boundary of the site. The site has a single vehicular access point from Buxton Road.

The site itself is broadly level with the canal side, however the general topography falls east-west and extensive stone retaining walls run along the north and west boundaries, whilst the southern boundary rises to Buxton Road bridge.

There is no significant vegetation on the site. However, there are off-site mature trees (subject to a TPO) to the side of 38 Lime Grove which partially overhang the site. It is worthy of note that all the trees within a Conservation Area are afforded similar protection.

The site lies within the Macclesfield Canal Conservation Area and it is immediately adjacent to Buxton Road Conservation Area.

DETAILS OF PROPOSAL

This application is an amended scheme of approved application 14/0046M, which was for the demolition of an MOT testing centre and garage and the re-development of the site for residential accommodation (Use Class C2) with care comprising 47no apartments for persons aged 60 and over, with communal facilities, parking and associated private amenity space at Buxton Road in Macclesfield.

The proposal is now for a larger building, comprising 64no apartments, which would be up to four storeys in height (with a ridge height of 13.8m- at its highest point), as opposed to the previously approved three storey building. This represents a 2.2m increase in ridge height and an increase in the floor area from the previous scheme of circa 23%. 41no car parking spaces are also proposed, comprising 29 standard spaces, 4no disabled spaces and 8no overspill spaces.

As with the previously consented application, the proposed building would be centrally located on the site in a linear block with a double aspect. Access is from Buxton Road with parking to the front. The main entrance of the building would face Buxton Road.

Within the development there would be a communal lounge, restaurant, office and facilities for 24 hour care, reception and small shop for residents, quiet lounge, hairdressers, therapies suite, spa room/ assisted bathroom, guest suite and internal 'mobility scooter' store. All these facilities would be for the sole use of the residents of the apartments and not be available to the general public.

The Care Statement accompanying this planning application sets out how the scheme would operate.

RELEVANT HISTORY

14/0046M

Demolition of MOT Testing Centre and Garage and Re-development for Use Class C2 Residential Accommodation with Care comprising 47 Apartments for Persons aged 60 and over with Communal Facilities, Parking and Associated Private Amenity Space

APPROVED

02/05/14

POLICIES

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

The Development Plan for Cheshire East currently comprises the saved policies from the Congleton Borough (January 2005), Crewe and Nantwich (February 2005) and Macclesfield Local Plan (January 2004).

Local Plan Policy:

The front section of the application site lies within a housing proposal allocation, whilst the rear portion of the application site lies within a 'Mixed Use Area' as defined by the Macclesfield Borough Local Plan (MBLP). The site lies across the Canal from Puss Banks School which lies within the designated Green Belt and Area of Special Landscape Value, but these designations do not apply to the application site. The site is however within the Macclesfield Canal Conservation Area. The relevant Local Plan policies are considered to be:

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- Policy H4: Housing Sites in the Urban Areas;
- Policy E1: Mixed Use areas;
- Policy H13: Protection of residential areas;
- Policy BE1: Design Guidance;
- Policy DC1: New Build;
- Policy DC3: Amenity;
- Policy DC6: Circulation and Access;
- Policy DC8: Landscaping;
- Policy DC9: Tree Protection;
- Policy DC37: Landscaping;

- Policy DC38: Space, Light and Privacy;
- Policy DC57: C2 Residential Institutions;
- Policy BE3: Conservation Areas;
- Policy BE4: Design Criteria in Conservation Areas;
- Policy BE6: Macclesfield Canal Conservation Area
- Policy NE1: Landscape Protection and Enhancement;
- Policy NE2: Protection of Local Landscapes;
- Policy NE11: Nature Conservation;
- Policy RT1: Open Space;
- Policy T2: Provision of public transport;
- Policy T3: Pedestrians; and
- Policy T4: Access for People with Restricted Mobility.

Cheshire East Local Plan Strategy – Submission Version (CELP)

The following are considered relevant material considerations as indications of the emerging strategy:

MP1 Presumption in favour of sustainable development
 PG1 Overall Development Strategy
 PG2 Settlement hierarchy
 PG6 Spatial Distribution of Development
 SD1 Sustainable Development in Cheshire East
 SD2 Sustainable Development Principles
 IN1 Infrastructure
 IN2 Developer contributions
 SC1 Leisure and Recreation
 SC2 Outdoor sports facilities
 SC3 Health and Well-being
 SC4 Residential Mix
 SC5 Affordable Homes
 SE1 Design
 SE2 Efficient use of land
 SE3 Biodiversity and geodiversity
 SE4 The Landscape
 SE5 Trees, Hedgerows and Woodland
 SE6 Green Infrastructure
 SE9 Energy Efficient Development
 SE12 Pollution, Land contamination and land instability
 SE13 Flood risk and water management
 CO1 Sustainable Travel and Transport
 CO4 Travel plans and transport assessments

Other Material Considerations

National Policy

The National Planning Policy Framework establishes a presumption in favour of sustainable development. Of particular relevance are paragraphs:

14 - Presumption in favour of sustainable development

56-68- Requiring good design

126-141- Conserving and enhancing the historic environment

National Planning Practice Guidance (NPPG)

The NPPG came into force on 6th March 2014, replacing a range of National Planning Policy Guidance Notes and complementing the NPPF.

Supplementary Planning Guidance:

Supplementary Planning Guidance provides a more detailed explanation of how strategic policies of the Development Plan can be practically implemented. The following SPGs are relevant and have been included in the Local Development Scheme, with the intention to retain these documents as 'guidance' for local planning purposes.

- Supplementary Planning Guidance on Section 106 Development (Macclesfield Borough Council);
- Macclesfield Canal Conservation Area Appraisal.

CONSULTATIONS (External to Planning)

Canal & Rivers Trust: The Canal & River Trust object to the proposed development.

Natural England: No comments to make on the application.

Macclesfield Civic Society: No objection.

Highways: The Strategic Infrastructure Manager raises no objection to the development.

Environment Agency: No objections.

Historic England: No comments to make on the application.

United Utilities: No objections, subject to conditions.

Environmental Health: No objections, subject to conditions.

Cheshire East Adult Services: No comments to make on the application.

Cheshire East Housing: No objections to the development.

Cheshire East Leisure Services (ANSA):

No comments have been received to date regarding this application. If any comments are received regarding the requirement for s106 contributions for Public or Recreational Open Space, an update will be provided to the planning committee.

VIEWS OF THE TOWN COUNCIL

No comments received.

REPRESENTATIONS

The application has been duly advertised on site by the means of a site notice and neighbouring properties have been written to directly. Notice was also published in the local press.

6no objections have been received on the following planning related grounds:

-Development would be out of keeping with the character and appearance of the Macclesfield Canal Conservation Area

-Development would be overbearing to neighbouring properties

-Development would overshadow neighbouring properties and the gardens to these properties, particularly on Lime Grove and Buxton Road

-Insufficient parking provision for the number of apartments proposed

1no letter of support has been received stating there is a demand for the type of and amount of residential accommodation proposed.

APPLICANT'S SUPPORTING INFORMATION

The applicant has submitted the following documents, details of which can be read on file: -

- Planning Statement;
- Design and Access Statement;
- Care Statement;
- Ecological Appraisal;
- Ground Investigation Report;
- Landscape and Visual Impact Assessment;
- Transport Statement;
- Arboricultural Assessment

OFFICER APPRAISAL

ENVIRONMENTAL SUSTAINABILITY

The principle of the development :

The front section of the application site lies within a housing proposal allocation, whilst the rear portion of the application site lies within a 'Mixed Use Area' as defined by the Macclesfield Borough Local Plan (MBLP).

The principle of a residential proposal on the site has previously been accepted following the approval of the previous application.

The relevant Local Plan Policy for assessing this application is Policy DC57. This policy states that proposals for residential institutions, accommodating seven or more people will be subject to the following criteria:

- (i) The site must be close to local facilities such as bus services, local shops and other community facilities and is normally sited in a residential area;
- (ii) A satisfactory balance of residential uses must be maintained in any neighbourhood and that the concentration of specialist housing and care facilities is avoided;
- (iii) The development must not materially prejudice the amenity of neighbouring property by virtue of overshadowing, overlooking, loss of privacy and noise disturbance;
- (iv) The development must comprise a reasonable sized private garden in the order of 10sq metres per resident, for the use of residents, which has a pleasant aspect and is not overlooked or overshadowed;
- (v) That the development satisfies the general requirements for all developments including the provision of onsite car parking for residents, staff and visitors;
- (vi) Vehicular and pedestrian access should be safe and convenient, particularly by the adequate provision of visibility splays.

Whilst the principle of the development has previously been accepted each of the above criteria is addressed below:-

- (i) It is considered that the site falls in a sustainable location, close to the town centre, shops and facilities. Bus routes run adjacent to the site.
- (ii) It is not considered that the proposed care facility would give rise to a concentration of specialist housing or care facilities.
- (iii) As the site is surrounded by existing residential properties to the south and north, the relationship between these properties and the proposed development has been considered. Local Plan policies DC3 and DC38 relate to amenity for residential development. DC38 sets out guidelines for space between buildings which developments should aim to meet. These policy tests have been taken into account when assessing this application and whilst the scheme is a high density scheme that is contained in a four storey block, it is considered that this scheme broadly accords with these guidelines. Detailed assessments on impact on residential amenity are outlined in the relevant section below.
- (iv) Accommodation would be provided comprising 64 apartments. The garden area for the development would be well in excess of 1,000 sq metres, which would have a pleasant aspect and due to the mature landscaping, it would not be overlooked, or overshadowed. The applications proposals also include balcony and internal amenity spaces;
- (v) The application proposals include parking provision for 41 cars. The site lies in a sustainable location. The Strategic Infrastructure Manager has raised no objections.

- (vi) Given the historic use of the site, the Strategic Infrastructure Manager raises no significant concerns with regards to vehicular or pedestrian access.

Impact of the design on the character and appearance of the Conservation Area:

The Conservation Officer objects to the proposed development. They state:

The proposal seeks to change the previous application 14/2412M, extending the height by adding a 4th floor to the previously granted scheme. I feel that this additional increase in height at this point in the conservation area would be over dominating; (given the proposed bulk) within the conservation area particularly when viewed from the tow pat. Although there are tall buildings in the conservation area: Hovis Mill has a more open feel while this proposal will feel more enclosed and continuous, therefore I would consider that this new addition to the height would not be acceptable with the character and appearance of the Conservation Area. While I can accept that Hovis Mill is taller and at some points closer to the tow path than the proposed development it is not as long, thus gives the feeling of less mass and a sense of openness.

The location of this proposed development I assume, will by its location, be classified as sustainable development: the new NPPF does allow for this, however if the proposed development fails to adhere to respect the historic environment then it may be classified as not being sustainable development. I would consider that this development does not respect the existing setting. The design while paying respect to some of the large buildings in the vicinity is in my view out of character with the small scale two story terraced property which makes up the bulk of property within the local area, this does not mean that innovative solutions (paragraph 60) should not be built, it is however not of outstanding design or appropriate in this elevated location to warrant exceptions.

Enhancing the significance of these assets is an important consideration when analysing a planning proposal (paragraph 126) I would consider that by virtue of the scale and bulk of the proposed development the significance of what was once an open wharf would be diminished. New development needs to make a positive contribution to the local character and distinctiveness of the area; not dominate it.

I consider that while I can accept a building on this site I feel that the current proposal will dominate thus detract from the significance of the heritage site, this needs to be weighed against the proposed use as a care home and any community benefit gain.

The Canal and River Trust also have strong concerns regarding the overbearing impact of the development upon the character and appearance of the Conservation Area. They state:

The Trust considers that the proposed building will create a long canalside block, the impact of which is exacerbated by its height, making it out of keeping with the local waterway, detracting from the character of the area and detrimental to its wider historic setting, and thereby contrary to national and local planning policy.

The proposed building is not human in scale and contrary to the normal three storey maximum required by Policy BE 1 of the adopted Macclesfield Local Plan and will provide little breathing space for the waterway. The site is currently occupied by low rise buildings and

the immediate environs do not contain tall buildings. The ground floor level of existing properties on Lime Grove occupy a lower level than the site and the construction of a four storey building will be imposing and will not achieve the NPPF Core Planning Principle of enhancing and improving the places where people live. The building is proposed to be set behind low level ornamental planting which will be barely visible from the tow path and will not mitigate the impact of the proposed development.

The Trust does not consider that there is continuous massing of buildings along this stretch of canal and in relation to scale, the Trust does not consider the Union Mill to be a significant justification for the proposed building height as suggested by the applicant. Union (Hovis) Mill to the south of Bridge 37 is a Grade II listed former flour mill built at the time of the canal construction which retains its original historic features and is located next to a marina with a more open aspect.

There is a statutory duty on the Council to seek to ensure that proposals preserve or enhance the conservation area and the Trust does not consider there to be adequate justification for a four storey building in this location.

The Trust believes that this proposal would be detrimental to the value of the canal corridor, the conservation area and the wider historic environment of this part of Macclesfield.

It is noted that the Macclesfield Civic Society raise no objections to the development, due to the development providing for accommodation that is in demand in the locality and that in their view the development, subject to appropriate landscaping, would represent an enhancement to the Conservation Area.

This notwithstanding, it is considered that the proposed development by virtue of its size and design, in particular its height and massing, is considered to have an unacceptable impact on the Macclesfield Canal Conservation Area of which the site forms a part, and also the Buxton Road Conservation Area. The proposed building would over-dominate the surrounding site and built form and would not make a positive contribution to the local character and distinctiveness of the area.

Whilst it is noted that the existing buildings to be demolished are not of any particular architectural merit, the proposal and in particular its height and scale would neither preserve nor enhance the historic character or appearance of the Conservation Area, nor is it considered to enhance the canal side frontage. The proposed development is therefore considered to adversely impact upon the significance of this designated heritage asset.

The proposal is deemed to not respond to the national agenda for heritage assets set out in the NPPF, which states that significance can be harmed or lost through the alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

Paragraphs 133 and 134 of the NPPF state:

'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.'

And,

'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing up applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.'

The proposed development is considered to constitute less than substantial harm to this heritage asset, as confirmed by the Conservation Officer. The community benefit of the proposal is acknowledged and carefully considered, however this is not deemed to outweigh the harm to the character and appearance of the Conservation Area.

The development is considered to be contrary to Macclesfield Borough Council Local Plan policies BE1, DC1, BE2, BE3, BE6 of the Cheshire East Borough Local Plan Submission Version 2014 and the National Planning Policy Framework.

Highways

The Strategic Infrastructure Manager raises no objection to the development.

The following are considered the key highways issues to be addressed by this development proposal;

1. Achieving a safe and convenient site access strategy;
2. Provision of a suitable level and layout of parking;
3. Safe and convenient access for refuse collection; and
4. Suitable emergency access.

Access and Traffic Impact

The proposed site access is illustrated in drawing number 1352/01 Rev A, the layout comprises:

- 5.1m site access carriageway width;
- 4.5m corner radii;
- Lateral visibility splays of 2.4m x 40m; and
- Tactile paving with dropped kerbs to assist the visually impaired and wheel chair users when crossing the access.

The proposed access arrangements are suitable to serve a development of this nature.

In terms of traffic impact, the predicted level of traffic generation from this proposal will be modest and certainly any traffic impact related to the care home will be minimal in peak hours on the highway network.

Parking

The development proposals include 41 parking spaces as follows:

- 29 standards spaces;
- 8 overspill spaces; and
- 4 disabled spaces.

There is an overall shortfall of 21 parking spaces when compared to CEC's parking standards guidance note. However, this application is supported by a travel plan designed to encourage staff, residents and visitors to use sustainable modes of transport to access the site and, the proposal site is sustainably located. Therefore, in this instance, the level of proposed car parking is considered sufficient.

Refuse collection and emergency access

The layout of the parking area is suitable to allow for servicing of the site by refuse vehicles, fire tenders and to allow ambulance pick up and drop off.

The development proposal provides a suitable access and level of parking; it also provides a suitable layout for refuse collection, fire tenders and for ambulance pick-up and drop-off.

On that basis, the Head of Strategic Infrastructure has no objection to this planning application.

Based on these comments and analysis of the development proposal and site characteristics the development is considered to accord with local plan policy DC6.

Amenity

Local Plan policies DC3 and DC38 relate to amenity for residential development. DC38 sets out guidelines for space between buildings which developments should aim to meet.

The objections have been carefully considered. However, 36 Lime Grove would be located about 26m from the building. Views of the building and overlooking from the site to No.36 would be partially blocked by No.38 Lime Grove.

173 Buxton Road would be in the region of 35m from the buildings. The occupiers of No. 173 would not suffer a material loss of privacy, having regard to that distance and the angle of views from the building entrance elevation to that building. Properties on Lime Grove and 173 Buxton Road are separated by a public footpath, high boundary wall & significant vegetation.

It is considered that the occupiers of The Gables, lying to the west of the northernmost part of the development site, and 36,38 Lime Grove and 173 Buxton Road would not suffer a material loss of privacy, having regard to that distance and the existing topography of the site.

Houses at William Street face the site across the road and canal and are over 43m from the development which would substantially reduce any overlooking into the house from the development.

Overall the development would retain a commensurate degree of space, light and privacy to all neighbouring property and the development would accord with local plan policies DC3, DC38.

Arboricultural and forestry implications:

The Tree Officer raises no objections to the development. They note that the development proposals require the removal of four individual trees and six groups in order to facilitate the design build footprint and associated peripheral landscape features including car parking. All are considered to be low value self set specimens (Category C) which contribute little to the amenity of the immediate area or the wider landscape aspect. A number of those identified for felling would have required removal irrespective of development by virtue of their social proximity to a number of existing features. Strategic replacement specimen planting should be seen as a significant net gain compared with those specimens which are schedule to be removed.

Standing off site to both the north and west are two groups of trees protected as part of a 2006 Tree Preservation Order. The development proposals as presented are located a significant distance from any individual or collective Root Protection Area (RPA), with adjacent features such as compacted ground associated with an informal track and boundary wall significantly restricting root development within the site. Protective fencing will not be required.

Issues in terms of social proximity in relation to the protected off site trees are not considered to be a significant factor given the acceptable layout distances between proposed build and trees. Any subsequent application could be confidently dealt with on merit.

Subject to conditions, the development would accord with local plan policy DC9.

Ecology implications:

The Nature Conservation Officer raises no objection to the development. They state:

The habitats on site are of low nature conservation value and with the exception of roosting bats and nesting birds there are unlikely to be any significant ecological issues associated with the proposals.

In respect of bats, the buildings in site offer a low potential for roosting bats and surveys undertaken in 2013 did not record any evidence of roosting bats. The updated ecological assessment however recommends that an updated bat activity survey be undertaken.

This has been requested from the agent and the revised assessment and results, with any suggested conditions, will be relayed to the committee via a written update report.

Drainage matters:

It is considered that the scheme will not adversely affect drainage in the area.

This site must be drained on a separate system, with only foul drainage connected into the foul sewer. Permission would be required from United Utilities regarding connection to the water mains/public sewers therefore a planning condition would not be required. There is a public sewer that crosses site and this would need to be diverted before work would commence on site.

Contamination:

The application area has a history of use as a garage and wharf and therefore the land may be contaminated. The application is for new residential properties which are a sensitive end use and could be affected by any contamination present. Supporting reports contained within the application submission recommend that intrusive investigations are required in order to identify any contamination and make recommendations for remedial measures. An appropriate condition is therefore recommended.

Environment Agency:

No objections subject to conditions to control contamination remediation and if any unexpected contamination is found. A condition is also suggested to control foundation details.

United Utilities:

No objections subject to conditions to control foul and surface water details and the diversion of the sewer on the site.

SOCIAL SUSTAINABILITY

The proposed residential apartments with care are to be occupied by residents over 60 years of age who are assessed to determine their need for care and should the application be approved, the occupancy of the apartments would be controlled via a Section 106 Agreement.

Housing:

It is considered that given the level of care proposed, the scheme would fall within Class C2 use and as such it does not have an affordable housing requirement.

The development would benefit the public interest in terms of offering more choice for residential accommodation for the elderly in the area and the associated facilities proposed. It is noted that the Vulnerable and Older People's Housing Strategy 2014 demonstrates a demand for this kind of residential development within Macclesfield.

Greenspace:

As a development that is essentially residential in nature, it will inevitably have infrastructure requirements similar to a typical housing scheme. The aim of providing POS facilities is to support active lifestyles and sustainable communities for all ages. As the minimum age resident in this development expected to be only 60, there is as much need to consider their needs in terms of access to decent and varied open space opportunities as for any other age bracket. In fact it could be considered more important to provide facilities close to home as mobility and confidence decreases. The benefits of exercise and social integration cannot be underestimated.

In the absence of on site provision, financial contributions would be required towards off site provision, if the application were to be approved by the Planning Committee. Comments from Ansa will be reported in an update.

ECONOMIC SUSTAINABILITY:

The development will provide economic benefits in respect of the use of local services by employees during the construction phase, and there would be some economic benefit by virtue of new residents spending money in the area and using local services. Therefore the development would be economically sustainable.

PLANNING BALANCE

The social benefits, in terms of the provision of residential accommodation for the elderly and associated facilities, which has been shown to be in demand in the area as per the Vulnerable and Older People's Housing Strategy 2014, and economic benefits of the proposed development have been duly considered. The proposed development is considered to constitute less than substantial harm to this heritage asset, as confirmed by the Conservation Officer.

When weighing up the planning balance, the benefits of the development are not deemed to outweigh the harm to the character and appearance of the Conservation Area, by virtue of the height, scale and mass of the development, which is not deemed to sufficiently preserve or enhance the character and appearance of the Macclesfield Canal Conservation Area or adjoining Buxton Road Conservation Area, which are designated heritage assets. The development would therefore not constitute sustainable development and would not accord with Macclesfield Borough Local Plan policies BE1, BE2, BE3, BE6 or the National Planning Policy Framework.

RECOMMENDATION

It is therefore recommended that the application is refused for the following reason:

The proposed development by virtue of its size and design, in particular its height and massing, will have an unacceptable impact on the Macclesfield Canal Conservation Area of which the site forms a part, and the adjoining Buxton Road Conservation Area. The proposed building would over-dominate the surrounding site and built form and would not make a positive contribution to the local character and distinctiveness of the area. The development would therefore not accord with Macclesfield Borough Local Plan policies BE1, BE2, BE3, BE6, the National Planning Policy Framework or the Macclesfield Canal Conservation Area Appraisal.

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

