

Application No: 17/4256M

Location: Land at Dickens Lane, Sprink Farm, DICKENS LANE, POYNTON, SK12 1NU

Proposal: Outline planning application for the demolition of all buildings and structures and the erection of up to 150 dwellings with 30% affordable homes, public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point from Dickens Lane. All matters reserved except for means of access.

Applicant: ., Hourigan Connolly

Expiry Date: 24-Nov-2017

SUMMARY

The proposal seeks to provide up to 150 dwellings on a site allocated within the CELPS for around 150 dwellings. The application is an outline submission with all matters reserved except for the main access to the site from Dickens Lane. No highway safety issues are raised by the proposed access. The comments received in representation are acknowledged; however, subject to the satisfactory resolution of the s106 negotiations, the proposal complies with all relevant policies of the development plan and is therefore a sustainable form of development. In accordance with paragraph 14 of the Framework, the proposals should therefore be approved without delay.

SUMMARY RECOMMENDATION

Approve subject to conditions and s106 agreement

DESCRIPTION OF SITE AND CONTEXT

The site is a 5.31 hectare greenfield site lying on the south eastern edge of the Poynton, which comprises a number of redundant farm buildings. The site is located on the southern side of Dickens Lane. A number of residential properties and a veterinary practice on Dickens Lane back onto the northern boundary of the site. The southern boundary of the site is formed by Poynton Brook. The site is allocated for housing development under policy LPS 49 in the CELPS.

DETAILS OF PROPOSAL

This application seeks outline planning permission with all matters reserved except for means of access for the demolition of all buildings and structures and the erection of up to 150 dwellings with 30% affordable homes, public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point from Dickens Lane.

RELEVANT HISTORY

12016P – Residential Development (Outline) – Refused 27.10.1977

POLICIES

Development Plan

Cheshire East Local Plan Strategy

MP1 Presumption in favour of sustainable development

PG1 Overall Development Strategy

PG2 Settlement hierarchy

PG7 Spatial Distribution of Development

SD1 Sustainable Development in Cheshire East

SD2 Sustainable Development Principles

IN1 Infrastructure

IN2 Developer Contributions

SC1 Leisure and Recreation

SC2 Indoor and Outdoor Sports Facilities

SC3 Health and wellbeing

SC4 Residential Mix

SC5 Affordable Homes

SE1 Design

SE2 Efficient use of land

SE3 Biodiversity and geodiversity

SE4 The Landscape

SE5 Trees, Hedgerows and Woodland

SE6 Green Infrastructure

SE7 The Historic Environment

SE9 Energy Efficient development

SE12 Pollution, land contamination and land stability

SE13 Flood risk and water management

CO1 Sustainable travel and transport

CO3 Digital connections

CO4 Travel plans and transport assessments

LPS 49 Land at Sprink Farm, Poynton

Macclesfield Borough Local Plan saved policies

NE9 Protection of River Corridors

NE11 Nature conservation

NE17 Nature conservation in major developments

NE18 Accessibility to nature conservation

RT5 Open space standards

H9 Occupation of affordable housing

DC3 Residential Amenity

DC6 Circulation and Access

DC8 Landscaping

DC9 Tree Protection

DC14 Noise
DC17 Water resources
DC35 Materials and finishes
DC36 Road layouts and circulation
DC37 Landscaping
DC38 Space, light and privacy
DC40 Children's play / amenity space
DC63 Contaminated land

Other Material Considerations

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

Poynton Neighbourhood Plan

The Poynton Neighbourhood Plan has reached Regulation 14 (the pre-submission consultation) stage, so a Draft Plan has been produced and went out to consultation in October / November 2016.

Relevant policies of the draft plan include:

EGB18 Wildlife Corridor
HOU 1B Amount of Housing Development
HOU 1C Criteria for assessing the suitability of potential housing sites
HOU 1D Phasing of development
HOU 2 Proposed Housing Site Allocations
HOU 3A Housing mix
HOU 3B Density of development
HOU 3C Environmental considerations
HOU 4A Affordable housing
HOU 5 Design
TAC 1 Walking
TAC 2 Cycling
TAC 3 Cycle Parking
TAC 4 Disabled facilities
TAC 7 Traffic volumes
HEWL1 Encouraging a healthy lifestyle

CONSULTATIONS (External to Planning)

Environment Agency – No objection subject to development being carried out in accordance with submitted Flood Risk Assessment

United Utilities – No objection subject to drainage conditions

Manchester Airport – No objection

Natural England – No comments to make

Cheshire Wildlife Trust – No comments received

Housing Strategy & Needs Manager – No objection

Flood Risk Manager – No objections subject to conditions relating to accordance with the submitted FRA and drainage

Environmental Health – No objections subject to conditions relating to noise mitigation, an environmental management plan, electric vehicle infrastructure, dust control and contaminated land.

Education – No objection subject to a financial contribution of £754,235 towards primary, secondary and SEN school places

Public Rights of Way – No objections subject to conditions relating to the PROW and access

Head of Strategic Infrastructure – No objections subject to financial contribution towards Poynton Relief Road

ANSA – Comments awaited

CEC Leisure – No objection subject to a financial contribution of £26,000 for health & fitness equipment

Cheshire Archaeology Planning Advisory Service – No objection subject to a condition requiring a programme of archaeological work.

NHS Eastern Cheshire Clinical Commissioning Group – Request financial contribution of £151,200 to support the development of the two GP practices in Poynton.

Adlington Parish Council – No objection, but raise concern about the likely increase in the levels of traffic on the rural lanes of Adlington.

Poynton Town Council – Recommend refusal on the following grounds:

- Contrary to LPS 49 – fails to address key matters of infrastructure, impact on local and site amenities and flood risk
- Unacceptable increase in traffic at three junctions – new site access / Dickens Lane; Dickens Lane / A523, and; Waterloo Rd / Dickens Lane
- Site should not be considered for development until A6 MARR and Poynton Relief Road are open to traffic, and future traffic patterns established
- Contrary to SD1 – unsustainable development lacking public transport
- Submitted transport material understates levels of car ownership and usage
- Contrary to SE1 - unneighbourly as site access road will have a detrimental impact on adjacent residential properties
- Contrary to SE3, SE4 and SE5 (bio and geo diversity, landscape, trees, hedgerows and woodland – unacceptable loss of trees, hedgerows and woodland. Concern not all ponds have been surveyed.
- Contrary to IN1 and IN2 - application makes no attempt to assess the physical, green and social and community infrastructure needs generated by this development

- Contrary to SE12 – risk of surface run-off draining towards Poynton Brook, which has suffered serious flooding. Development encroaches into flood risk zone
- Fails to adequately address the issue of flooding
- Local drainage system in this area is wholly unable to cope with additional run off or sewage from this site
- Fails to comply with the Borough Council's Statement of Community Involvement. No efforts or actions have been taken to respond to the strong objections of the local community
- Adverse impact on the Poynton Brook wildlife corridor as identified by the Cheshire Wildlife Trust in the draft Poynton Neighbourhood Plan
- Application provides both insufficient and contradictory information to allow a full and informed assessment of the development now being proposed

The Town Council also highlight the following planning considerations for current and future planning applications for the site:

- 150 dwellings appropriate and should include mix of house types and sizes (including elderly accommodation)
- Open space areas should be provided and well related to residential properties
- Development should create a balanced community with a mix of property types and tenures distributed across the site
- 30% affordable with variety of tenures should be provided
- Density should not exceed 30 dwellings per hectare
- Highways improvements required
- Impact on existing residents should be given particular attention
- Arrangements for health and other community and social services need to be addressed
- Improvements are needed to facilitate non-car borne movement within the town for a variety of purposes
- Developers will be expected to address the provision of public transport services to and from the site and the railway station
- Careful consideration to site layout will be required to minimise tree / hedgerow losses
- Should explain how infrastructure to serve the physical, green, social and community services are to be provided for future residents and their homes and open areas.

OTHER REPRESENTATIONS

9 letters of representation have been received objecting to the development on the following grounds:

- High density in area with sense of openness
- Impact on local highway network
- Car users will use quiet country lanes of Moggie lane, Skelhorn Green Lane and Street Lane
- Ribbon development and sprawl
- Contrary to NPPF which attaches great importance to Green belts and their openness
- Fails to consider CELPS policy to utilise brownfield sites before releasing greenbelt land for development
- Potential to convert existing buildings rather than demolish

- Open space facilities only accessed through the new development and are unlikely to be a facility used by other Poynton residents
- Flawed application and fails to comply with the sustainable development policies of CELPS
- Site is not in a sustainable location
- Temporary construction jobs is not a benefit that should be taken into account
- Poynton does not have a job skills shortage caused by the lack of housing for potential employees
- How will local overstretched services in particular doctors surgeries and schools meet increased demand?
- Development will burden the already overstretched Community, Health and Educational resources that Poynton provides
- Car ownership and traffic movements underestimated
- Surveys of breeding and nesting sites not provided
- Increased traffic, congestion, pollution and noise
- Most journeys will be by car
- Solutions to drainage problems need to be provided
- Development makes no attempt to assess the social and infrastructure needs of the community (policies IN1 and IN2)
- Inadequate footpath provision on Dickens Lane
- Dickens Lane very narrow in places
- Inadequate parking on Dickens lane for existing residents
- Dangerous access close to Siddington Road
- Loss of Sprink Farmhouse – prominent and full of character and history
- Wildlife conservation is inadequate
- Out of character with cottages on Dickens Lane
- Lack of car park capacity at local supermarkets/shopping centres
- Lack of additional public transport provision
- Impact on local schools and health services
- Contrary to LPS 49
- Contrary to policies SE3, SE4 and SE5 - Trees alongside the brook provide a barrier to the greenbelt, a clear landscape feature of the site as well as being significant to wildlife
- Not all ponds surveyed - pond located at the edge of the site towards Adlington in an adjoining garden has GCN
- Adverse effect on the Poynton Brook wildlife corridor as identified by the Cheshire wildlife trust in the draft Poynton Neighbourhood Plan
- Dangers of increased use of existing informal parking
- Loss of attractive piece of land
- Impact on neighbouring properties
- Reduction in local bus services
- New houses should not look directly at existing properties
- Existing flooding issues
- Dickens Lane particularly narrow close to junction with Waterloo Road

OFFICER APPRAISAL

PRINCIPLE OF DEVELOPMENT

The application site is an allocated Strategic Site for housing in the CELPS. Site LPS 49 states that the development of Land at Sprink Farm over the Local Plan Strategy period will be achieved through:

1. The delivery of around 150 new homes;
2. Incorporation of green infrastructure, including:
 - i. an appropriate level of amenity open space and children's play space;
 - ii. creation of links within the site to incorporate the existing public right of way through the site and to the adjoining network of footpaths; and
 - iii. pedestrian and cycle links to new and existing residential areas, employment areas, shops, schools and health facilities, including improved pedestrian links to the town centre, and the railway station.
3. Open space provision to accommodate the need for enhanced or new indoor and outdoor sports facilities to accommodate the additional demand from the housing.

The draft Poynton Neighbourhood Plan (PNP) was published in September 2016, and therefore pre-dates the adoption of the Cheshire East Local Plan. Policy HOU 1B within this document states that development of no more than 100 units on any one site will be considered during the plan period (2016-2030), which conflicts with the adopted local plan. As an application for up to 150 dwellings, the proposal is therefore contrary to this draft policy in the PNP. However, given that the PNP is a draft document, and the CELPS is a recently adopted document, it is the CELPS the conflict in this case is recent adopted status of the CELPS this conflict is decided in favour of CELPS as it is the most recent of the two documents to become part of the development plan.

Accordingly, the proposal for up to 150 dwellings is therefore considered to be acceptable in principle.

SOCIAL SUSTAINABILITY

Housing

Affordable Housing

Policy SC5 of the CELPS states that “in developments of 15 or more dwellings (or 0.4 hectares) in the Principal Towns and Key Service Centres at least 30% of all units are to be affordable.” As this is an outline application for up to 150 dwellings, up to 45 of the units will be required to be affordable, depending on the final number of dwellings on the site. The application proposes the provision of 30% affordable housing in accordance with policy SC5.

The SHMA 2013 shows the majority of the demand in Poynton per year until 2018 is for 24 x 1 bedroom, 45 x 2 bedroom, 19 x 3 bedroom and 4 x 4 bedroom dwellings. Also the SHMA 2013 identifies a need per year of 35 x 2 bedroom older person's dwellings. These could be provides as bungalows, flats or cottage style flats.

The majority of the demand on Cheshire Homechoice is show a total of 130 on the waiting list that have Poynton as their fist choice. This is broken down to 52 x 1 bedroom, 42 x 2 bedroom, 30 x 3 bedroom and 6 x 4 bedroom dwellings.

The Housing Strategy and Needs Manager raises no objections to the proposal noting that a mix of 1, 2 and 3 bedroom dwellings on this site would be acceptable. 65% of the units should be provided as affordable/social rent and 35% of the units as intermediate tenure. There should also be some 2 bedroom dwellings for older persons. These details can be dealt with at the Reserved Matters stage.

Open Space

Outdoor

The local plan allocation for this site requires “*an appropriate level of amenity open space and children’s play space*” to be provided.

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

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

This policy states that it is likely that the total amount of 65sqm per home (plus developer contributions for outdoor sports) would be required on major greenfield and brownfield development sites. The indicative development framework shows areas for some on site open space including a LEAP. At 65sqm per dwelling, the total amount of open space required could be up to 9,750sqm on site. The design and access statement identifies 1.7ha of green infrastructure within the development.

As noted above, necessary outdoor sports facilities would be provided by way of a financial contribution towards off site provision.

Comments from ANSA are awaited and therefore the specific open space requirements for the site will be reported as an update.

Indoor

The development will increase the need for local indoor leisure provision and as such a financial contribution should be sought towards Poynton Leisure Centre which is the nearest provision (less than 0.5 mile distance) to the site

The Indoor Built Facility Strategy has identified that any shortfalls for Poynton should look to focus on improvement at Poynton Leisure Centre. Whilst new developments should not be required to address an existing shortfall of provision, they should ensure that this situation is not worsened by mitigating for their own impact in terms of the additional demand for indoor leisure provision that it directly gives rise to. Furthermore, whilst the Strategy acknowledges that the increased demand is not sufficient to require substantial indoor facility investment through capital build there is currently a need to improve the quality and number of health and fitness stations at Poynton Leisure Centre to accommodate localised demand for indoor physical activity.

A contribution of £26,000 is therefore sought to address this increased demand. This has been calculated as follows:

150 dwellings at 1.61 people per residence = a population increase of 242

The annual Sport England Active People Survey Results for 2016 showed 42.7% participation rate for Cheshire East. = 103 additional “active population” due to the new development in Poynton

Based on an industry average of 25 users per piece of health & fitness equipment this equates to an additional four (4) stations. Requirement for – x4 running machines (£6,500 per treadmill) = total £26,000

Education

One of the site specific principles of LPS 49 in the CELPS is “contributions to education and health infrastructure”.

In the case of the current proposal for 150 dwellings, this is expected to generate:

28 primary children (150 x 0.19) 29 – 1 SEN

22 secondary children (150 x 0.15) 23 – 1 SEN

2 SEN children (150 x 0.51 x 0.023%)

					SEN Yield		2				
	PAN Sep 17	PAN Sep 18	NET CAP May-17	any Known Changes	PUPIL FORECASTS based on October 2016 School Census						
	2017	2018	2019	2020	2021	Comments					
Primary Schools											
Lostock Hall Primary School	21	21	147	147	130	134	136	140	145		
Lower Park School	40	40	280	280	275	273	269	261	259		
St Paul's Catholic Primary School	17	17	119	119	116	119	118	114	118		
Vernon Primary School	50	50	367	367	374	384	399	406	415		
Worth Primary School	30	30	210	210	209	206	204	202	201		
Adlington Primary School - OWN planning area	15	15	105	105	120	122	120	109	110		
Total School Capacity				1,228							
Developments with S106 funded and pupil yield included in the forecasts				0							
Developments pupil yield not included in the forecasts									0		
Pupil Yield expected from this development									28		
OVERALL TOTAL	173	173	1,228	1,228	1,224	1,238	1,246	1,232	1,276		
OVERALL SURPLUS PLACES PROJECTIONS based on Revised NET CAP					4	-10	-18	-4	-48		
	PAN Sep 17	PAN Sep 18	NET CAP May-17	any Known Changes	PUPIL FORECASTS based on October 2016 School Census						
	2017	2018	2019	2020	2021	2022	2023				
Secondary Schools											
Poynton High	246	246	1,230	1,230	1,165	1,164	1,166	1,180	1,202	1,235	1,249
Total School Capacity				1,230							
Developments with S106 funded and pupil yield included in the forecasts				6	Please Note: All figures quoted exclude any allowance for 6th Form Pupils						
Developments pupil yield not funded and not included in the forecasts											0
Pupil Yield expected from this development											22
OVERALL TOTAL	246	246	1,230	1,236	1,165	1,164	1,166	1,180	1,202	1,235	1,271
OVERALL SURPLUS PLACES PROJECTIONS					71	72	70	56	34	1	-35

Table 1 – Pupil forecasts and school capacity for Poynton

The development is expected to impact on both primary school and secondary places in the immediate locality. Any contributions which have been negotiated on other developments are factored into the forecasts shown in Table 1 above both in terms of the increased pupil numbers and the increased capacity at schools in the area as a result of agreed financial contributions. The analysis undertaken has identified that a shortfall of school places still remains.

Special Education provision within Cheshire East Council currently has a shortage of places available with at present over 47% of pupils educated outside of the Borough. Whilst it is

acknowledged that this is an existing issue, the 2 children expected from this application will exacerbate the shortfall.

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

$28 \times £11,919 \times 0.91 = £303,696$ (primary)

$22 \times £17,959 \times 0.91 = £359,539$ (secondary)

$2 \times £50,000 \times 0.91 = £91,000$ (SEN)

Total education contribution: £754,235

Without a secured contribution of £754,235, Children's Services would raise an objection to this application. This position is on the grounds that the proposed development would have a detrimental impact upon local education provision as a direct cause from the development. Without the mitigation, 28 primary children, 22 secondary children and 2 SEN children would not have a school place in Poynton, and would not comply with LPS 49 in the CELPS.

Healthcare

The NHS Eastern Cheshire Clinical Commissioning Group (CCG) has commented on the application noting that there are two NHS GP practices within Poynton - Priorsleigh Medical Centre and McIlvrde Medical Practice. Both GP practices are in need of development and/or expansion if the predicted patient growth over the next 10 years is to be accommodated, together with an increase in clinical and non-clinical staff required in order to meet these future patient needs.

Such an increase in clinical and non-clinical staffing numbers will require expansion or redevelopment of the Priorsleigh site and internal structural changes at the McIlvrde site. Priorsleigh Medical Centre has put forward a bid into the NHS Estates and Technology Transformation Fund (ETTF) however it is acknowledged that this NHS funding will not cover the total costs of the planned future developments.

A financial contribution is therefore sought as part of this application, which is based on a calculation consisting of occupancy x number of units in the development x £360. This is based on guidance provided to other CCG areas by NHS Property Services.

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

For the planning application in question the CCG requests a contribution to health infrastructure via Section 106 of £151,200 based on a calculation of 2.8 persons x 150 dwelling units x £360. This provides an indication of the contribution required to comply with LPS 49 of the CELPS, however a formula based approach could be utilised in the s106 in order to secure the appropriate contribution once the details of the dwellings / occupancy is secured at the reserved matters stage.

ENVIRONMENTAL SUSTAINABILITY

Residential Amenity

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

The nearest existing residential properties are located along Dickens Lane. The layout and design of the site are reserved matters and it is considered that the dwellings could be accommodated on the site, whilst maintaining these distances between these properties and the proposed dwellings, and between the new dwellings as appropriate, whilst maintaining adequate amenity space for each new dwelling. No further significant amenity issues are raised at this stage.

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 124 of the NPPF and the Government's Air Quality Strategy.

The air quality impacts of the proposal 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 concludes that the overall impact of the future development will not be significant. For the chosen 17 receptors the impact will be negligible with regards to both Nitrogen Dioxide and particulate matter concentrations, with the exception of one receptor, ESR13, experiencing a slightly adverse impact based on the sensitivity analysis technique.

That being said there is a need for the Local Planning Authority to consider the cumulative impact of a large number of developments in a particular area. In particular, the impact of transport related emissions on local air quality. Taking into account the uncertainties with modelling, the impacts of the development could be significantly worse than predicted.

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

Noise

The applicant has submitted an acoustic report which details potential noise mitigation measures in order to ensure that occupants of the proposed dwellings are not adversely affected by traffic noise from Dickens Lane and commercial noise.

Provided that the noise mitigation measures as detailed in the supporting noise impact assessment are applied in order to meet BS8233 and WHO noise limits; it is considered, that there should be no adverse impacts on health and quality of life resulting from road traffic and commercial noise at this location affecting future occupants.

As the detailed design and final layout of the site, has not yet been confirmed; in order to ensure that future occupants of the development do not suffer a substantial loss of amenity due to noise, a noise impact assessment report will be required at the Reserved Matters stage, demonstrating that all the residential properties can achieve appropriate standards. Subject to this requirement it is considered that the proposal will comply with policy SE12 of the CELPS and DC14 of the MBLP relating to noise and soundproofing.

Public Rights of Way

Policy LPS 49 of the CELPS requires the creation of links within the site to incorporate the existing public right of way through the site and to the adjoining network of footpaths. Public Footpath Poynton No. 33, runs north to south through the centre of the site, and will be affected by the proposed development. As this is an outline application the submission does not specify exactly how the right of way will be affected.

However, Rights of Way Circular 1/09 states that most outline planning applications do not contain sufficient information to enable the effect on any right of way to be assessed (and are not required to do so) and consequently such matters are usually dealt with during consideration of the matters reserved for subsequent approval.

Further details as to the permeability of the site for pedestrians and cyclists, and future adjoining sites, will therefore be required at the reserved matters stage. The Public Rights of Way team raise no objections to the proposal subject to conditions relating to the Right of Way.

Accessibility

The site access will connect with the existing footway network on Dickens Lane, which incorporates uncontrolled crossing points. As noted above, due to the outline nature of the application, the internal footways and cycle path connections are not being considered at this stage and will be dealt with at reserved matters.

There is an existing bus stop outside the site on Dickens Lane that provides a bus service between Macclesfield and Stockport and currently operates as an hourly service. Given the presence of this existing hourly facility no contributions or improvements are sought for existing or new public transport links.

In addition to the bus stop, a number of facilities including schools, open space, the leisure centre are all within relatively close proximity of the site. Poynton Town Centre is approximately 1.5km from the site where the majority of shops, services and facilities are located, and are within walking distance.

Highways

The application is outline with means of access to the site sought as part of this proposal. One point of vehicular access is proposed which is a priority junction, 5.5m wide and has a 2m footway on each side. The Head of Strategic Infrastructure advises that this is an

appropriate width of carriageway to serve 150 units proposed. Speed surveys have been undertaken by the applicant on the site frontage to determine the 85%ile speeds of 35mph east and 36mph west. The proposed visibility splays at the access provide the required stopping site distances for the 85%ile speeds recorded.

The internal layout and levels of car parking provided are reserved for subsequent approval at the reserved matters stage.

Development Impact

The Transport Assessment submitted has assessed the traffic impact of the development in the application year 2017 and future year assessment in 2022 allowing for traffic growth and committed developments.

The scope of impact of the proposed development has been discussed with the applicant and they have considered a number of junctions on the local road network and these are indicted below.

- a) Dickens Lane/Clumber Road (Priority)
- b) Dickens Lane/A523 (London Road South) Roundabout
- c) A523/Clifford Road (Priority)
- d) Clifford Road/A5149

The traffic generation of the development has been derived from The Trics database, the peak hour generation (two way) is 81 trips am and 92 trips pm. The Head of Strategic Infrastructure states that this level of traffic generation can be accepted as the likely level of peak hours generation from the site.

The results of the capacity junction assessments indicate that the site access and the junction closest to the site at Clumber Road work well within capacity. The Dickens Lane/London Road South is forecast to operate over capacity in the opening year and in the future year with and without development. There are long queues forecast on the A523 north towards the junction. The results are also similar for the Clifford Road/A523 North junction in that the junction operates over capacity in both the opening year and future year.

Poynton has for some time had significant traffic congestion problems particularly in the town centre at the A523 London Road/A5149 Chester Road junction. This junction has not been assessed in the submitted Transport Assessment. There are two major infrastructure schemes that affect the levels of traffic travelling through Poynton, the A6 MARR (Manchester Airport Relief Road) that is currently under construction and scheduled to open in 2018 and the PRR (Poynton Relief Road) that has received planning approval. With these infrastructure schemes in place significant reductions in through traffic in Poynton have been predicted resulting in less congestion in the town centre.

The A523 London Road/A5149 Chester Road junction has not been assessed in the TA but it has been assessed the SEMMMs model that indicates that in the base case there are long queues currently at this junction. Direct observations of queue lengths also show that long queues form particularly in the peak hours but also at other times of the day.

In summary, the assessments indicate that the A523 has congestion problems and this can be significantly reduced by the introduction of the A6 MARR and the PRR, but without these schemes the development will have an impact on the road network.

The Head of Strategic Infrastructure has stated that the proposed development should not worsen existing traffic congestion levels on the A523 and that it should contribute to the planned infrastructure improvements, in this case the PRR. Discussions are ongoing in this regard and further details will be provided as an update.

Subject to the satisfactory resolution of this matter, the proposal raises no significant highway safety or traffic generation issues, in accordance with policy DC6 of the MBLP.

Trees / Landscape

Trees

A detailed amenity evaluation of the site has highlighted three individual trees noted within the Arboricultural report as T6, T8, and T23 and the established woodland which extends across the whole of the sites southern boundary as being worthy of formal protection under a Tree Preservation Order. A Tree Preservation Order dated 6th October 2017 has subsequently been served on all relevant parties. The implementation of the Tree Preservation Order does not establish any significant constraints in respect of this outline application.

The Arboricultural report identifies the removal of three individual trees, two mature Cypress identified as T1 and T2 within the site, and a Lombardy Poplar T26 at the north west corner of the site. The Cypress are moderate value specimens, with the Lombardy poplar designated as a low value specimen. None of the three trees identified for removal are considered to be suitable for formal protection, and their loss can be accepted.

The indicative site layout accompanying the application establishes an area of POS between the woodland and the edge of the development. Ensuring an adequate degree of separation between the woodland and the houses is important to make sure the nearest properties to the woodland are not subject to restricted light attenuation, due to the woodland being located due south of the development area. Any future reserved matters application will need to be supported by a detailed Arboricultural Impact Assessment, which should inform the development layout. Particular care will need to be taken to avoid areas of adoptable highway establishing an incursion within identified root protection area (RPA), and to ensure post development problems associated with light and social proximity are designed out. No further arboricultural issues are raised at this stage.

Landscape

The woodland along Poynton Brook forms a strong barrier to the south / south east of the site, which would serve to contain the proposed residential development. To the north the site is bordered by residential properties both those backing on to the site along Dickens Lane and those on the opposite side of the road on and off Siddington Road. Trees and hedgerows are largely confined to the site boundaries, with the fencing to the Public Right of Way being the main delineating feature within the site, which is positioned centrally and divides the site into two similarly sized fields. As an open greenfield site there would be some urbanisation of the area but given how the site relates to adjoin land uses and the string southern boundary that will be retained it is not considered that there will be a significant landscape impact.

Ecology

An ecological appraisal, GCN survey and Bat survey have been submitted with the application.

Buffer zones

Policy LPS 49 of the CELPS requires any woodland, priority habitats or habitats of Local Wildlife Site quality on the site should to be retained and buffered by areas of open space/habitat creation. The submitted development framework plan illustrates the inclusion of buffered areas of priority woodland in accordance with the Local Plan requirement.

Bats

Numerous species of bat were recorded commuting and foraging over the site, notably including *Nathusius pipistrelle*. The nature conservation officer recommends a condition requiring the enhancement of bat commuting habitat including the retention and enhancement of the boundary hedgerows, the buffering of the woodland habitat along Poynton Brook and the integration of public open space. Bat sensitive lighting, which details lighting features and unlit areas, should also be included within the development.

Bats and birds are known to occur in this locality. Therefore in order to enhance the value of the development site for bats and birds, and hence lead to a biodiversity gain from this development as required by the NPPF, artificial bat roosts and bird boxes should be incorporated into the design of the development. A suggested mitigation scheme is included within the submitted bat report which is considered appropriate. An appropriate condition is therefore recommended.

Badgers

Evidence of badger activity has been recorded on site. It is considered to be unlikely that the development will have a significant impact upon badgers due to the proposed vegetated buffer on the site's southern boundary. The nature conservation officer advises that an updated badger survey should be submitted as part of any future reserved matters applications.

Layout / Design

With all matters reserved for subsequent approval, only a development framework drawing has been submitted. The submitted framework drawing seeks to provide a strong green buffer to Poynton Brook through the retention of the woodland, and provision of open space and informal paths, in addition to the retention of the existing footpath providing connections the wider countryside beyond the boundaries of the site. The main vehicular access will be taken through the site of the existing farm buildings which are to be demolished. A primary route is indicated on the plan suggesting a street hierarchy will be incorporated into the layout at the reserved matters stage. The design and access statement expands this by identifying primary streets, secondary streets and semi-private drives being used within the layout. The primary building frontages are orientated to provide passive surveillance over pedestrian and vehicular routes and public spaces.

The application indicates that the dwellings will not exceed 2.5 storeys in scale. The majority of properties within the immediate area are either single or two storey. Whilst, they cannot be ruled out at this stage, given the varied character of surrounding residential areas, the

introduction of 2.5 storey dwellings will have to be carefully considered and much will depend on the specific form and design put forward in the reserved matters.

Heritage

The application is supported by an Archaeology and Built Heritage Assessment, which states that some of the buildings proposed for demolition have some historic value due to their antiquity, dating from the late 18th or early 19th-century. These buildings include the large brick barn and the adjoining smaller brick pig sty or cow house range and the farmhouse. The report recommends that the historic value of these structures can be retained through mitigation in the form of a photographic record of the buildings

Existing buildings

The existing buildings are considered to be non-designated heritage assets, and as such fall to be assessed against policy SE7 of the CELPS, which requires the impact of a proposal on the significance of a non-designated heritage asset to be properly considered. Whilst the buildings do have some historical value, they appear to be in a poor state of repair, which limits the opportunities for re-use. Their loss will clearly impact upon their significance, however, the loss of these buildings will facilitate the development of an allocated housing site in the CELPS which will make a significant contribution to the housing supply in Cheshire East. Given the condition and limited value of these buildings, the requirement for housing is considered to outweigh the harm arising from their loss.

Archaeology

Whilst the Council's Archaeologist is in agreement with some of the conclusions of the report, it is considered that further archaeological mitigation would be necessary in order to fully understand the historical development and significance of the Sprink Farm complex. This is particularly the case as the period 1750-1880 has been recognised as the most important period of farm building development in England.

Therefore, it is recommended that large brick barn, adjoining smaller brick pig sty/cow house range and the farmhouse should be the subject of a level 2 historic building survey in line with the guidance set out in Section 5.2 of Understanding Historic Buildings: A Guide to Good Recording Practice (2016), published by Historic England. It is also recommended that once the buildings have been demolished down to the present ground floor level that the footprint of the buildings be subject to further archaeological investigation (strip & record) in order that any early surviving below-ground remains are properly recorded and reported. This work can be secured by means of an appropriate condition.

The proposal is therefore considered to comply with policy SE7 of the CELPS.

Flooding

The majority of the site is located in Flood Zone 1, including the developable area of the site. A very small area of the site within the retained woodland around Poynton Brook is shown to be in Flood Zones 2 and 3. Consequently, the southern edge of the site is potentially vulnerable to fluvial flooding from the Poynton Brook.

The Environment Agency and the Flood Risk Manager have been consulted on the application and have raised no objections subject to conditions. These conditions relate to

mitigation outlined in the FRA (finished floor levels) and a drainage strategy for the site. Subject to these conditions the proposal will comply with policy SE12 of the CELPS.

Contaminated Land

The application area has a history of agricultural use and therefore the land may be contaminated, and the application is for new residential properties which are a sensitive end use and could be affected by any contamination present or brought onto the site.

The submitted Phase I Preliminary Risk Assessment submitted in support of the application recommends that a targeted intrusive investigation is required in the farmyard, orchards and around tracks and gateways and where any made ground is identified during development works. A phase II ground investigation will therefore be required, which can be dealt with by appropriate conditions. Subject to these conditions the proposal will comply with policy DC63 of the MBLP and policy SE12 of the CELPS.

ECONOMIC SUSTAINABILITY

With regard to the economic role of sustainable development, the proposed development will help to maintain a flexible and responsive supply of land for housing as well as bringing direct and indirect economic benefits to Poynton including additional trade for local shops and businesses, jobs in construction and economic benefits to the construction industry supply chain.

S106 HEADS OF TERMS

As noted above, discussions regarding the potential contribution towards the Poynton Relief Road are ongoing, and final comments are awaited from ANSA regarding the open space. Feedback from the applicant on the other requested contributions / obligations is also awaited.

Therefore, a s106 agreement is currently being negotiated to secure:

- Education contributions
- Indoor sports contribution
- Healthcare contribution
- Open space provision and management
- 30% affordable housing
- Poynton Relief Road contribution

Final details on the s106 package and an assessment against the CIL regulations will be provided as an update.

CONCLUSIONS

The proposal seeks to provide up to 150 dwellings on a site allocated within the CELPS for around 150 dwellings. The comments received in representation have been given due consideration in the preceding text, however, subject to the satisfactory resolution of the s106 negotiations, the proposal complies with all relevant policies of the development plan and is therefore a sustainable form of development. In accordance with paragraph 14 of the Framework, the proposals should therefore be approved without delay. Accordingly a

recommendation of approval is made subject to conditions and the prior completion of a s106 agreement.

Application for Outline Planning

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

1. Submission of reserved matters
2. Implementation of reserved matters
3. Time limit for submission of reserved matters
4. Commencement of development
5. Development in accord with approved plans
6. Noise mitigation measures to be submitted
7. Construction Environmental Management Plan to be submitted
8. Electric vehicle infrastructure to be provided
9. Scheme to minimise dust emissions to be submitted
10. Phase II contaminated land report to be submitted
11. Verification Report prepared in accordance with the approved Remediation Strategy to be submitted
12. Imported soil to be tested for contamination
13. Contamination not previously identified
14. Arboricultural impact assessment to be submitted
15. Development to be carried out in accordance with Flood Risk Assessment and mitigation measures
16. Drainage strategy including detailed calculations to be submitted
17. Details of enhancement of bat commuting habitat to be submitted
18. Bat sensitive lighting details to be submitted
19. Proposals for the incorporation of features into the scheme suitable for use by roosting bats and nesting birds to be submitted
20. Updated badger survey to be submitted
21. Written scheme of archaeological investigation to be submitted
22. Reserved matters application to incorporate public right of way routes
23. Provision for pedestrians and cyclists to be provided

