

Application No: 17/4034M

Location: LAND SOUTH OF, CHELFORD ROAD, MACCLESFIELD

Proposal: Outline Planning Permission (with all matters reserved except for access) for the erection of up to 232 dwellings.

Applicant: Redrow Homes and Jones Homes North West

Expiry Date: 13-Jul-2018

SUMMARY

The site is allocated within the Local Plan for residential use (LPS16). The development accords with the Local Plan policy relating to its allocation by providing around 200 dwellings. Through the adoption of the CELPS, the site has been removed from the Green Belt and the principle of developing the site for housing is acceptable. This proposal would bring economic and social benefits through the delivery of housing in a sustainable location.

Cheshire East is currently able to demonstrate a 5 year supply of housing however this proposal will make a valuable contribution in maintaining this position.

The applicant is providing financial contributions in respect of health and education provision, off-site recreation open space and indoor leisure facilities. These are required in order to make the development acceptable. The applicant is providing the full amount of affordable housing on site which is essential in order to make developments sustainable in the future.

The development will not have a detrimental impact on the local highway network subject to financial contributions towards highway improvement works at Broken Cross roundabout / junction. Subject to appropriate mitigation, the impact on local air quality (including cumulative impacts) will be acceptable also.

Subject to the submission of appropriate reserved matters, and based on the principles shown on the indicative layout, the proposal would not materially harm neighbouring residential amenity and would provide sufficient amenity for the new occupants. The applicants have demonstrated general compliance with national and local guidance in a range of other areas including trees, landscape impact and noise.

The proposal constitutes sustainable development which accords with relevant policies of the adopted Cheshire East Local Plan Strategy, the saved policies of the Macclesfield Borough Local Plan and advice contained within the Framework. In accordance with Sec.38 (6) of the Planning and Compulsory Purchase Act 2004 and paragraph 11 of the Framework, the proposal should therefore be approved without delay.

SUMMARY RECOMMENDATION: Approve subject to Section 106 Agreement and conditions.

PROPOSAL

The application is for outline planning permission for the erection of up to 232 dwellings with associated works. Access is to be approved as part of this application whilst all other matters are reserved for future approval.

The access will be from a new roundabout between 64 and 66 Chelford Road.

SITE DESCRIPTION

The application site consists of 5 fields last in agricultural use and a field at the northern end of the site that is mainly covered in vegetation. The section of land adjoining Chelford gently increases in ground level. The fields within the site are separated by hedgerows and a number of mature trees are located within the site and along its boundaries. The site adjoins residential properties in places along its northern boundary and at the north eastern corner of the site. Pexhill Road forms the eastern boundary of the site and open land is located to the south and west.

RELEVANT HISTORY

None relevant in the consideration of this application.

NATIONAL & LOCAL POLICY

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
SE1 Design
SE2 Efficient use of land
SE 3 Biodiversity and Geodiversity
SE 4 The Landscape
SE 5 Trees, Hedgerows and Woodland
SE 6 Green Infrastructure
SE7 The Historic Environment
SE 9 Energy Efficient Development
SE 12 Pollution, Land Contamination and Land Stability
SE 13 Flood Risk and Water Management

CO 1 Sustainable Travel and Transport
CO 3 Digital Connections
CO 4 Travel Plans and Transport Assessments
SC 1 Leisure and Recreation
SC 2 Outdoor Sports Facilities
SC 3 Health and Well Being
SC 4 Residential Mix
SC 5 Affordable Homes
IN 1 Infrastructure
IN 2 Developer Contributions

Directly relevant to this site is the following allocation;

Site LPS 16 Land south of Chelford Road, Macclesfield

The application site is contained entirely within the confines of the allocation but does not cover the allocation in its entirety.

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

NE3 – Protection of Local Landscapes
NE11 – Protection and enhancement of nature conservation interests
NE17 – Nature Conservation in Major Developments
NE18 – Accessibility to Nature Conservation
RT5 – Open Space Standards
DC3 – Amenity
DC6 – Circulation and Access
DC8 – Landscaping
DC9 – Tree Protection
DC14 - Noise
DC15 – Provision of Facilities
DC17 – Water Resources
DC35 – Materials and Finishes
DC36 – Road Layouts and Circulation
DC37 – Landscaping
DC38 – Space Light and Privacy
DC40 – Children’s Play Provision and Amenity Space
DC41 – Infill Housing Development
DC63 – Contaminated Lane
H9 – Occupation of Affordable Housing

Other Material Considerations:

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)
Cheshire East Borough Design Guide Supplementary Planning Document

CONSULTATIONS

Environmental Health – No objection. Conditions have been requested relating to noise, air quality electric vehicle charging points and contamination. The above issues are considered in detail later in this report.

Highways – No objection. The comments made by the highway engineer and all highway matters are addressed in full later in this report.

Housing Strategy – No objection. The development triggers an affordable housing requirement and this has been agreed by the applicant.

Flood Risk – No objection. A condition relating to a scheme for surface water drainage to be submitted.

Education – No objection. This is based upon the applicant committing to pay a financial contribution for the provision of additional school places generated by the development. This is addressed in detail later in this report.

ANSA (Open Space) – No objection. This is subject to a financial contribution being agreed in respect of recreation open space, indoor recreation provision and the detailed layout going forward providing a LEAP and the required amount of open space within the site based on the number of units proposed. This matter is addressed later in this report.

Countryside Rights of Way – No objection. A condition has been requested relating to a signage scheme within the site directing users to local cycle and footpath routes.

Manchester Airport – No objection

VIEWS OF THE PARISH / TOWN COUNCIL

Macclesfield Town Council

Macclesfield Town Council does not support the development of green belt or green field sites on the periphery of the town, such as this site.

However, as the site has been identified for development within the Cheshire East Local Plan, should the application be approved the following measures must be enforced within any associated planning consent:

Air Quality – this proposal must be considered in parallel to 17/4277M, on land facing, on the opposite side of Chelford Road. The proposals total 367 dwellings, impacting on road traffic and associated air pollution. Provision must be made to ensure all measures are in place to reduce air pollution / improve air quality. Significant on site provision for electric vehicle charge points must be mandated. Safe cycling and walking routes for ingress and egress must be prioritised to make sustainable transport a wholly accessible and safe option.

Impact on traffic – the current highways are heavily congested at peak times. Additional motor traffic generated by up to 398 new homes will exacerbate this situation.

Community infrastructure – any proposed development of scale must make suitable contribution to the provision of community infrastructure and enhancement as a condition of development. This contribution to be informed by community consultation.

Development impact – residents directly affected by the proposed development must be consulted on mitigation relating to disturbances caused by development, to include, but not exclusively, clear access and uninterrupted easement to property, noise control, dust and particle control, no on street parking for site related vehicles (to include works, delivery, professional and customer vehicles).

Cycle access – To meet with the Cheshire East sustainable transport strategy and the Cheshire East Cycle Strategy, any proposed developments must make significant provision for site navigation, access and egress on bikes.

Henbury Parish Council Detailed objections have also been received from Henbury Parish Council and the points of objection are summarised as follows;

- The application should be considered alongside the applications to the north of Chelford Road.
- The traffic impact of the development has been carried out incorrectly and does not take into account other developments.
- The Parish Council has had their own transport assessment carried out that comes forward with a different conclusion and has identified issues with the submitted information.
- The introduction of a new roundabout on Chelford Road to access the site will affect traffic flow.
- The proposed changes to Broken Cross junction have not yet been properly modelled either from a highway or air quality perspective.
- Lack of school places and medical facilities in the area.
- The development will lead to a worsening of the existing air quality problems along Chelford Road towards Broken Cross and no mitigation has been put forward to overcome this.
- Impact of the development on the Local Wildlife Site.

As part of the representations reports in respect of traffic impacts and air quality were commissioned by the Parish Council and submitted to support their comments. The contents of these submissions were taken into account when additional information was submitted to support the application. The points raised are addressed in the highway and air quality sections later in the report.

OTHER REPRESENTATIONS

Representations were received from 99 properties over three periods of consultation. The point of objection are summarised as follows;

- The site is in the Green Belt and therefore should not be built on. Very special circumstances have not been demonstrated to support the proposal.

- Plenty brownfield sites are available for development and should be built on before any development is allowed on greenfield site.
- The new houses are not needed and no evidence of the need has been provided. Too many houses are proposed.
- Scale of development proposed, too many dwellings are proposed.
- Loss of agricultural land, the land has been actively farmed for many years.
- Broken Cross roundabout is already too congested and the development will add to this.
- The area around Broken Cross & Henbury is already badly congested with almost constant traffic tailbacks on all roads in and out of Broken Cross.
- The increased activity on the local highway network caused by this development will lead to an increase in accidents and have a detrimental impact on highway safety.
- Replacing the roundabout at Broken Cross with traffic lights will make the traffic worse and not mitigate against the development as stated.
- The modified Broken Cross junction appears to attempt to alleviate congestion on Chelford Rd, but only by pushing more congestion into Gawsworth Rd (and hence Pexhill Rd and Princes Way) and Fallibroome Rd which are already heavily congested at peak times.
- The scope of the Transport Assessment is not wide enough and under estimates the impact of the development.
- The current proposal degrades both provisioning for and safety of pedestrians and cyclists around the Broken Cross junctions. Unreasonably long wait times will result in people (including Fallibroome pupils) crossing without waiting for a green light.
- The TA is inaccurate and misleading as surveys were taken when not all of the local pupils at Fallibroome Academy were in school on that day.
- The area already suffers from poor air quality that is at illegal levels and the proposals will exacerbate these issues, additionally no air quality action plan has been prepared to deal with this issue.
- The air quality in the area fails to meet the required standards and the air quality assessment was carried out on incorrect traffic data.
- The information on the Air Quality Assessment only considers the localised impact of the development and not the other developments within a mile of where it is to be built.
- The baseline data in the Air Quality Assessment are not correct.

- Local children have less and less opportunity to easily access and explore local countryside and woodland. This development would reduce this further
- Disturbance from the construction process.
- Loss of view of open fields
- Impact on local ecology as the development will result in a loss of habitat for a variety of species.
- Loss of ponds will have a detrimental impact on the ecology of the area.
- The development will cause damage to the adjacent ancient woodland.
- Lack of school places locally for both primary and high schools. Local schools also do not have the space they require to expand.
- Impact on local infrastructure, it will stretch fire and ambulance services and the area has been subject to power and water issues in the past.
- Lack of local health facilities, not enough GP provision and the development will worsen this issue.
- Pumping station is inappropriately located close to residential properties.
- The increased risk to flooding, during heavy rain the water runs along Chelford Road as the drainage system cannot cope therefore size of the new development would add to this risk and increase the potential for flooding due to the loss of permeable surfaces and size of the current draining systems.
- The affordable housing provided will not be genuinely affordable as local housing prices are too high.
- The development will cause unacceptable loss of light to neighbouring properties and have an impact on privacy.
- The revised masterplan shows cycle and pedestrian access to Pexhill Road is not safe for future units.
- Any developer contributions to local infrastructure should not be at the expense of any affordable housing provision.
- The development will have an adverse impact on the character of the local landscape.
- The application should be considered alongside the applications on the opposite side of Chelford Road.

APPRAISAL

Key Issues

- Principle of development
- Housing Land Supply
- Sustainability
- Affordable Housing and Housing Mix
- Education
- Open Space and Recreation
- Health Provision
- Residential Amenity
- Impact on Local Highway Network / Access
- Design and Layout
- Landscape
- Ecology
- Trees
- Air Quality
- Flood Risk
- Economic Sustainability
- Section 106 agreement
- CIL
- Representations
- Conclusions
- Recommendation

PRINCIPLE OF DEVELOPMENT

Macclesfield is identified as one of the principal towns in Cheshire East where CELPS Policy PG 2 seeks to direct ‘significant development’ to the towns in order to ‘support their revitalisation’, recognising their roles as the most important settlements in the borough.

The application site consists of part of the LPS 16 allocation (land south of Chelford Road). Therefore the principle of residential development is acceptable and subject to all other matters being satisfied the application should be determined without delay.

The allocation is expected to deliver the following;

- 1. The delivery of around 200 new dwellings;*
- 2. Provision of new road junction to Chelford Road, and construction of an access road to the southern perimeter of the site;*
- 3. Incorporation of green infrastructure and public open space;*
- 4. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities;*
- 5. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities; and*
- 6. A master plan should be submitted so the site may be planned in a co-ordinated and comprehensive manner. Development must be in accordance with an agreed masterplan*

which must detail how a recognisable Green Belt boundary would be reinforced that will endure in the long term.

Additionally, the following site specific principles of development apply;

- a. The development would be expected to contribute towards off-site road infrastructure improvements in the central and western Macclesfield area.*
- b. Any development that would prejudice the future comprehensive development of the adjacent safeguarded land will not be permitted (Site reference LPS 19).*
- c. The access road must be designed to serve any potential future development on the adjacent safeguarded land and it must be of a standard to form part of any future South West Macclesfield Link Road.*
- d. The development would be expected to provide improvements to existing and include the provision of new pedestrian, cycle and public transport links to existing and proposed residential and employment areas, shops, schools & health facilities. The provision of a south west green route would link with existing north to south routes in the form of the Macclesfield Canal and Middlewood Way.*
- e. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.*
- f. A desk based archaeological assessment is required for the site, with targeted evaluation and appropriate mitigation being carried out, if required.*
- g. Any application would need to be supported by a full ecological appraisal. Mitigation would be required to address any impacts on protected species. Any woodland, orchards and other priority habitats or habitats of local wildlife site quality on the site should be retained and buffered by areas of open space/habitat creation. A 30m undeveloped buffer must be provided around the ancient woodland within and adjacent to the site at Cock Wood and deliver complimentary and/or compensatory habitats on the site as required.*
- h. Any development proposals must avoid any impacts on Local Wildlife Sites. This should include indirect impacts resulting from changes in hydrology, hydrochemistry, air pollution and recreational impacts.*
- i. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.*

The provision of up to 232 dwellings is considered acceptable. This is a maximum number of dwellings and all of the submitted information relates to 232 dwellings. The remaining issues are addressed further in the report but it is considered the proposal accords with LPS16.

Sec.38 (6) of the Planning and Compulsory Purchase Act 2004 states that planning applications and appeals must be determined "*in accordance with the plan unless material considerations indicate otherwise*". In light of LPS 16, which allocates this site for housing development, the principle of developing the site for around 200 dwellings is acceptable.

As per para 14 of the Framework and CELPS Policy MP 1, there is a presumption in favour of sustainable development taking into account the three dimensions of sustainable development (social, economic and environmental) and compliance with the Development Plan in accordance with Sec.38 (6).

HOUSING LAND SUPPLY

The Cheshire East Local Plan Strategy forms part of the statutory development plan.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. This is the test that legislation prescribes should be employed on planning decision making. The 'presumption in favour of sustainable development' at paragraph 11 of the NPPF means: "approving development proposals that accord with an up to date development plan without delay"

The Council can now demonstrate a 5 year housing land supply but it is important to note that this site will deliver up to 232 dwellings on an allocated site within a principal town. Proposals such as this that bring forward development of allocated sites make a valuable contribution to maintaining a 5 year housing land supply and preventing inappropriate development elsewhere.

SUSTAINABILITY

Sustainability is the golden thread running through the National Planning Policy Framework, and proposals for sustainable development should be approved without delay. There are three strands to sustainability, social, economic and environmental.

SOCIAL SUSTAINABILITY

AFFORDABLE HOUSING

The Cheshire East Local Plan (CELP) and the Council's Interim Planning Statement: Affordable Housing (IPS) requires the provision of 30% affordable housing on all 'windfall' sites of 15 dwellings or more. This 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 232 dwellings therefore in order to meet the Council's Policy on Affordable Housing there is a requirement for 70 affordable dwellings. Based on 232 units 46 of the proposed units should be provided as Affordable rent and 24 units as Intermediate tenure. The exact location and tenure split will be finalised at Reserved Matters.

The SHMA 2013 shows the majority of the annual need in Macclesfield up to 2018 is for 103x 2 bedroom, 116x 3 bedroom dwellings for General Needs and 80x 1 bedroom for Older Persons via Flats, Bungalows, Cottage Flats or Lifetime Homes.

The number on the Cheshire Homechoice waiting list that have expressed Macclesfield as their first choice is 1294. This can be broken down to 683 x 1 bedroom accommodation, 417 x 2 bedroom, 158 x 3 bedroom, 36 x 4+ bedroom dwellings, therefore a mix of 1, 2 and 3

bedroom general needs dwellings, and 1 bedroom Older Persons dwellings on this site would be acceptable.

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, detail and materials should be compatible with the open market homes on the development thus achieving full visual integration. The affordable housing should be provided no later than occupation of 50% of the open market dwellings.

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.

Given the above the proposal complies with the requirements of Local Plan Policy SC5 and LPS 16(e).

EDUCATION PROVISION

One of the site specific principles of the site allocation under LPS 16 is that the development of the site will require “contributions to education and health facilities”.

The development of 232 dwellings is expected to generate:

43 primary children (232 x 0.19) – 1 SEN
34 secondary children (232 x 0.15) – 1 SEN
3 SEN children (232 x 0.51 x 0.023%)

The development is expected to impact on both primary school and secondary school places in the immediate locality. Contributions which have been negotiated on other developments are factored into the forecasts both in terms of the increased pupil numbers and the increased capacity at primary 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. This is an existing concern, however the 3 children expected from the application will exacerbate the shortfall. The 2 Special Education Need (SEN) children, who are thought to be of mainstream education age, have been removed from the calculations above to avoid double counting. The remaining 1 SEN child is expected to be 1 Early Years Foundation Status (EYFS) child. The Service does not claim for EYFS at present, therefore the child cannot be removed from the calculation above.

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

43 x £11,919 x 0.91 = £466,390 (primary)

34 x £17,959 x 0.91 = £555,651 (secondary)

3 x £50,000 x 0.91 = £136,500 (SEN)

Total education contribution: £1,158,541.00

The contribution has been agreed by the applicant and is subject to change when the final form of development is known and will be delivered through the s106 agreement.

PUBLIC OPEN SPACE AND RECREATION

The local plan allocation for this site and Policy SE 6 of the CELPS sets out that the open space requirements for housing development are (per dwelling):

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

Until the housing schedule is finalised it is not possible to accurately calculate the Public Open Space (POS) requirements. However, in line with the Policy SE6 of the CEC Local Plan, there is a public open space requirement of 65m² per family dwelling. On a development of this size this will be provided on site.

Amenity greenspace should be functional and flexible space, adaptable over time and should reflect local heritage/culture/wildlife to create distinctive, high quality spaces that compliment and strengthen the identity of the overall development and wider community as well and encouraging community cohesion. They should be large enough to accommodate informal recreation activities without disturbing residents of neighbouring properties. Therefore narrow buffers around the perimeter will not be considered amenity green space.

The provision and maintenance of the open space on the site will be controlled through the s106 agreement. The maintenance of the open space will be carried out by a management company.

There is a requirement to provide Recreation and Outdoor Sport (ROS) in line with Policy SC2 of the Local Plan and the playing Pitch Strategy. In this instance the developer has opted to make a contribution rather than on-site provision. This contribution will equate to £1,000 per dwelling (excluding the affordable properties) with the final contribution determined upon the final number of properties on site.

Policies SC1 and SC2 of the Local Plan Strategy provide a clear development plan policy basis to require developments to provide or contribute towards both outdoor and indoor recreation.

The Indoor Built Facility Strategy has identified that any existing shortfalls for Macclesfield should look to focus on improvement of provision at Macclesfield 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 ensuring that it fully addresses its 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 Macclesfield Leisure Centre to accommodate localised demand for indoor physical activity.

The requirement is calculated as follows;

- 232 houses at 1.61 people per residence = a population increase of 374
- The annual Sport England Active People Survey Results for 2016 showed 42.7% participation rate for Cheshire East. = 160 additional “active population” due to the new development in Macclesfield
- Based on an industry average of 25 users per piece of health & fitness equipment this equates to an additional six stations. Requirement for - 3 running machines (£6,500 per treadmill) and 3 resistance / weight pieces (£3,000 per piece). Total £28,500

The applicant has accepted the need for this contribution although the level of contribution may change based on the number of houses eventually approved on site. The contribution will be delivered through the s106 agreement but the overall level of contribution may change depending on the number of dwellings that come forward as part of the reserved matters application.

ACCESS TO HEALTH FACILITIES

There are six NHS GP practices within Macclesfield, all located within one building at the Waters Green Medical Centre. Based on the current local population, the Waters Green Medical Centre has sufficient capacity to manage currently registered patients. However, with the known planned housing developments, the local population is predicted to increase by approximately 19% over the next 10 years. In order to be able to continue to provide the current high level of primary care services to the local population the six GP practices will be required to review their current model of working. Even with modifications to the existing Waters Green Medical Centre, it is anticipated that the GP practices and NHS Community Services will need to expand out into an additional building.

It is suggested that the Section 106 funding for the planning application under consideration 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.

Size of Unit	Occupancy Assumptions Based on Size of Unit	Health Need/Sum Requested per unit
1 bed unit	1.4 persons	£504 per 1 bed unit

2 bed unit	2.0 persons	£720 per 2 bed unit
3 bed unit	2.8 persons	£1008 per 3 bed unit
4 bed unit	3.5 persons	£1260 per 4 bed unit
5 bed unit	4.8 persons	£1728 per 5 bed unit

Allocated Section 106 funding would be used to contribute towards modification to Waters Green Medical Centre or towards expanding services to an additional building. It is envisaged that multiple Section 106 funding allocations obtained from the various local housing developments planned in the Macclesfield area will be pooled to maximize the potential scope of the development of the above proposals. .

The applicant has agreed to a financial contribution in respect of this issue and this will be based on the number and size of dwellings that come forward as part of the reserved matters application.

RESIDENTIAL AMENITY

In order for the proposals to be acceptable, it is important that they do not have a detrimental impact on the amenities of existing residents. Local Plan policies DC3, DC38 and DC41 seek to ensure that new development does not significantly injure the amenities of adjoining or nearby residential property.

Many of the issues relating to overlooking, impact on privacy, and overshadowing will be addressed as part of any reserved matters application. Highway matters are addressed separately in this report.

Environmental Health has commented on the application and has raised no objections with regard to contaminated land, noise and vibration subject to conditions. It is inevitable that some disturbance will occur as part of the construction process. However this will be for a temporary period only and separate legislation is in place to ensure this does not occur.

Social Sustainability Conclusion

The proposals for the residential development will make an affordable housing contribution through the provision of 70 units of the correct tenure. The scheme does make a valuable contribution towards affordable housing which will be secured through a Section 106 agreement.

The proposed development will make a full education contribution, health contribution and will make a contribution towards open space, indoor recreation and outdoor sport. The affordable housing provision will meet the requirements

Overall the provision of a reasonable mix of housing for the community as part of a large strategic allocation along with on site affordable housing, health, education and open space and outdoor recreation contributions which can be provided by the development are considered to be socially sustainable.

ENVIRONMENTAL SUSTAINABILITY

IMPACT ON HIGHWAY NETWORK/ACCESS

A masterplan has been submitted with an indicative layout and no comments are made on the internal road network. However, it should be noted that there is no direct vehicular access to Pexhill proposed, although there is a pedestrian/cycle link is indicated.

All three of the sites that are currently being considered by the Council have been subject to re-consultation as further highway information has been submitted that affects all three applications in relation to the off-site traffic impact at the Broken Cross roundabout. The applicants have submitted joint mitigation measures/financial contributions for all three applications. The three applications are as follows:

17/4034M Land south of Chelford Road - This is an outline application for up to 232 dwellings taking its principal access from Chelford Road. The access to the site is provided by a new roundabout on the A537 Chelford Road, that incorporates pedestrian crossing points. The roundabout design also includes an access stub on the northern side of the roundabout that will serve application 18/0294M for 31 units, although there is no internal link provided to serve the 135 units in 17/4277M. A capacity assessment of the proposed new roundabout has been undertaken in 2022 with the development traffic added and it also includes likely future development on the safeguarded land indicated in the Local Plan. The results indicate that the roundabout operates well within its capacity.

17/4277M Land between Chelford Road and Whirley Road - This is an outline application for up to 135 dwellings and takes its principal access from Chelford Road.

18/0294M Land north of Chelford Road - This is an outline application for up to 31 dwellings with one point of access proposed from Chelford Road. There have been two forms of access submitted, a priority junction arrangement or a connection to a roundabout on Chelford Road.

As the principle impact of the development proposals is at the Broken Cross roundabout a joint impact assessment of the junction has been submitted by the applicants. This takes into account the impact of this development and those on the allocated site to the north of Chelford Road. The scope of the traffic impact of the development has been agreed and the main junctions to be assessed were the Chelford Road site access and the A537 Chelford Road/A537 Broken Cross/Fallibroome Road roundabout at Broken Cross.

The current roundabout junction at Broken Cross has existing congestion problems with long queues forming in the peak hours particularly on the A537 Chelford Road approach. As the roundabout junction is currently operating over capacity the addition of further development traffic would only extend the queues further and increase congestion, which is not acceptable. Consideration has been given to whether improvements can be made to the existing roundabout junction to accommodate the traffic flows arising from the development. It has not been possible to design an improvement to the Broken Cross roundabout that can also accommodate the development traffic, this is due to the availability of land in public ownership at the junction that prevents increasing the size of the roundabout.

The Kings School development has been included in the assessment as committed development as this scheme has a material impact at the Broken Cross junction. The former TA centre in Chester Road is not included in the assessment as the traffic generation is low and also once distributed on the network the flows using Broken Cross are negligible.

Given the capacity problems with the existing roundabout, the applicant has submitted an improvement scheme that removes the existing roundabout and replaces it with a traffic signal control junction. The junction would have two lanes on the A537 Chelford Road eastbound approach to the junction and a right turn flare on the westbound A537 approach, the junction also would operate under MOVA control. As the junction would be signalised, pedestrian crossing facilities can be included and the existing crossing facilities can be removed. It is proposed to provide controlled pedestrian facilities on both the A537 Chelford Road arms of the junction.

To assess the effectiveness of the proposed signal junction and its ability to accommodate the proposed development traffic, a comparison between the operation of existing roundabout and the traffic junction has been undertaken. The modelling of the signal junction has been using LINSIG software in 2022 using flows based on the average of the CBO traffic counts (November 2016) and DTPC traffic counts (September 2017) traffic surveys. The LINSIG model includes the development flows for all three sites, committed development and growth. The comparison of the queue lengths of the 2022 Linsig model and the existing roundabout has been shown in the Table below:

Table 1.0 Mean Maximum Peak Hour Queue Lengths – Existing junction and Proposed Signal Junction

	Fallibroome Rd		A537 Chelford Rd		Gawsworth Rd		A537 Chester Rd	
	existing	prop	existing	prop	existing	prop	existing	prop
AM Peak Hour	16	29	77	35	31+	33	58	34
PM Peak Hour	34+	14	72	26	19	35	47	19

The queue length figures show that overall the queue lengths are much reduced on the A537 arms of the junction although there some increases on the other arms. It should be noted that the existing roundabout flows do not include traffic growth to 2022 and this would have the effect of increasing existing queue lengths should the junction remain as a roundabout.

The capacity assessment of the signal junction (Table 1.1) indicates that the introduction of the signal junction would still be operating over capacity in the peak hours and this is as a result of high traffic flows and the constrained nature of the junction preventing a larger junction being provided.

Table 1.1 LINSIG results 2022 Flows plus Development

	AM peak	PM peak

	DOS	Q	DOS	Q
A537 East Left Ahead Right	94.6 %	34	84 %	19
	106.1 %		84 %	
Gawsworth Road Right Left Ahead	104.3 %	33	107.4 %	35
A537 West Left Ahead Right	99.7 %	35	78 %	26
	104.2 %		109.2 %	
Fallisbroome Rd Left Ahead Right	106.4 %	29	95.3 %	14

It is important to note that the proposed signal junction will not work within capacity and there will still be residual queues at the junction. However, in regards to these applications the signal scheme can accommodate the proposed development traffic without increasing the existing level of congestion and would reduce queue levels overall.

An improvement for the Broken Cross junction is included in the Local Plan as part of the development of LPS sites 16 and 18 where these sites are expected to contribute to improvements at this junction. Looking further ahead, the MMS (Macclesfield Movement Strategy) identifies key infrastructure requirements in Macclesfield to be delivered by the end of the plan period (2030). Broken Cross junction is one of the junctions to be improved and it is intended that a larger junction improvement than the current proposed traffic signal scheme would be delivered by the Council by the end of the period. At the current time, however, this project is not yet underway.

It has been estimated that the traffic signal scheme proposed as part of these applications would cost £855,000 and highways have requested that this should be delivered prior to the occupation of the 100th unit across the two larger sites. In response to the highway comments the applicants have agreed to provide the improvement scheme prior to the first occupation of any of the units across the two larger sites.

Having regard to the concerns raised by residents and given that the proposed scheme will provide highways mitigation at an earlier stage, it is considered that this would serve as a wider planning benefit of the scheme.

Developments are required only to mitigate the effects of their own impact. The proposed traffic signal scheme meets this test and as such is considered an acceptable mitigation scheme. The highway improvement scheme would need to be fully funded by the applicants and secured by condition. It would be delivered through a S278 Agreement prior to the occupation of any of the units on the two larger sites (17/4277M and 17/4034M refer).

Therefore subject to the improvements at Broken Cross junction being carried out, the proposal is considered acceptable and the impact of the development on the local highway network is suitably mitigated against. Additional conditions requiring the implementation of the zebra crossing on Gawsworth Road, the access roundabout to the site being completed before occupation of any houses on the site, the design of the main internal road and links through to the safeguarded land, submission of a construction Management Plan and a Travel Plan have been requested. These will be included on the decision notice.

DESIGN AND LAYOUT

The importance of securing high quality design promoted within the revised NPPF and the approach is fully consistent with CELPS Policy SE1 and the recently adopted Cheshire East Design Guide.

The application is in outline and details of layout, scale and appearance will be dealt with as part of any reserved matters application.

The illustrative site plan shows a layout that is unacceptable in Urban Design terms and contrary to adopted Design Guide. It shows no incorporation of green infrastructure and proposes the use of standard house types. As the site is located along a main route into Macclesfield a design of the highest quality will be expected on this site.

As a result a condition will be included on the decision notice that requires the submission and agreement of a design code. This will be required to be submitted in advance of any reserved matters application to meet the requirements of the Design Guide. A condition is also required in relation to materials.

Given the stage the proposals are at the proposals are acceptable subject to the above conditions.

LANDSCAPE

A Landscape and Visual Impact Assessment (LVIA) has been submitted with the application. The LVIA identifies the baseline landscape character at the national, regional and county and district level, in this case Landscape Type 16: Higher Farms and Woods, and specifically the Gawsworth Character area (HFW1), and also identifies the settlement pattern, as identified in the Cheshire East Design Guide, which identifies the settlement pattern as Silk, Cotton and market Towns.

The site itself consists of an undulating farmland with hedgerows, trees and a number of ponds, with existing development along the northern and eastern boundaries and agricultural land to the west and south. The landscape assessment identifies that for the construction phase the site would have a low sensitivity, the magnitude of change would be moderate adverse and the overall significance of effect would be moderate to minor adverse. The assessment indicates that with a more established landscape, developed according to the Landscape Strategy, the longer term effects would be minor adverse.

The visual assessment identifies a number of receptors from public and private views. This indicates that during the construction period there would be moderate adverse effects from nearby residential properties, major to moderate adverse effects on completion and in the short term for receptors D, F and G, but this would reduce to moderate after 15 years.

Whilst the LVIA is broadly acceptable the landscape effects may be greater than the assessment indicates. The submission includes a Landscape Strategy, this includes proposals for hedgerow planting, tree planting, woodland edge planting. Any reserved matters

application for approval of landscape it will need to retain a robust landscape strategy along with a design that reflects the Cheshire East Design Guide.

ECOLOGY

The application is accompanied by a comprehensive ecological assessment with subsequent addendums that address the following issues;

Cock Wood Local Wildlife site

Part of this local wildlife site, which includes a proportion of ancient woodland habitat, falls within the red line boundary of this application. The local plan policy for this specific site requires a 30m buffer to be provided around the ancient woodland within and adjacent to the site and woodlands and other habitats of Local Wildlife Site quality must be retained and buffered.

The updated ecological assessment includes a revised illustrative layout which excludes all development from the boundary of the local wildlife site and includes a 3m undeveloped buffer to the boundary of the Local Wildlife Site.

There are two small areas of marshy grassland on site. Only relatively limited information is provided on the species composition of these habitats, but they could potentially be of nature conservation value. These habitats are located close to the boundary of the Local Wildlife site therefore the Local Wildlife Site buffers be extended to ensure that these features are retained.

Otter and water vole

Whilst only a single survey visit has been undertaken in respect of these species, they are unlikely to be present or affected by the proposed development.

Badgers

Three minor badger setts were recorded on site. Depending on the final design produced at the reserved matters application it may potentially be possible to retain one sett on site, but the other two are likely to require closure under the terms of a Natural England licence to avoid any disturbance of badgers during the works.

The precise impacts of the proposed development on badgers will depend on the level of badger activity on site and the precise layout formulated at the time of any future reserved matters application. It is therefore recommended a condition shall be attached which requires any future reserved matters application be supported by an updated badger survey and mitigation strategy.

Breeding Birds

A number of breeding bird species were recorded on site, including a number of species which are considered a priority for nature conservation. The priority species are represented by only low numbers of breeding pairs, however to minimise the impacts of these species the proposed development must seek to maximise the retention of scrub and hedgerows habitats and the illustrative layout should include proposals for replacement planting to compensate for any avoidable losses.

The buffer zone required along the boundary of the Local Wildlife Site would also serve assist in reducing the potential impacts of the development upon breeding birds.

Barn Owl

There are records of this protected species within 1km of the application site. Two trees on site have been identified as offering potential habitat for roosting barn owls. No evidence of barn owl presence was recorded during the submitted surveys, the two identified trees were however only viewed from the ground and during the bat activity surveys.

As barn owls are known to occur within the broad locality of this application site and the proposed development would have the potential to result in the disturbance of barn owls even if the trees were retained that these two trees be subject to a closer inspection in the form of an aerial/climbing inspection and a further report submitted as part of any subsequent reserved matters application.

Bats

Most bat activity recorded during the initial two survey visits is associated with 'stop 5', 'stop 12' and 'walk 12'. Any detailed design submitted at the reserved matters stage should seek to maximise the retention of habitats in these parts of the site and bat roosts can be incorporated into the scheme and required by condition.

A number of trees on site have been identified as having potential to support roosting bats. One of these trees (37T) will be lost as a result of the proposed development and another tree (36T) may require pruning. These trees have been subject to a detailed inspection and are unlikely to support roosting bats. Roosting bats are unlikely to be affected by the proposed development.

Hedgerows

Hedgerows are a priority habitat. Hedgerows 1 -11 & 13-15 are 'Important' under the Hedgerow Regulations, predominantly due to the presence of native bluebell.

The submitted illustrative layout plan retains the majority of hedgerows on site, but there would still be some losses from a number of hedgerows to facilitate the site access roads. This includes losses from a number of hedgerows identified as being Important. In the event that planning permission is granted it must be ensured that any unavoidable losses of hedgerow are compensated for by means of replacement hedgerows as part of any future reserved matters application. This matter can be dealt with by condition.

Bluebell

This is a priority species and likely to be adversely affected by the removal of hedgerows as part of the proposed development. A condition should be attached which requires the submission of a bluebell translocation method statement.

Hedgehog

There are records of hedgehogs in the broad locality of the proposed development and so the species may occur on the site of the proposed development. Features for hedgehogs should be provided with any future reserved matters application. This can be dealt with by condition.

Great Crested Newts and Common Toad

No evidence of great crested newts was recorded during the submitted detailed surveys.

Ecological Enhancement

This application provides an opportunity to incorporate features to increase the biodiversity value of the final development. A condition should be attached which requires the submission of an ecological enhancement strategy in support of any future reserved matters application. The strategy should include proposals for the provision of features for nesting birds and roosting bats, gaps for hedgehogs in garden and boundary fencing, brash piles, a wildlife pond and native hedgerow and shrub planting.

In addition conditions are required for the safeguarding and buffering of the adjacent Local Wildlife Site and adjacent marshy grassland habitats. The reserved matters application is to be supported by updated bat, badger and bat surveys.

IMPACT ON TREES/HEDGEROWS

Trees and woodland in and adjacent to the application site are not currently protected by a Tree Preservation Order or lie within a designated Conservation Area. Cock Wood located on adjacent land to the west of the site is designated as Ancient Semi Natural Woodland and a designated Local Wildlife Site.

The application is supported by a Tree Survey and Arboricultural Impact Assessment. The Assessment has identified 60 individual trees, 13 groups and 7 hedges located within the application site, 11 High (A) category trees, 45 Moderate (B) category trees and 24 Low (C) category specimens.

One moderate (B) category tree, a mature Oak (37T) which the report states is showing some physiological decline will require removal to accommodate the access to the site from Chelford Road. Other proposed tree removals are confined to a low (C) category group of Goat Willow and Hawthorn (26G) to accommodate the new access road and the partial removal of two further low (C) category groups of self seeded Oak/Cherry (25G) and Holly (42G) to accommodate the access road footpath.

The Assessment has identified a potential Veteran tree (Alder 54T) which is located to the south of the site, if verified as a Veteran, a minimum distance of 15 metres from the tree stem to any built development will be required to secure retention. This will be included as a condition on any approval.

The Assessment further states that the rooting environment of a High (A) category Oak (36T) will be affected due to the construction of the main access road into the site. As this is the only means of access into an allocated site there is no scope for any significant amendment to avoid these impacts. Proposed ground level changes that will be required and retaining structures probably discount any reduced or no dig solutions therefore the loss of both the Oaks (36T and 37T) will have to be accepted with suitable replacement planting in mitigation.

Whilst accepting that the layout is only indicative, with some exceptions the design in terms of the relationship/social proximity to retains trees appears reasonably favourable. The site has

some challenges as there are significant changes in level across the site and needs to be carefully considered in more detail at reserved matters stage.

The Council's Design Guide also pays particular attention to the quality of living accommodation and the need to retain existing trees of landscape value and enhance the setting of the new development. Particular regard will be given to these matters when the final layout is submitted at Reserved Matters stage and it will be expected that these matters will be considered in full within a Arboricultural Impact Assessment/Method Statement and Tree Protection Plan

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.

Air quality impacts have, therefore, been considered within the air quality assessment submitted in support of the applications. The report considers whether the developments 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 PM_{2.5} impacts from additional traffic associated with these developments and the cumulative impact of committed developments within the area.

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

- 2017 verification
- 2020 – opening year do-minimum (predicted traffic flows should the proposals not proceed)
- 2020 – opening year do-something (predicted traffic flows should the proposals be completed)

As well as the standard detailed assessment, a sensitivity test was also conducted whereby the assumption is made that background concentrations will not decrease as predicted over the coming years. It is these figures that have been reviewed here as they represent a “worst case scenario” approach.

The assessment concludes that the impact of the future developments on the chosen receptors will be not significant with regards to NO₂, PM₁₀ and PM_{2.5} concentrations, with only one of the receptors experiencing a slight adverse effect for NO₂. Many of the receptors are, in fact, predicted to see an improvement in NO₂ concentrations due to the highway improvements at Broken Cross junction. There are also no new exceedances predicted to occur as a result of the developments. However, several of the receptors are located within the nearby Broken Cross AQMA and it is considered that any increase in concentrations, no matter how small, within an AQMA is considered significant as it is directly converse to our local air quality management objectives, the NPPF and the Council's Air Quality Action Plan.

As part of the considerations the Council queried the baseline figures for some of the receptors given that a local diffusion tube monitoring site for 2016 showed significantly higher figures. In response the following explanation was provided:

“Finally regarding the difference between monitored diffusion tube concentrations and modelled concentrations at the receptor locations, it is important to note that differences between distance from the road, wind direction e.g. being upwind or downwind of the pollutant source, leeward or windward direction, angle from pollutant source, building effects (which are not included in the ADMS-Roads model), distance from queuing sections and other road sources will all greatly affect predicted concentrations. In addition, the monitored concentrations are subject to pollutant emissions from every road in the area and any other sources, whereas the modelled concentrations are predicted based on the roads included in the model, as detailed in our report. Also the monitored concentrations may be affected by unknown queuing/idling sources e.g. bus stops, any road works or other short term works in the area, parking in the vicinity etc. The purpose of the model verification process is to try and minimise these discrepancies between monitored and modelled concentrations. A thorough verification process has been undertaken using 4 / 5 diffusion tube locations and a sensitivity analysis has also been undertaken to consider a conservative scenario where background concentrations and emission factors may not decline from base year levels. All results show a slight/negligible impact which is considered to be ‘not significant’ and the proposals for the junction improvements actually show some pollutant concentrations decreasing slightly at receptors with the junction improvements in place.”

The EPU considers these conclusions to be acceptable, especially when the uncertainty (roughly 20%) associated with diffusion tube monitoring is also factored in. However, 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.

The developer has already submitted a Travel Plan Framework in support of the development which is considered acceptable and the proposals in the Travel Plan will be refined as part of the reserved matters proposals. As well as the Travel Plan requirement conditions relating to dust management and the provision of electric vehicle charging points will also be included.

A condition has been requested relating to the installation of low emission boilers. This however is not considered an enforceable condition and in any event the boilers will have to comply with building regulations.

The Air Quality Assessment submitted takes into account the developments to the north and south of Chelford Road on the allocated site. Representations have pointed to other developments in the Macclesfield such as the new Kings School and the development of the former TA site stating they should also be considered in the submission. These sites are approximately 1 mile from the site and even further when measuring the road distance between them. There are plenty of alternative routes that traffic may divert onto between these sites and the Broken Cross roundabout so any traffic using Broken Cross will be very minor in comparison to the vehicle numbers that travel through Broken Cross on a daily basis. It must also be pointed out that developments are only required to mitigate against any impact they may cause. It is not reasonable in planning terms to expect a development to remedy any pre-existing issues. As the package of mitigation measures are forecast to result in an improvement in air quality they are considered acceptable.

To conclude it is therefore considered the proposal will not have a detrimental impact on the air quality of the area as any impacts will be mitigated against.

FLOOD RISK

The site is classified as Very Low Risk (former EA Flood Zone 1), which is land that has a less than 0.1% chance of flooding (less than 1:1000). The Council's Flood Risk Team have considered the submitted Flood Risk Assessment and the further submitted information and have raised no objections to the proposals.

Conditions have been requested that requires the submission of a detailed strategy for surface water drainage, the development be carried out in accordance with the flood risk assessment and details of levels. These will be included on approval.

Environmental sustainability conclusions

It is considered that the proposed development is environmentally sustainable. The proposed design of the site is acceptable, subject to conditions regarding environmental matters.

ECONOMIC SUSTAINABILITY

Employment

The addition of 232 units within the town will undoubtedly boost the economy in the local area through the increased use of shops and services. Additional population can create more demand for local services, increasing the likelihood that they will be retained into the future and improvements and investment made.

The proposals will result in additional employment in the short term through the construction of the site along with an economic boost locally through the increase in population to this area of the town. It is considered that the proposals will make efficient use of the site which is part of a wider strategic allocation.

SECTION 106

A section 106 agreement will accompany the application and is required to secure the following:

- Provision of 30% affordable units, of these dwellings 65% will be affordable rented and 35% intermediate housing.
- Educational contribution towards secondary and SEN provision of £1,158,541 based on 232 dwellings being built on site, the final contribution will be based on the formula stated in the report.
- Contribution towards ROS £1,000 per open market house.

- Contribution towards health provision, the final figure is dependent on the number and size of properties that come forward at reserved matters.
- Contribution towards indoor recreation of £28,500 based on 232 dwellings being built on site.
- Management Plan for the on-site public open space and LEAP
- Contribution for monitoring of Travel Plan £5,000

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;
- b) Directly related to the development; and
- c) Fair and reasonably related in scale and kind to the development.

The provision of affordable housing, public open space, indoor and outdoor sport (financial) mitigation, and healthcare (financial) mitigation are necessary, fair and reasonable to provide a sustainable form of development, to contribute towards sustainable, inclusive and mixed communities and to comply with local and national planning policy.

A financial contribution towards the highway improvement works at Broken Cross roundabout is necessary to make the development acceptable in planning terms in order to mitigate for its impact on the highway network and will assist in air quality matters also.

The development would result in increased demand for school places at the primary and secondary schools within the catchment area which currently have a shortfall of school places. In order to increase the capacity of the schools which would support the proposed development, a contribution towards primary, secondary and SEN school education is required based upon the number of units applied for. This is considered to be necessary and fair and reasonable in relation to the development.

It is considered that the contributions required as part of the application are justified and meet the Council's requirement for policy compliance. All elements are necessary, directly relate to the development and are fair and reasonable in scale and kind of development. On this basis the S106 obligations comply with the CIL Regulations 2010.

COMMENT ON REPRESENTATIONS

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

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

Other representations relate to the principle of residential use of the site but this matter has been addressed through the process of adopting the local plan.

CONCLUSION AND PLANNING BALANCE

The site forms the majority of allocated site LPS16. The proposed development accords with the Local Plan policy relating to its allocation by providing housing and all the other policy requirements. Shortfalls in health and education provision are mitigated through financial contributions to improve existing facilities. The applicant is providing further financial contributions in order to make the development acceptable and is providing the full amount of affordable housing on site which is essential in order to make developments sustainable in the future.

It is considered that the proposals are environmental, socially and economically sustainable and accord with the development plan and the framework. The site is sustainably located within the town and the proposals represent an efficient use of the land.

The improvements to Broken Cross will be delivered either through a s278 agreement through planning condition or in the s106 agreement. These improvements will mitigate against the impact of the development on the capacity of this junction and also improve the air quality within the vicinity of the air quality management area.

Cheshire East is currently able to demonstrate a 5 year supply of housing however this proposal will make a valuable contribution in maintaining this position.

It is considered that the proposal represents sustainable development and accords with the development plan policies mentioned in the policies section of this report and national planning policy and guidance. Therefore for the reasons mentioned above the application is recommended for approval.

RECOMMENDATION

Approve subject to a legal agreement to secure

- Provision of 30% affordable units, of these dwellings 65% will be affordable rented and 35% intermediate housing.
- Educational contribution towards secondary and SEN provision of £1,158,541 based on 232 dwellings being built on site.
- Contribution towards ROS £1,000 per open market house.
- Contribution towards health provision, the final figure is dependent on the number and size of properties that come forward at reserved matters.
- Contribution towards indoor recreation of £28,500 based on 232 dwellings being built on site.
- Management Plan for the on-site public open space and LEAP
- Contribution for monitoring of Travel Plan £5,000

And the following conditions

- 1. Standard Outline Time limit – 3 years**
- 2. Approve reserved matters details**
- 3. Accordance with approved plans**
- 4. Details of surface water drainage to be submitted**
- 5. Reserved matters to include a signage scheme directing users to local cycle and footpath routes**
- 6. Submission and implementation of Travel Plan**
- 7. Reserved matters to be supported by detailed arboricultural impact assessment**
- 8. Implementation of site access prior to first occupation**
- 9. Reserved matters to be supported by detailed finished ground and floor levels**
- 10. Development to be carried out in accordance with submitted Flood Risk Assessment**
- 11. Submission of Construction and Environment Management Plan**
- 12. Reserved matters to be supported by Ecological Enhancement Strategy**
- 13. Safeguarding the ecological buffer to the Local Wildlife Site**
- 14. Boundary details as part of reserved matters submission**
- 15. Method Statement for Dust control**
- 16. Provision of Electric Vehicle Charging Points**
- 17. Standard contaminated land condition**
- 18. Any importation of soil for garden use to be tested**
- 19. Process for unexpected contamination**
- 20. Updated badger and bat surveys with reserved matters application**
- 21. Implement noise assessment recommendations**
- 22. Reserved matters to include landscaping scheme**
- 23. Noise Impact Assessment as part of reserved matters application.**
- 24. Details of materials to be submitted**
- 25. Details of play area and wider open space as part of reserved matters**
- 26. Retention of hedgerows**
- 27. Retention of veteran tree**
- 28. Bluebell Translocation Assessment**
- 29. Implement recommendations of archaeological assessment**
- 30. Submission of design code before submission of reserved matters.**
- 31. Implement Broken Cross highway improvements prior to first occupation of any dwelling on the site**
- 32. Implement zebra crossing on Gawsorth Road prior to first occupation of any dwelling on the site**
- 33. Internal access to be designed to a standard that can serve potential future development of the adjacent safeguarded land and provides a satisfactory internal road link.**
- 34. Detailed lighting scheme to be submitted in support any future reserved matters application**

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 (Regulation) delegated authority to do so in consultation with the Chairman of the Strategic Planning

Board, provided that the changes do not exceed the substantive nature of the Committee's decision.

