

Application No: 16/3724C

Location: Victoria Mills, Macclesfield Road, Holmes Chapel, CW4 7PA

Proposal: Reserved Matters application on Outline application 08/0492/OUT for appearance, landscaping, layout and scale with respect to 138 dwellings. (Revised Description)

Applicant: Mr Matthew Tudor-Owen, Anwyl Homes

Expiry Date: 21-Nov-2019

Summary

08/0492/OUT granted outline permission in August 2012 subject to 26 conditions and a S106 Agreement for the residential development of up to 160 units on this site. The permission was approved in part to subsidise the relocation of the existing commercial tenant (Fine Décor) within Borough.

The principle of the proposed development has therefore already been approved and cannot be revisited as part of this application which can only assess the matters reserved; namely the external appearance, layout, landscaping and scale of the development. The access was approved at outline stage.

Social Sustainability

The development will not have a detrimental impact upon residential amenity. The relationship with existing properties on Eastgate Road has been revised during the course of the application. The relationship complies with the privacy standards and bungalows have been introduced to the Eastgate Road boundary where the privacy standard is not met.

Children's play and open space is provided in accordance with the terms of the outline permission. The affordable housing provision is in accordance with the outline permission as varied by subsequent Deed of Variations to the S106 Agreement.

By virtue of ongoing contamination clearance costs and the fact that the planning permission subsidises the relocation of the current commercial occupier of the site (Fine Décor) to suitable alternative premises (now to be in Congleton) there is a 5% contribution to affordable housing.

The impact upon infrastructure/social benefits were deemed acceptable at outline stage and cannot be revisited as part of this application.

Environmental Sustainability

The proposed layout is considered to be appropriate and to comply with the parameters as set out in the outline permission. Details of the proposed landscaping are considered to be acceptable.

The River Croco is culverted under the site. The drainage/flood risk implications for this proposed development are considered to be acceptable and mitigated by the various drainage conditions imposed on the outline permission.

Due to the age of the premises the existing industrial use is not controlled in terms of hours/days of use and the associated traffic that could be generated if the site was used to capacity. The removal of the use from the site and the redevelopment including remediation is considered to be of significant benefit to the locality and local amenity.

Economic Sustainability

The development of the site would provide a number of economic benefits by virtue of the economic activity generated by the future residents of the houses in Holmes Chapel and beyond. The fact that the existing industrial user is relocating to more modern, suitable premises within Congleton as a consequence of this scheme will safeguard existing jobs as well as provide greater certainty for Fine Décor to invest in their future growth in the Borough, with the added economic activity that their growth will bring to the Borough.

It is considered that the planning balance weighs in favour of this development.

RECOMMENDATION

Approve with conditions

PROPOSAL

This is a reserved matters application for the residential development of the Victoria Mills site. The matters sought in this case are for the external appearance, design, layout, landscaping of the site. The access was previously approved at outline stage.

This application was submitted on 29 July 2016 and is therefore within the lawful time limit for the submission of the reserved matters for the original outline permission granted in August 2012.

The detailed mix is as follows:

Unit type	No
1 bed apts	4
2 bed Bungalows	5
2 bed Houses	20

3 bed Houses	46
4 bed Houses	63
TOTAL UNITS	138

SITE DESCRIPTION

This site is a 4.1 hectare industrial site which contains various existing Mills and factory buildings, some of which have been vacant for some time. It fronts onto Macclesfield Road to the north and is bounded by existing residential development to the west and the Manchester – Crewe Railway Line to the east.

Fine Décor (a Wallpaper manufacturer) occupies the site but has been seeking alternative premises more suited to their process for a number of years. Alternative premises have been found on the Eaton Bank Industrial Estate in Congleton.

The site contains a variety of other industrial/office buildings of varying sizes and heights, including a sizeable 4 storey block previously occupied by Fads (office type block located close to the boundary with Eastgate Road where a (closed off) ginnel is sited).

RELEVANT HISTORY:

08/0492/OUT - Outline application for residential development including means of access. Granted 30 August 2012 subject to conditions and a Section 106 Agreement dated 5th July 2012. The S106 Agreement contained (amongst other obligations) a requirement to provide affordable housing at 15%, and required the relocation of the manufacturing tenant (Fine Decor) of the site to be inside the Borough.

The reduced affordable housing requirement was permitted to subsidise the relocation of Fine Décor and having regard for the levels of contamination on site and the costs of remediation

A Deed of Variation (DOV) to the S106 Agreement attached to 08/0492/OUT was completed on 19th June 2014. The DOV allowed for the relocation of Fine decor either within the borough of Cheshire East or within 15 miles of the Application site.

A Deed of Variation (DOV) to the S106 Agreement attached to 08/0492/OUT was completed on 27 July 2017. The DOV allowed for the relocation of Fine decor either within the borough of Cheshire East or within the boundary of Cheshire West. It also allowed for the reduction in affordable housing provision on the site to 10% (from the original 15%).

A further Deed of Variation (DOV) to the S106 Agreement attached to 08/0492/OUT is currently in progress and is anticipated being sealed prior to the Committee meeting for this application. This DOV allows for the relocation of Fine Decor within the Borough of Cheshire East as premises have been identified and are acceptable to Fine Decor. This also allows for the reduction in affordable housing provision on the site to 5% to fund that relocation.

POLICIES

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

Cheshire East Local Plan Strategy

PG1 - Overall Development Strategy
PG2 – Settlement Hierarchy
PG7 – Spatial Distribution of Development
SD1 - Sustainable Development in Cheshire East
SD2 - Sustainable Development Principles
SE3 – Biodiversity and Geodiversity
SE5 – Trees, Hedgerows and Woodland
SE 1 - Design
SE 2 - Efficient Use of Land
SE 4 - The Landscape
SE 5 - Trees, Hedgerows and Woodland
SE 3 - Biodiversity and Geodiversity
SE 13 - Flood Risk and Water Management
SE 6 – Green Infrastructure
SE 12 Pollution, Land Contamination and Land Instability
SE 13 Flood Risk and Water Management
PG 1 Overall Development Strategy
EG 1 Economic Prosperity

Saved Policies in the Congleton Local Plan

GR6&7	Amenity & Health
GR9	Accessibility, servicing and parking provision
GR10	Managing Travel Needs
GR18	Traffic Generation
GR19	Infrastructure
GR20	Public Utilities
GR23	Provision of Services and Facilities
NR1	Trees & Woodland
NR4	Nature Conservation (Non Statutory Sites)
NR5	Maximising opportunities to enhance nature conservation

Holmes Chapel Neighbourhood Plan

H01 (Housing Type and Mix),
H02 (Low Energy Design Principles for Homes),
H03 (Sustainable Development of Housing and Infrastructure),
H04 (Size, Scale and Density of New Developments),
H05 (Early Consultations),
H06 (Affordable Homes),
CW1 (Outdoor Play and Recreational Areas),
CE1 (Footpaths and Cycleways),
CE2 (Connectivity Links around the Village),

CE3 (Open Spaces)
CE4 (Trees),
CE5 (Character and Design),
CE7 (Water Management on New Developments),
ES1 (Maintain the Commercial Heart of the Village Centre),
ES2 (Encourage Greater Employment Opportunities),
TT1 (Promoting Sustainable Transport),
TT2 (Congestion and Highway Safety),
TT3 (Parking)

National Policy:

The National Planning Policy Framework establishes a presumption in favour of sustainable development.

Of particular relevance are paragraphs:

124-132. Achieving well designed places

CONSULTATIONS:

Environment Agency: No objection

Network Rail : No Objection

CEC Environmental Health: Conditions on the original outline retained

CEC Head of Strategic Infrastructure: No objection

CEC Strategic Housing Manager: No objection- the level of affordable housing provision is acceptable

Jodrell Bank Observatory (JBO): No reply

VIEWS OF THE PARISH/TOWN COUNCIL

Holmes Chapel Parish Council: Objection to the following aspects of the development:

1. It has been noted that the application for the entrance to the housing development has been withdrawn (ref 19/3972C). Council does not see how this current application can be agreed without clear information about how the estate will be accessed. Council would like to consider an application for the entrance to the estate prior to this application being decided.

2. Now that application ref 19/3972C has been withdrawn this provides the opportunity for a realistic look at installing a mini roundabout at the top of Hermitage Drive. This would provide access into the site with the added benefit of reducing the speed of traffic on Macclesfield Road, which is a known problem and allowing safer access/egress to the primary school on Hermitage Drive.

3. The footpaths onto the estate have gone down from two to one. The Parish Council would like to see the re-instatement of both footpaths; one from Eastgate Road as proposed and the other entering the development from Sycamore Close, at the rear of no.17 Eastgate Road.

4. The single access point into the site is being questioned by the Council, as it is in contradiction to the CE Design Guide, which recommends two-way access into housing developments.

5. It has long been the desire of the Parish Council to provide additional long stay car parking in Holmes Chapel, within walking distance of the village centre. Some space within the site for this would be a great benefit for Holmes Chapel. The current access area to the Victoria Mills site is presently used for car parking for:

- a. the Hermitage Primary School, for drop off and collection of children
- b. the Catholic Church, for the congregation on Sundays
- c. For users of the Catholic Church hall during the week, e.g. sport and youth organisations

This parking space will be lost for the community of Holmes Chapel when this development is built, with no alternative in the area for parking.

6. Very limited car parking is provided for visitors to the residences on the development, again with no alternative parking available.

7. The pedestrian route from the proposed development to the shops and facilities on Manor Lane is presently poor – the footpath on Macclesfield Road needs to be widened and improved to allow safe pedestrian access to these facilities. Consideration should also be made of introducing railings where the pavement becomes very narrow on top of the bridge to protect pedestrians. Council would also like the creation of a pedestrian bridge over the railway line to be considered.

8. A controlled crossing point across Macclesfield Road for those accessing the primary school on Hermitage Drive would be essential.

9. The layout of the site for dwellings alongside the railway line is not best designed to mitigate noise from the railway. The site plan appears to show trees along this boundary. There is no formal tree planting plan so the type of trees is unknown and it is likely that Network Rail may have some comments about the close proximity of trees to the railway line. Other mitigation measures for noise abatement would be preferred.

10. The reduction in the number of affordable homes on the site is disappointing.

11. The Parish Council would have liked more bungalows and 3-bedroom homes in the housing mix, in accordance with its Neighbourhood Plan Policy HO1D

REPRESENTATIONS

There have been 2 main rounds of publicity with this application. The 1st was in 2016 and comprised a layout that has been extensively and comprehensively altered by the current submitted scheme.

In respect of the 2016 layout objections were received from 8 adjoining or nearby residents on grounds of:

- The plans are not compatible with the site, far too many houses / flats, inappropriate size and height of buildings, increases in traffic, unwelcome pedestrian access and it removes one of the few employment sites there are in the village – against the wishes of the parish council
- 3 storey dwellings, which would be out of character in the village
- The ginnel should not be opened up

The current proposal have been re-advertised, including site notices and newspaper advertising and has resulted in representations from 40 addresses, including adjacent neighbours and from other addresses in Holmes Chapel raising following matters as areas of general observation and 16 objections and 29 general observations on the following grounds:

- Principle of the development
- Good idea 10 years ago but not now given all development that has occurred in the village
- Increased traffic generation
- The building of these houses must be done in conjunction with a robust impact assessment with a robust plan that will eliminate or reduce the risks presented.
- This development would significantly impinge upon existing residents support services, yet it offers nothing. Further, as the Parish council says, this development would indeed deplete Employment acreage.
We have objected before. Please refer to previous objection.
- Adding further homes in this area is only going to increase the volume of traffic and pedestrians on Macclesfield road, leading to further problems and potential accidents.
If this is to go ahead consideration needs to be made as to how we can walk safely from Saltersford Gardens to the village and also access the primary schools.
- Not enough infrastructure and contrary to the Village Plan
- Sub Station could be situated more central to the estate it is supplying not adjoining boundary with Eastgate road
- too much traffic on over-prescribed road
- Macclesfield Road from Holly Close to the village is incredibly narrow, especially with a pushchair.
- Cars fly across the incredibly flat 'roundabout' at the corner of Manor Lane and Macclesfield Road and there needs to be something to prevent an accident here.
- lighting needs to be improved along this stretch into the village.
- House too close to 55 Eastgate Road
- Pavement on Macclesfield Road should be improved / widened– a pedestrian bridge is requested
- Its vital the footpaths and pedestrian ways throughout the village are addressed before a serious accident occurs. It is already extremely dangerous without adding more houses and traffic to the village.
- the doctors surgery and local infrastructure cannot cope with the already built or being built new housing.

- There needs to be consideration given to double yellow lines running both sides of Macclesfield Road. The bottom entrance also needs to be considered being so close to the Hermitage Dr junction and no crossings (especially with school children accessing
- Better traffic calming measures and also a wider pathway and barriers up and over the railway bridge are necessary
- Due consideration is needed regarding parking facilities within the village
- The alleyway between No.53 and No.55 Eastgate Road is not a public right of way. The gate here has been permanently closed since Fads head office closed. Opening this point of access will be detrimental to the immediate properties here, and also the safe, secure nature of Eastgate Road and the 2 culs-de-sac in the vicinity. Cut throughs, restricted width accesses and dark alleyways are magnets for unsociable behaviour. I believe this single element of the proposal has the potential to bring the most negative consequences to the neighbours of the development. Without this access the self contained development would be an improvement to the local area, and once complete, a more attractive proposition for the residents of Eastgate Road to back on to.
- Concerns are expressed about existing contamination of the industrial site and the lack plans and risk assessments for the clearing of the site prior to building work commencing?
- More green space is what Holmes Chapel needs for all ages

One representation of support on the following grounds:

- I am wholeheartedly in support of this application and have been since it first passed planning ten years ago. This is the one site in the village that needed development as it has been an eyesore for a number of years now. I believe housing will be a huge improvement to the site and upgrade this side of the village immensely. However I agree the road would benefit from speed control and a further crossing point. This site has been approved for housing for a number of years and it would be a great shame if it did not come to fruition.

APPRAISAL

The principle of the development for has already been accepted following the approval of the outline scheme. The outline permission is extant.

The original outline permission 08/0492/OUT allowed for up to 160 units indicatively (60 of these were intended to be within apartments, 18 no. 2 bed houses, 42 no 3 bed houses, 27 no. 3/4 storey houses, 10 no 4 bed houses and 3 no 5 bed houses).

The main and emergency access as approved at outline stage are unchanged by this proposal and must be provided in accordance with details approved at outline stage (condition 14 attached to 08/0492/OUT requires the access to be provided).

This application relates to the approval of the appearance, landscaping, layout and scale of the development for 138 units ranging from 1 bed apartments to 5 bed houses. The scheme also includes 5 bungalows, 2 storey terraced and semi detached dwellings and 2 and a half storey town houses

Housing Mix

Policy SC4 of the submission version of the Local Plan requires that developments provide an appropriate mix of housing. In this case the development would provide the following mix:

Unit type	No
1 bed apts	4(all affordable)
2 bed Bungalows	5
2 bed Houses	20 (3 affordable)
3 bed Houses	46
4 bed Houses	63

All of the proposed dwellings would be two stories in height apart from the Hawarden house type which is a bungalow (total of 5 units) and the Euxton and Snowdon units which are two and a half stories in height (total of 36 units).

Policy H01 of the Holmes Chapel Neighbourhood Plan (HCNP) requires a mix of house types with a third (33.3%) of properties being detached 2 and 3 storey properties, with the remainder being flats, bungalows, terraced and semi- detached property unless viability or other material considerations justify a different mix.

In this case the detached dwellings (3 and 4 bedroom) comprise 25% of the total units on this site and semi- detached units/town house type mews and bungalow development comprise the remainder of the site. Whilst this is 8% less than is required by Policy H01 of the HCNP, the mix and layout is considered to result in an adequate range of units catering for all need in a layout that is compliant with the Residential Design Guide. It is therefore considered that there are design justifications for a different mix in this case which satisfies the requirement of Policy H01 of the HCNP.

Policy SC4 requires an adequate mix but does not prescribe what that mix should be. The proposed development comprises houses of different size and style including 5 bungalows which would be provide a sufficient range and mix and would comply with Policy SC4 of the CELPS.

Affordable Housing

As a result of various Deed of Variations the s106 agreement attached to the outline permission details that an Affordable Housing Scheme shall include an affordable housing provision of 5% (7 units) on this site, all of which are of intermediate tenure. This reserved matters proposal scheme complies with that requirement.

The Strategic Housing Manager has advised that he is satisfied with the 4 no cottage style flats and 3 no two bed terraced houses that are provided in this regard.

Highways Implications

The wider traffic issues in the locality and the point of access were considered as part of the outline application. The access was approved and fixed at outline stage.

The level of car parking provision across the site is in conformity with adopted parking standards.

The Strategic Highways Manager raises no objection to the scheme.

Drainage

The River Croco (a designated Main River) is culverted through the site. The Environment Agency have been consulted and raised no objection.

Conditions are imposed on the outline permission concerning drainage. The developer will need to comply with the conditions imposed. No reply has been received from the Lead Flood Risk Agency, however, it will be incumbent upon the developer to comply with the drainage condition on the outline permission.

Landscape Impact/Trees and Hedgerows

Numerous trees are indicated for removal to facilitate this development including the belt to the rear of the existing houses on Eastgate Road, none of which are regarded as being good specimens by the Tree Officer. The Tree Officer is satisfied that the proposals which involve compensatory planting are acceptable and raises no objections to the proposals.

Soft Landscaping proposals include planting to the POS and LEAP area as well as general landscaping to front gardens and the streets.

Hard landscaping comprises extensive areas of block paving to define the hierarchy of streets within the site. Some frontage car parking is also to be of block paving construction. Other frontage parking spaces are delineated by granite setts set within tarmac.

Some minor additional planting within the streets and small changes to the hard landscaping would benefit this proposal. Revisions are being prepared at the time of writing this report. Conditions are required in this regard.

Design

The application is a Reserved Matters application for the residential layout of the site comprising 138 houses set within 3 character areas within the site and comprising a range of bungalows, 2 storey detached and semi detached dwellings, terraced houses of 2 and 2.5 storey and cottage style block of flats (2 storey). The main and secondary access points on Macclesfield Road were fixed at outline stage and can not be changed by this application.

The outline permission requires that the layout complies with the scale parameters established at outline. The layout and distribution of building and the Public Open Space (POS) complies with those scale parameters

The importance of securing high quality design is specified within the NPPF and paragraph 127 states that inter alia planning decisions should:

- a. function well and add to the overall quality of the area, not just for the short term but over the life time of the development
- b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c. sympathetic to local character and history, inc local landscape setting and built environment, while not preventing /discouraging innovation or change
- d. establish or maintain a strong sense of place, using arrangement of street, spaces building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e. optimise site potential to sustain appropriate mix (inc green and other spaces), support local facilities and transport networks
- f. create safe, inclusive and accessible places which promote health and well being.

This is supported by the Cheshire East Design Guide SPD and Policy SE1 of the CELPS.

Outline approval (Number of Dwellings/Density)

The issue of the number of dwellings and the density of the proposed development was considered at the outline stage. The outline limits the maximum number of units as being 160, however, this was to include a sizeable proportion of flats, which are not now proposed in this scheme. The POS is sited centrally and contains a LEAP in accordance with the requirements of the outline permission.

Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

The main vehicular access is via Macclesfield Road. A secondary emergency access is provided adjacent to 66 Macclesfield Rd which will only be accessible to emergency vehicles after no 66. This also forms a pedestrian link to Macclesfield Rd

Properties front on to Macclesfield Road in a similar set back from the main road. Numerous proposed dwellings would face the POS and offer good natural surveillance.

The proposal will re-open the ginnel adjacent to 53 Eastgate Road at the southern end of the site, which has been closed off for some years. This allows for direct access to the railway station for future residents and allows existing residents to access the town centre via Macclesfield Road. This is an important link through the site and the adjoining area.

Facilities and services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

Holmes Chapel is a local service centre and as such provides a range of services and facilities to meet the needs of local people including those living on this site

Public transport

Does the scheme have good access to public transport to help reduce car dependency?

Holmes Chapel is a Local Service Centre, the town centre is within walking distance on Macclesfield Road and the opening up of the ginnel to the south of the site allows for a direct pedestrian route to the railway station. There are also bus routes on Manor Road, Macclesfield Road.

Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

As discussed above the development would provide the following mix;

1 bed apartments	4(all affordable)
2 bed Bungalows	5
2 bed Houses	20 (3 affordable)
3 bed Houses	46
4 bed Houses	63

All of the proposed dwellings, including the cottage style flats would be two storeys in height apart from the Hawarden house type which is a bungalow (total of 5 units) and the Euxton and Snowden units which are two and a half stories in height (total of 36 units).

Given the scale of the development the housing mix is considered to be acceptable.

Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

Holmes Chapel is located within the North Cheshire Fringe area and the design cues for this are include the following:

- Significant mid to late 20th century expansion has resulted in a wide mix of housing types and styles
- Most of the older buildings are located to the radial routes into the village and around The Square
- Buildings are mainly brick or rendered with a few isolated half timbered houses such as Cotton Hall
- Many brick houses have stone detailing to the windows. Bricks are generally mixed shades of red, typical of 'Cheshire Bricks'
- Most housing is between 1 and 2 storey
- The railway is an important factor in the development of the village with a number of finely detailed railway cottages around the station

There is a variation of house-types in the immediate area with two storey 1960's/70's detached and semi-detached dwellings mainly adjoining the site on Eastgate Road. The other side of Eastgate Road comprises a mix of bungalows and 2 storey houses of the same style/age.

Macclesfield Road housing adjacent and opposite is mainly 2 storey interwar red brick semis, set back from the main road. Two pairs of semi-detached Victorian houses, a half timbered house and a bungalow immediately adjoin the application site on Macclesfield Road.

The surrounding dwellings have a mix of gabled and hipped roofs with a mix of materials (red brick and render/some boarding to 1st floor and grey tiled roofs). The dwellings in the locality of the site include a number of design features such as projecting gables, bay windows, window header and sill details (stone and brick, arched and flat-topped), brick banding (decorative red brick), brick quoins to the semis on Macclesfield Road, and chimneys. The materials in the locality are a mix of red brick and render and tiled roofs (a mix grey moderns to Eastgate Road and red rosemarys/ grey slate to Macclesfield Road).

The proposed dwellings would vary from bungalows to two and a half storey units and would have a gabled roof design. The roof heights vary across the development which would add some interest. The height variation from bungalows to two stories is consistent with the wider locality in this part of Holmes Chapel and is considered to be acceptable. Although there are no noticeable two and a half storey units visible in the locality the provision of such units is considered to be acceptable and would not detract from the character and appearance of the area. These units create visual interest and none adjoin any existing residential boundary of the site.

The design has been the subject of extensive negotiation with the Council's Urban Design Officer and it is considered that the proposed development respects this character of the area. Many of the design cues within this location are incorporated into the development with features such as half and full render, projecting gables, dormers, window header and sill details, brick banding, porch detailing, chimneys.

The properties fronting on to Macclesfield Road will incorporate red roof tiles as well as grey and a mix of red bricks, together with three rendered units. The 3 character areas incorporate different coloured windows within each area to create that character zone (mainly white, with a smaller zone and green and black coloured windows). Part render and render is also used are key points through the site

The application includes a schedule of proposed materials which are considered to be acceptable in this location.

The boundary treatment for prominent side boundaries would include a brick wall with piers, Cheshire railing to the main entrance, 1.8m high close boarded fences on the units adjoin the railway line. The frontages remain open. The proposed boundary treatments are considered to be acceptable.

Working with the site and its context

Does the scheme take advantage of existing topography, landscape features (including watercourses), wildlife habitats, existing buildings, site orientation and microclimates?

The existing industrial development is removed, including the 4 storey Fads building adjacent to the Eastgate road elevation. Given the historic use of the site, there is significant contamination which is remediated. The removal of a non-conforming and un-controlled industrial site within a mainly residential area will result in a development which works within its context.

Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

The proposed development includes a central access route and an emergency access route adjacent to existing 66 Macclesfield Road (as the retained access for no 66. The emergency access is bollarded after no 66 and is a pedestrian route on to Macclesfield Road. The majority of the open space would be to the central zone, as per the scale parameters approved at outline stage

The proposed dwellings would be sited to ensure that they overlook the proposed highway network and the open space to the central zone. The development would use corner-turning units on the all of the corner plots.

Internally within the site the proposed development would be include a mix of car-parking solutions. The majority of car parking is provided to front, which is not ideal, however, these have been softened by use of different blocks and materials at key points. There would also be parking in the form of rear courtyard to certain plots. It is considered that on balance the parking solution is acceptable

In terms of the landscaping within the development this is discussed elsewhere within the report, however, a small number additional street trees a key points have been requested by the Principal Urban Design Officer to further improve the street scene. A condition is suggested.

Easy to find your way around

Is the scheme designed to make it easy to find your way around?

The site is well connected internally and it would be easy to navigate throughout the development.

Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

It is considered that the proposed highways design is appropriate and on the whole avoids large straight stretches which would encourage speeding. The surfacing materials are considered to be in accordance with the Design Guide.

Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

Internally within the site the proposed development would be include a mix of car-parking solutions. The amount of car-parking to the front of the proposed dwellings is unfortunate with long runs of frontage car parking to terraced and semi-detached houses, however, it has to be remembered that this application significantly pre-dates the adopting of the Design Guide. Planting has been used to soften this in places, however, it is considered that the parking

spaces should not be predominately black tarmac and the use of blocks would further improve the hardscape character of the site. A condition will be necessary. There would also be parking in the form of rear courtyards and parking courts to certain plots.

Public and private spaces

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

The open space is within the site and this would be well-overlooked. It is considered that the development would create an attractive and safe area of public open space and safe routes through the site.

External storage and amenity space

Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

The submitted plan shows that all units on the proposed development would have private amenity space with rear access. Together with the proposed garaging there would be adequate space for future occupiers to store their bins/cycles.

The proposed cottage style flats would have a shared refuse store and cycle store. This should be sufficient to store 4 bikes and bins including refuse/recycling adequate for 4 households.

Design Conclusion

On the basis of the above assessment it is considered that the proposed development represents an acceptable design solution.

Overall Environmental Conclusion

Subject to the numerous conditions and S106 requirements as detailed in the Outline permission, which carry forward as part of this development, and the conditions suggested this scheme would not create any significant issues in relation to landscape, trees or the character and appearance of the locality. Indeed the removal of the present uncontrolled industrial use of this site will be of significant benefit to the locality. On this basis the housing layout is considered to comprise an environmentally sustainable form of development

SOCIAL ROLE

Residential Amenity

According to Policy GR6, planning permission for any development adjoining or near to residential property or sensitive uses will only be permitted where the proposal would not have an unduly detrimental effect on their amenity due to loss of privacy, loss of sunlight and daylight, visual intrusion, and noise.

Supplementary Planning Guidance Note 2 advises on the minimum separation distances between dwellings. The distance between main principal elevations (those containing main windows) should be 21.3 metres with this reducing to 13.8 metres between flanking and principal elevations.

Emerging policy HOU11 in the SAPDP (very limited weight at this stage in the adoption process) indicates that residential privacy distances should be 18m front to front and 21m back to back (for 1 or 2 storey). Whilst this layout mainly complies with this policy, there are instances where it does not.

These are considered to be plot 38 (bungalow) adjoins 37 Eastgate Road (2 storey with rear extension 17m from rear building façade of plot 38.) However, it is the proposed bungalow that is looked upon rather than the existing 2 storey house. Permitted development rights are recommended to be removed for this plot to protect the privacy of the existing resident.

All other interfaces with Eastgate Road are in compliance with the privacy standards, however, the proposed houses are just in compliance and further permitted development to the rear of the proposed houses would contravene the privacy standard. Plots 30-47 adjacent to Eastgate Road therefore require their permitted development rights removing for extensions to the rear, given the proximity to the existing houses and the generous tolerances that permitted development rights can allow, which have potential to be detrimental to the amenity of existing Eastgate Road residents.

Within the site itself there are various instances where the inner urban and courtyard design of the development results in narrower street pattern, e.g. plots 39 and 40 are 16m from the front of plots 115 and 116. Given the location of the site, the scale parameters that were accepted at outline stage, this is considered to be appropriate.

With regard to land contamination, dust and noise it is considered that the conditions attached at outline stage would satisfactorily safeguard future living conditions.

Public Open Space and Play Space

The outline permission requires a minimum of 0.35 hectares of public open space to be provided. A LEAP comprising 5 pieces of equipment was secured on this site via the S106 Agreement attached to the outline permission. This will be maintained by the Council. The Applicant will still need to comply with the exact wording of the S106 regarding the drainage/grading/landscaping and details of the LEAP.

The LEAP has been revised to be sited at least 20m from the closest property, however, the equipment as proposed needs to be amended to comply with the requirements of the Greenspace Officer. A condition is necessary in terms of the equipment design.

Jodrell Bank

Jodrell Bank has not replied to the consultation, however, the principle of development of the site for up to 160 dwellings has already been accepted by virtue of the outline permission. On this basis it is considered that the impact of this proposed layout of 138 households upon the operations of the telescope is neutral.

A planning condition for Jodrell Bank materials insulation for facades facing the telescope is required.

Overall Social Conclusion

The development, subject to conditions, will not have a detrimental impact upon residential amenity of the locality. Indeed, the removal of the non-conforming, uncontrolled 4.1 hectare industrial site, whereby any number of industrial occupiers may be located, will have potential to significantly reduce noise and activity, including HGV's to this site

The impact upon infrastructure has already been assessed at outline stage when the principle of the development of this site for up to 160 units was considered to be acceptable. Whilst this decision was taken some years ago, this permission is extant and the education/health requirements/social infrastructure impacts were deemed acceptable when permission was granted and can not now be re-visited.

PLANNING BALANCE

The principle of development of this site has already been accepted as part of the outline approval on this site. This assessment therefore considers the matters of detailed external appearance, layout and landscaping matters previously reserved

The scheme is considered to contribute to the 3 strands of sustainability in the NPPF in the following ways:

The development will not have a detrimental impact upon residential amenity. The impact upon infrastructure would be neutral as the issue was assessed at outline stage.

The design, layout and landscaping of the scheme is considered to be of sufficient quality subject to minor revisions to the landscaping. The scheme is in accordance with the general parameters and design principles set out at outline stage, although there are considerably less flats than put forward in 2008, this is not considered to be of detriment to the overall scheme.

Drainage/flood risk issues, land contamination, noise amenity re the railway are also conditioned by the outline approval. These conditions form part of the permission and will need to be complied with

The proposed access point is as previously approved and required by condition and can not be changed by this proposal. The traffic impact as part of this development has already been assessed and accepted when the outline proposals were resolved to be approved by Congleton Borough Council, ultimately resulting in the outline permission being granted in 2012. In any event this permission

The internal design of the highway layout/parking provision is acceptable to the Head of Strategic Infrastructure (Highways)

Accordingly, the scheme is deemed to acceptable and is recommended for approval.

RECOMMENDATION

APPROVE subject to the following conditions

- 1. Approved Plans**
- 2. Jodrell Bank Materials**
- 3. Revised boundary treatments (1.8m high close boarded fence to all rear garden boundaries)**
- 4. Scheme of hedgehog gaps in boundary fences/walls**
- 5. Facing/ Hard surfacing Materials to be approved – notwithstanding submitted details**
- 6. Elevations/layout of bin/bike store for apartments/ electricity sub-station to be provided**
- 7. Materials for frontage car parking to be approved/revised**
- 8. Removal of permitted development rights for affordable units PLOTS 65-67(class A); PLOT 8 (class A), plots 30-47 (classes A and B) and for all dwellings re walls/means of enclosure forward of front building line (open plan estate)**
- 9. LEAP equipment specification to be approved**
- 10. Additional tree planting scheme in key positions in street scene**

