



**Town and Country Planning Act 1990
(as amended)**

PLANNING STATEMENT

Outline planning application, with all matters reserved except for access, for residential development and associated landscaping and on-site infrastructure

Site: Land to the south of Manifold Drive,
Cheadle, Staffordshire

Applicant: CCP Developments (Stone)
Limited

Our Ref: CCP5/2/PS

Document Date: May 2025

**Knights
The Brampton
Newcastle-under-Lyme
Staffordshire
ST5 0QW**

CONTENTS

1.	INTRODUCTION	2
2.	THE PROPOSAL	3
3.	PRE-APPLICATION ENGAGEMENT	4
4.	SITE AND SURROUNDINGS	5
5.	THE DEVELOPMENT PLAN.....	6
6.	OTHER MATERIAL CONSIDERATIONS	7
7.	POLICY ASSESSMENT	8
8.	ECONOMIC BENEFITS	23
9.	SOCIAL BENEFITS.....	26
10.	PLANNING BALANCE AND CONCLUSION	28
Appendix 1	LPA pre-application response	
Appendix 2	LHA pre-application response	

1. INTRODUCTION

- 1.1 This Planning Statement has been prepared by Knights in support of an outline planning application by CCP Developments (Stone) Limited ('the applicant'), with all matters reserved except for access, for residential development and associated landscaping and infrastructure on land to the south of Manifold Drive, Cheadle, Staffordshire Moorlands.
- 1.2 By way of background and introduction to the applicant, CCP Developments is a family run construction company based in Stone, Staffordshire and are a trusted local name in building construction with over 50 years combined experience in this industry.
- 1.3 This proposal seeks to provide a range of accommodation, including affordable housing, small starter homes suitable for first time buyers and family housing. Whilst the number, layout and design of new homes would be established at reserved matters stage in the event outline planning permission is granted, an Illustrative Proposed Sketch Site Plan that accompanies this application (the preparation of which has been informed by consideration of the site's characteristics, constraints and opportunities, the character of the local area and the other supporting documentation that accompanies this application) suggests the site can accommodate in the order of 50 dwellings.
- 1.4 Accompanying this submission are the following plans and documents:
- (a) Documents by Tyler Grange
 - (i) Landscape and Visual Impact Assessment
 - (ii) Tree Survey and Arboricultural Impact Assessment
 - (b) Documents by SCP
 - (i) Transport Statement
 - (ii) Access drawings
 - (c) Ecology surveys by RammSanderson
 - (d) Phase I Geo-Environmental Report and Mining Risk Assessment by Sladen Associates
 - (e) Flood Risk Assessment and Drainage Strategy by Waterco
 - (f) Illustrative Proposed Sketch Site Plan by Calderpeel
 - (g) Design and Access Statement by Calderpeel
 - (h) Statement of Community Involvement by Knights
 - (i) Section 106 Heads of Terms
- 1.5 This Planning Statement will demonstrate that, in accordance with Section 38(6) of the 2004 Planning and Compulsory Purchase Act, planning permission ought to be granted.

2. THE PROPOSAL

- 2.1 This planning application seeks outline planning permission for residential development with associated access, landscaping and infrastructure. All matters are reserved, except for the principal site access from the public highway, details of which are submitted as a detailed matter for consideration by the LPA.
- 2.2 Whilst the details of layout, appearance, scale and landscaping are matters reserved for future approval, an indicative masterplan by Calderpeel has been submitted with this planning application to provide an indication of the development parameters for this site. These parameters include:
- (a) Retaining the majority of trees and hedgerows, including retention of the trees to the site frontage onto Manifold Drive;
 - (b) The provision of a landscaped frontage to the site, containing public open space and surface water drainage infrastructure in the form of ponds and swales;
 - (c) An internal road network that facilitates an outward looking development towards the open countryside, as well as providing active frontage to Manifold Drive, which would avoid the presentation of rear boundary features facing towards both Manifold Drive and the open countryside to the south east;
- 2.3 The Illustrative Proposed Sketch Site Plan that accompanies this application has been informed by consideration of the site's characteristics, constraints and opportunities, the character of the local area and the other supporting documentation that accompanies this application. It suggests the site can accommodate in the order of 50 dwellings.
- 2.4 It is envisaged that the proposed dwellings would be a maximum of two storeys in height, each of which would be provided with either on-plot car parking or parking in the form of small parking courts or on-street car parking.
- 2.5 The proposed dwellings would each be provided with their own private garden space.

3. PRE-APPLICATION ENGAGEMENT

- 3.1 This planning application has been informed by pre-application discussions with Staffordshire Moorlands District Council as the Local Planning Authority (LPA). In addition, pre-application advice has been obtained from Staffordshire County Council as the Local Highway Authority (LHA). An online community consultation exercise has also been held with the local community who were informed of the proposals by way of a leaflet drop.
- 3.2 A copy of the written pre-application response from the LPA is provided at **Appendix 1**.
- 3.3 A copy of the written pre-application response from the LHA is provided at **Appendix 2**.
- 3.4 Details relating to the community consultation, including how the applicant has responded to the issues raised by local residents, is provided within the Statement of Community Involvement that has been submitted with this application and is not repeated here in order to avoid duplication.
- 3.5 At the time of pre-application engagement with the LPA, LHA and local community it was envisaged that the site could accommodate up to 70 dwellings. Further work undertaken on the preparation of this outline planning application has led to and informed the Illustrative Proposed Sketch Site Plan that accompanies this application, which suggests the site can accommodate in the order of 50 dwellings.

4. SITE AND SURROUNDINGS

- 4.1 The site is located to the south east of the Town of Cheadle.
- 4.2 The site subject to this application is relatively flat and is bounded by an existing hedgerow. There are some mature trees that are located to the perimeter of the site with a row of trees located to the site frontage.
- 4.3 The site fronts onto Manifold Drive to the west and is delineated by a post and wire fence.
- 4.4 The site adjoins the settlement boundary with residential development located on the opposite side of Manifold Drive. This development is characterised by predominantly 1970's suburban development, the majority of which has no active frontage onto Manifold Drive. This presents a poorly designed harsh edge to the settlement in this location, presenting a poor interface between the settlement and the countryside beyond. Further commentary on the wider landscape context of the site is provided within the LVIA by Tyler Grange.
- 4.5 Manifold Drive is served by an existing bus route with a bus stop located on Manifold Drive to the north western corner of the site.
- 4.6 Cheadle is one of the three towns of the Staffordshire Moorlands and as such is one of the three largest settlements in the District. Cheadle has a town centre, a range of supermarkets, a leisure centre and primary and secondary education. Cheadle also benefits from a range of local employment opportunities, with a large industrial estate as well as JCB having a factory located to the north west of the town providing high skilled employment opportunities. Cheadle is therefore a highly suitable and sustainable location for additional housing development.
- 4.7 Further information on the site and its local context, plus its accessibility, are provided within the Design and Access Statement by Calderpeel Architects and Transport Statement by SCP respectively.

5. THE DEVELOPMENT PLAN

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework (the Framework) and Planning Practice Guidance (PPG) are material considerations in planning decisions and will be relevant to the determination of this planning application.
- 5.2 The Staffordshire Moorlands Local Plan, adopted September 2020, is the development plan for the area and covers the plan period up to 2033. The Local Plan provides the framework for development across the District. The relevant policies of the Local Plan are listed below:
- (a) SS1 Development Principles
 - (b) SS2 Settlement Hierarchy
 - (c) SS3 Future Provision and Distribution of Development
 - (d) SS4 Strategic Housing and Employment Land Supply
 - (e) SS10 Other Rural Areas Strategy
 - (f) SS11 Churnet Valley Strategy
 - (g) SS12 Planning Obligations and Community Infrastructure Levy
 - (h) H1 New Housing Development
 - (i) H3 Affordable Housing
 - (j) DC1 Design Considerations
 - (k) DC2 The Historic Environment
 - (l) DC3 Landscape and Settlement Setting
 - (m) DC4 Local Green Space
 - (n) C1 Creating Sustainable Communities
 - (o) C3 Green Infrastructure
 - (p) NE1 Biodiversity and Geological Resources
 - (q) NE2 Trees, Woodland and Hedgerows
 - (r) T1 Development and Sustainable Transport

6. OTHER MATERIAL CONSIDERATIONS

6.1 The following local and national planning policy documents will be relevant to the determination of this planning application:

- (a) National Planning Policy Framework
- (b) Planning Practice Guidance
- (c) Staffordshire Moorlands Design Guide SPD
- (d) Developer Contributions SPD
- (e) Staffordshire Moorlands 5 Year Housing Land Supply Assessment

6.2 Other material considerations include relevant appeal decisions. Two recent appeal decisions in particular – for residential proposals in Cheadle (with both decisions published earlier this year) – are highlighted as being of relevance in section 7 of this Planning Statement.

7. POLICY ASSESSMENT

- 7.1 The statutory framework for determining planning applications is set out at Section 38(6) of the 2004 Planning and Compulsory Purchase Act which states that applications should be determined in accordance with the development plan, unless other material considerations indicate otherwise. This section of the Planning Statement will go on to assess the proposal against relevant policies of the development plan, its conformity with such policies, and where any conflict may arise, provide material considerations in favour of granting planning permission which may outweigh any conflict with the adopted policies of the development plan.

The Principle of Development

- 7.2 The adopted Local Plan proposals map demonstrates the site is located outside of the settlement boundary of Cheadle. The site abuts the settlement boundary of Cheadle and is located on land defined as 'countryside'.

- 7.3 Policy SS2 identifies Cheadle at the top of the settlement hierarchy as a Town. Such settlements are described within the policy as follows:

“these are the largest settlements comprising of Leek, Biddulph and Cheadle which accommodate half of the District's population and the majority of the District's services and facilities. The spatial strategy seeks to focus future growth in these settlements and to strengthen their role as service centres. These settlements will be defined by a Development Boundary”.

- 7.4 Policy SS3 sets out that a minimum of 6,080 dwellings will be provided over the plan period, 25% of which are to be delivered in Cheadle. Net of completions and commitments (as of 2019), this equates to a need to deliver 1,158 dwellings in Cheadle.

- 7.5 Policy SS10 (Other Rural Areas Strategy) is the Council's policy relating to development in the countryside, which is relevant to this proposal. Policy SS10 sets out which forms of development will be acceptable in the countryside. It is accepted that the proposals do not meet any of the forms of development that are listed in Policy SS10 and the proposal therefore conflicts with this policy.

- 7.6 Whilst the proposal conflicts with the development plan policies for the area in terms of conflict with the countryside policies of the plan, national policy is a material consideration that carries substantial weight in this case.

- 7.7 Paragraph 11d of the Framework states that where the most important policies for granting planning permission are out of date, planning permission should be granted where the benefits of the proposal significantly and demonstrably outweigh the benefits.

- 7.8 Footnote 8 of the Framework states that for planning applications for housing, policies can be regarded as being out of date where an LPA is unable to demonstrate a deliverable five year housing land supply.

- 7.9 In this case, Staffordshire Moorlands District Council cannot demonstrate a five year housing land supply, and this issue has been subject to debate at two recent appeals for sites at Oakamoor Road and Froghall Road, both in Cheadle.
- 7.10 The Oakamoor Road decision (published 17 January 2025) found a supply position of 3.51 years, base dated 1 April 2023.
- 7.11 In the case of the Froghall Road¹ appeal decision (published 27 March 2025), the Council withdrew from defending the refusal following the outcome of the Oakamoor Road appeal, save for offering evidence on the five year housing land supply position. In that case, the Inspector found that the deliverable supply amounted to 2.95 years and concluded that *“it is clear that there is a pressing, current need for new housing in the district”*.
- 7.12 From 10 September 2025, the adopted Local Plan will become more than five years old, and the Council will need to plan for a mandatory housing target of 454 dwellings per annum based upon the Local Housing Need figure established through the standard method. This is a significant increase above the adopted Local Plan requirement of 320 dwellings per annum. The Council's housing land supply is therefore likely to significantly worsen later this year, and action should therefore be taken now to boost significantly the supply of housing in the District as expected by national policy.
- 7.13 The Inspector in the Oakamoor Road decision referred to above made the following conclusion at paragraph 95 of the decision letter:
- “The evidence before me indicates that the Council’s housing supply situation is worsening, with no realistic prospect of a plan-led solution to the housing land supply problem. In these circumstances policies relating to the spatial strategy and the delivery of housing cannot carry full weight. Sites such as the appeal site, whilst falling outside of the plan making process, are required to support the delivery of housing in the district”*.
- 7.14 In light of the above conclusion, a significant number of sites that have not been allocated in the adopted development plan will need to come forward for development in order to meet the pressing need for additional housing development in the District.
- 7.15 At pre-application stage, the LPA stated that whilst the site is outside of the settlement boundary where housing development is resisted, the LPA cannot currently demonstrate a five year housing land supply so in accordance with the NPPF paragraph 11 the tilted balance is engaged. Accordingly, sites outside development boundaries in sustainable locations can be considered more positively for housing if the benefits outweigh the harm.
- 7.16 Given the above considerations, this report will go on to determine whether there are other material considerations which may outweigh any conflict with the adopted policies of the development plan.

¹ Application reference SMD2021/0610

Locational Sustainability

- 7.17 Cheadle is defined as a town at the top of the settlement hierarchy and has a range of services and facilities available which reflects its designation as a town, including primary and secondary schools, supermarkets, shops and services, leisure facilities and public transport accessibility.
- 7.18 The site is located on the south eastern edge of Cheadle and is served by an existing bus service with a bus stop to the north western corner of the site. As such, alternative options to private car use exist within easy reach of the site.
- 7.19 The site is located within a 2km walk (as illustrated by the isochrone diagrams within the Transport Statement by SCP) of:
- (a) Cheadle Academy;
 - (b) Bishop Rawle C of E Primary School;
 - (c) Painsley Roman Catholic School;
 - (d) South Moorlands Leisure Centre;
 - (e) Cheadle High Street (within the town centre);
 - (f) ASDA, Iceland and Morrisons supermarkets.
- 7.20 In addition to the above, to the west of the settlement is an existing employment estate and to the north west of the settlement is a large JCB factory, all of which provide a range of local employment opportunities.
- 7.21 The adopted Local Plan describes 'towns' of which Cheadle is one, as follows:
- "...these are the largest settlements comprising of Leek, Biddulph and Cheadle which accommodate half of the District's population and the majority of the District's services and facilities. The spatial strategy seeks to focus future growth in these settlements and to strengthen their role as service centres".*
- 7.22 At pre-application stage, the LPA agreed that Cheadle is regarded as a sustainable settlement in terms of its location and the services and facilities that it contains.
- 7.23 In light of the above, it is considered that the site is located in an accessible location on the edge of a town with opportunities to access facilities and services on foot within a reasonable walking distance as well as opportunities to use public transport (bus) for journeys further afield. In light of these conclusions, the site is considered to be located in a suitable and sustainable location, on the edge of a settlement which is suitable to accommodate a development of this nature.

Housing Mix and Affordable Housing

- 7.24 Whilst the appearance and layout of the proposed development is a matter reserved for future approval, the proposed development would comprise a mix of housetypes and tenures. In

particular, it would include smaller homes suitable for first time buyers, as well as a policy compliant provision of affordable housing (33%).

- 7.25 The Illustrative Proposed Sketch Site Plan demonstrates that the following mix of housing could be delivered on the site, amongst a total of 50 dwellings:

House Size	Quantum
1 bed	6
2 bed	14
3 bed	13
4 bed	17

- 7.26 Criteria 3b of policy H1 states that housing proposals of 10 dwellings (or 0.5ha) or more will be required to provide a mix of housing in terms of size, type and tenure on the site unless viability or other circumstances exist. The final mix will be negotiated with the developer based on housing needs as informed by the SHMA or successor document and other relevant factors such as available supply and market demand.
- 7.27 The 2017 SHMA which supported the preparation of the Local Plan identified a need (District wide) to provide 60% of new homes as 1 and 2 bed units, and 40% of homes as 3 and 4 bed units, however this was caveated to state that officers “*take a flexible approach to applying this advice when dealing with housing applications in the District*” and that the advice of the SHMA must be “*subjected to further detailed assessment through the Council’s housing viability work to test the deliverability of these rates*”.
- 7.28 In this case, 40% of the proposed units are shown on the illustrative site layout as 1 and 2 bed units, and 60% of the proposed units are shown on the illustrative site layout as 3 and 4 bedroom units.
- 7.29 Whilst the above does not completely align with the recommendations of the SHMA, it should be noted that the most recent SHMA is 8 years old, will not reflect latest evidence of need or the prevailing market conditions, and does not take into account more recent national policy changes requiring a greater level of housing delivery in the District.
- 7.30 The proposal would still deliver a broad mix of housetypes and sizes, and also balances the need to make efficient and effective use of the site and deliver a well designed residential scheme within a landscaped setting.
- 7.31 With regard to affordable housing provision, Government figures indicate² that as of 31 March 2024, there were 812 households on the Council’s housing waiting list.
- 7.32 Paragraph 7.55 of the adopted Local Plan states that:

“The limited supply of, and high demand for, housing in Staffordshire Moorlands has led to high prices and rents. It is now extremely difficult for local people on low incomes and increasingly

² DHLUC Live Table 600

those on middle incomes to afford a home of their own. This is particularly so in the rural areas. Unless more affordable housing is provided, there is a danger that those on lower and middle incomes, particularly the young, will be forced to leave the district in increasing numbers. As a result, our communities will be damaged and the district's age and social structure will become even more biased towards the elderly and the wealthy".

- 7.33 Paragraph 7.56 of the Local Plan goes on to state that:

The Strategic Housing Market Assessment (SHMA) demonstrates a significant need for affordable housing in the District which exceeds the District's average annual development rate requirements. This policy therefore seeks to support the provision of affordable housing across the District through a range of measures. The SHMA findings would suggest a 100% affordable housing requirement, however this is considered unrealistic as it would not allow a sustainable housing market to be maintained.

- 7.34 Evidence submitted to the Froghall Road inquiry by Tetlow King on behalf of Bloor Homes (for the aforementioned appeal decided in March 2025) demonstrates the households on the Council's housing register experience average waiting times ranging from 1 – 2 years for an affordable home.

- 7.35 Further to the above, the Inspector for the Froghall Road appeal made the following conclusions relating to affordable housing need:

55. The significant under delivery of homes in Staffordshire Moorlands over the current Local Plan period has had an even greater effect in terms of affordable housing. The Strategic Housing Market Assessment updated in 2017 (SHMA) identified an objectively assessed need of 224 - 432 net affordable dwellings per year between 2014/15 and 2030/31 in Staffordshire Moorlands.

56. However, it is common ground between the Council and the appellant that only 327 net affordable homes were provided between 2014/15 and 2023/24, an average of just 33 per year. This equates to the delivery of just 8-15% of the identified annual need for affordable homes contained in the SHMA during this period, which is a chronic shortfall in delivery of affordable homes.

- 7.36 If the final scheme at the site were to feature 50 homes as per the Illustrative Proposed Sketch Site Plan, the proposal would provide a total of up to 17 affordable homes as part of the overall housing mix for the site. These would comprise a mix of affordable homes available as First Homes, for affordable rent and shared ownership which would be managed and maintained by a registered provider of social housing.

- 7.37 The contribution of 17 affordable homes to addressing the immediate needs of those on the Council's affordable housing waiting list represents a material consideration in favour of granting planning permission for the proposed development. Given the acute shortage of affordable housing in the District, this benefit of the proposal should be afforded substantial weight in the overall planning balance.

Ground Conditions

- 7.38 The site at present is a greenfield site, and any risk as a result of ground contamination would be minimal.
- 7.39 Accompanying this submission is a ground conditions investigation by Sladen Associates, which included a site walkover. These investigations conclude that natural ground conditions beneath the proposed development area are likely to comprise predominantly mudstone bedrock overlain by glacial strata comprising clay till, although intrusive investigations are recommended in order to determine the final foundation design of the proposed dwellings (which could be secured by planning condition).
- 7.40 The report goes on to conclude that no special precautions are considered warranted with respect to mining legacy issues. Risks associated with potential ground contamination and ground gas are considered to be very low and could be managed by an appropriate discovery strategy being in place during geotechnical investigation and subsequent development.
- 7.41 The final conclusion of the report is that the present study has shown no reason why the site could not be safely developed for residential use.
- 7.42 In light of these considerations, the ground conditions are considered suitable to accommodate new residential development on this site, and the proposal is acceptable in this regard.

Landscape and Visual Impact

- 7.43 This planning application is accompanied by a Landscape and Visual Impact Assessment (LVIA) by Tyler Grange.
- 7.44 The LVIA concludes that there are no statutory or non-statutory qualitative landscape designations covering the site, and the site is not currently subject to any other designations indicating that development should be restricted as set out in national planning policy (the Framework footnote 9 listed designations).
- 7.45 The published landscape character and sensitivity assessment describes a strongly undulating or sloping landscape cut by small scale steep sided stream valleys with mainly small scale ancient irregular fields bounded by trees and hedgerows.
- 7.46 The site comprises three small scale fields which support areas of grazed pasture. The northern parcel adjoins the residential street of Manifold Drive to the north and the Rakeway Grange Farm complex to the north and north-east is generally well enclosed by mature boundary hedgerows and trees. The interface with Manifold Drive is more open in character, with the boundary comprising a post and wire fence and a linear row of irregularly spaced mature trees located towards the northern end. The existing built form at Manifold Drive and side streets provide a prevailing urbanising context over the near field parcels.
- 7.47 The extent of visibility of the site is limited to those areas located in closest proximity to the proposed development, with glimpsed, heavily filtered views from public rights of way a short

distance to the south and east of the Site. This is due to a combination of rolling topography and the presence of mature vegetation within the landscape forming field boundaries, as well as an abundance of mature trees either scattered through the landscape, within hedgerows or forming woodland belts and blocks. Surrounding existing residential development to the west and the urban form of Cheadle itself also limits the potential for long ranging views towards the site.

- 7.48 The LVIA concludes that whilst there would be adverse visual impact locally, the nature of the development proposed is not uncharacteristic within the receiving landscape, given its relationship within the adjacent residential areas and its position on the edge of a large town and the development would include the provision of a new area of public open space within the development.
- 7.49 In terms of visual amenity, it is accepted that there would be adverse effects on a very limited number of receptors.
- 7.50 In terms of effects upon other receptors such as road borne receptors or those using public rights of way, these were found to be either of moderate/minor adverse or negligible neutral in the longer term (Year 15). The Proposed Development will be experienced in the context of the urban edge of Cheadle resulting in the minor extension of the existing built form southeastwards and would be defined by a species-rich hedgerow with mature trees.
- 7.51 In conclusion therefore, whilst there would be some harm to localised landscape character, such harm would need to be weighed in the overall planning balance. It is considered that the landscape harm in this location by reason of a loss of countryside would be limited in the overall balance of considerations.

Arboriculture and Trees

- 7.52 This planning application is accompanied by an Arboricultural Impact Assessment (AIA) by Tyler Grange.
- 7.53 The proposed development requires the partial removal of one category C hedgerow and the removal of one category C tree. The remainder of the trees on site are to be retained to facilitate the proposed development, all trees have been considered as part of the design process. The AIA states there may be minor incursions into the Root Protection Areas (RPAs) of T3, G4, T5, T6, T7, T9, T10, T35 which can be resolved at the detailed design stage.
- 7.54 Minor pruning works may be required however this would be minimal and targeted pruning to not affect the overall canopy structure.
- 7.55 New planting is proposed as part of the scheme which would increase tree canopy cover and tree numbers on the site.
- 7.56 The collective visual amenity the trees provide to the area overall will be preserved and therefore the proposal is not considered detrimental to the area and is consistent with the policies of the Staffordshire Moorlands Local Plan (2020).

- 7.57 The proposal is therefore considered to be acceptable with regard to arboricultural impacts.

Ecology/Biodiversity

- 7.58 With regard to ecology, extensive ecology surveys have been carried out across the site by qualified ecologists from Ramm Sanderson.
- 7.59 The first stage of surveys carried out by RammSanderson was a preliminary ecological appraisal (PEA). The findings of the PEA identified some nearby ponds that may have the potential to support Great Crested Newt (GCN). A such, eDNA surveys were carried out during April 2025 to identify the presence of GCN. The eDNA survey results returned as negative and confirm GCN are likely absent from the site such that no further mitigation or licenses are required.
- 7.60 The need for other protected species surveys was considered through the PEA, which concluded that additional protected species surveys were not required.
- 7.61 In addition to the above, the PEA recommended mitigation and precautionary measures during the construction period.
- 7.62 With regard to enhancements, the survey recommended that native floral species be included in the landscaping of the site with a known attraction or benefit to local wildlife over the site, and also encourage invertebrates and enhance the site for foraging bats. The PEA also recommended that as far as possible, existing trees and hedgerows should be retained as part of the proposal.
- 7.63 The surveys conclude that the site does not qualify as a Local Wildlife Site designation. In order to enhance the biodiversity of the site (that don't contribute towards the calculation of Biodiversity Net Gain), the survey recommends that the proposed development could provide the following features where possible:
- (a) Provision of bird nest boxes (Schwegler 1B nest box) suitable for a range of common species to be affixed to the retained mature trees on site and to the residential dwellings.
 - (b) Consideration to providing swift bricks, sparrow and starling boxes being incorporated into the buildings.
 - (c) Provision of bat boxes to be affixed to the retained mature trees on site. Use of boxes such as the Vivara woodstone box provide a long-term nest box solution requiring limited replacement, unlike wooden boxes which need regular replacement as a result of weathering.
 - (d) Consideration to provision of bat boxes could also be given in respect to the new buildings. Use of in-cavity boxes such as Ibstock Enclosed Bat Box C provide a long term nest box solution incorporated into the building.
 - (e) Provision of hedgehog boxes throughout the retained hedge and scrub habitats on site.

- (f) Installation of hedgehog highways in the residential gardens throughout the site so as not to inhibit connectivity for hedgehogs across the site. The proposed site plan includes landscaping and the provision of ponds and swales.
- 7.64 The ecology surveys therefore clearly demonstrate that the site in its current form is of limited ecological value, and that ecological enhancements and Biodiversity Net Gain can be provided as part of a landscape led development.
- 7.65 In order to determine whether or not the proposal would result in an enhancement to biodiversity, a Biodiversity Net Gain (BNG) Assessment has been prepared to support this application.
- 7.66 Under the Environment Act 2021, all planning applications granted in England will have to deliver at least 10% BNG.
- 7.67 The submitted metric has assessed the baseline of the site, as well as an assessment of the net gain that the proposed development is likely to deliver based upon the parameters set out on the Illustrative Proposed Sketch Site Plan.
- 7.68 In respect of mandatory Biodiversity Net Gain, post development, the scheme would result in the following:
- (a) A net loss of 1.42 Habitats Units. This equates to 24.67% net biodiversity loss.
 - (b) A net gain of 2.46 Hedgerow Units. This equates to an 80.79% net biodiversity gain.
- 7.69 With the scheme resulting in a net loss in biodiversity units for habitats, compensation/enhancement measures will be necessary to achieve a 10% net gain which is mandated under the Environment Act 2021.
- 7.70 Due to the limited scope to obtain further biodiversity units within the application site itself, it is proposed that some offsetting will be carried out on adjacent land within the applicant's control which will be secured through the appropriate mechanism of a planning obligation.
- 7.71 The proposal is therefore considered to be acceptable in this regard and would comply with the requirements of the Environment Act.

Energy and Sustainable Construction

- 7.72 The proposed development would incorporate climate change mitigation measures appropriate to the local environment and context of the application site and the predicted energy demands of future residents.
- 7.73 The proposed dwellings would comply with Part L1 Building Regulations 2021 by employing a Dwelling Fabric Energy Efficiency (fabric first) approach to optimise the building envelopes and minimise energy demand and consumption. This includes improved fabric insulation (u-values), air tightness and thermal bridging, and use of passive design and energy efficiency measures and building services including maximising the use of natural daylight and orientation, selecting

optimum materials, fitting LED lights, using high-efficiency condensing boiler gas central heating and natural ventilation.

- 7.74 The development would also be built using responsibly-sourced construction materials where possible and available, with measures to minimise non-recyclable (landfill only) construction waste.
- 7.75 The proposed development will feature EV charging points for all plots, outdoor space for drying clothes and storage of waste and recycling, permeable hard and soft landscaping, and eco-sanitary ware and restricted flow rates to maximise water efficiency and minimise consumption.
- 7.76 On this basis the proposed development is in accordance with Policy SD1 of the Local Plan and the relevant policies of the Framework.

Flood Risk and Drainage

- 7.77 With regard to flood risk, a Flood Risk Assessment and Drainage Strategy has been prepared by Waterco.
- 7.78 The site is located within Flood Zone 1, which is identified as having the lowest risk of fluvial and tidal flooding. It is acknowledged that the proposed development would increase surface water run-off through the increase in built form on the site. To address this, In order to ensure the increase in surface water runoff will not increase flood risk elsewhere, flow control will be used and attenuation provided on site to accommodate storm events up to and including the 1 in 100 year plus 40% climate change event.
- 7.79 All methods of surface water discharge have been assessed. Surface water will be discharged to the surface water sewer in Manifold Drive (Manhole 3002) at a rate of 6.5 l/s. Surface water runoff up to the 1 in 100 year plus 40% climate change allowance event will be attenuated on site. A total attenuation volume of 826m³ will be required to achieve the discharge rate and will be provided in the form of a pond, attenuation tanks and a dry basin.
- 7.80 Severn Trent Water have advised that foul flows from the site can discharge to the 225mm public foul sewer in Rakeway Road. A pumped solution will be required for development in the southern extent of the site.
- 7.81 In addition, it is recommended that finished floor levels are set at least 150mm above surrounding ground levels.
- 7.82 In summary, it is concluded that the proposed development would not be at risk from flooding, and that the proposed development would not increase the risk of flooding elsewhere and would be acceptable in this regard.

Highway Considerations

- 7.83 With regard to highway safety and transport, one of the Core Planning Principles of the Framework is to actively manage patterns of growth to make the fullest possible use of public

transport, walking and cycling and focus significant development in locations which are or can be made sustainable.

- 7.84 Annex 2 of the Framework defines sustainable transport modes as *“any efficient, safe and accessible means of transport with overall low impact on the environment, including walking, cycling, low and ultra low emission vehicles, car sharing and public transport”*.
- 7.85 In this case, the site is within easy walking distance of the services and facilities available within Cheadle. The surrounding area is generally flat and therefore facilitates easy walking routes. Public transport is available to residents, and the site is within easy walking distance of the bus stop to the north western corner of the site.
- 7.86 A Travel Plan can be secured as part of any planning approval to ensure that sustainable transport modes are maximised, and travel by private car is minimised.
- 7.87 The proposed development would therefore provide for a pattern of growth that would enable residents to make use of walking, cycling and public transport. The proposed development would also incorporate provision of electric car charging points to each of the proposed dwellings to facilitate the ownership of low emission vehicles, as required by Building Regulations
- 7.88 The Transport Statement (TS) by SCP assesses accessibility to services and confirms that the site is within easy reach of services and facilities by way of a variety of transport modes.
- 7.89 Whilst the site does benefit from good access to key services / facilities and bus services, it is acknowledged that the car would still be one of the main modes of travel for prospective residents. This is accepted by the Framework which does not preclude the use of the private car, but instead seeks to achieve a balanced approach. The site is well located in relation to the services available in Cheadle and where the private car would be used, most car journeys, where they are required, would be relatively short. The site is not located in a remote rural location.
- 7.90 In light of the above, there can be no doubt that the site is located is a sustainable location that is suitable to accommodate additional housing development to support existing services and facilities, and the site is in a sustainable location and its redevelopment for housing would not result in an unacceptable level of private car use.
- 7.91 With regard to highway safety, the TS confirms that a safe and satisfactory access can be provided into the site off Manifold Drive.
- 7.92 In addition to highway safety considerations, the cumulative impact on the surrounding highway network is also a key consideration, in particular, with regard to the effective movement of vehicles at key road junctions in and around Cheadle Town Centre. In particular, the junctions subject to detailed assessment are as follows:
- (a) Rakeway Road / Manifold Drive Priority Junction;
 - (b) A522 / Park Avenue Priority Junction;

- (c) A522 / Mill Road / Charles Street Priority Crossroads;
 - (d) A522 / Ashbourne Road Priority Mini-Roundabout; and
 - (e) A522 / A521 Chapel Street / Well Street Priority Roundabout.
- 7.93 The TS confirms that capacity assessments have been undertaken in the with and without development scenarios using industry standard PICADY and ARCADY software.
- 7.94 The assessments show that the junctions that have been assessed have sufficient spare capacity to accommodate the proposed development.
- 7.95 The analysis undertaken by SCP goes on to demonstrate that the proposed development will result in an increase of only 10 two-way vehicles during the AM peak hour and an increase of 11 two-way vehicles during the PM peak hour to the north of the A522 / Mill Road / Charles Street Priority Crossroads towards Cheadle Town Centre. Volumetrically, this equates to an additional vehicle movement once every 5-6 minutes or so during both the AM and PM peak hours. The effect of this additional traffic on the local highway network will not be perceptible during the peak hours, particularly when having regard to the daily fluctuations in traffic.
- 7.96 The key test in relation to transport impacts is set out in Paragraph 111 of the Framework, which states the following:-
- “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.*
- 7.97 Given that the above junctions are operating safely and there would only be a marginal increase in the number of vehicles using these junctions as a result of the development, it is not considered that the cumulative impact on the local road network would be “severe”.
- 7.98 Whilst queuing at junctions from time to time may be undesirable, they are not unusual in an urban or town centre environment.
- 7.99 In light of the above considerations, whilst the proposal would result in additional residential development that would generate additional vehicular movements, such movements would not result in severe cumulative impacts upon the local highway network, nor would the proposal be unsafe in highway terms.
- 7.100 Given the above considerations, the proposal is considered to be acceptable in terms of highway safety.

Design

- 7.101 Matters relating to design are reserved for future approval, however an indicative parameters plan by Calderpeel has been prepared to indicate the broad principles that the development would follow. This would include:

- (a) A landscaped frontage to Manifold Drive providing an attractive tree lined frontage (including the retention of existing mature trees) to the highway in line with national policy on the provision of street trees.
 - (b) 'Outward' looking development towards the open countryside beyond the site to provide a positive settlement edge and positive interaction between the development and the countryside, in order to avoid presenting harsh boundaries to the open countryside.
 - (c) Two storey dwellings facing towards proposed internal streets to create passive surveillance.
 - (d) A mix of parking solutions comprising on plot parking and park courts and ensuring that frontage parking doesn't dominate the street scene.
 - (e) Sensitive perimeter landscaping.
 - (f) Use of materials compatible with the surrounding character of the area, using a simple palette of materials and finishes including the use of red brick, with a darker tone of brick for building detailing, such as sills and lintels and string courses, dark colour clay tiles and pitched roofs, use of chimneys, some gable features to porches, and dark colour windows and doors.
- 7.102 At pre-application stage, the pre-application submission was accompanied by a high level landscape strategy plan which did not provide any detailing on the layout or design of the development. The pre-application submission related to an outline for up to 70 dwellings based on a 30 dwelling per hectare density.
- 7.103 Officers stated that given the landscape sensitivity of the site, the landscape led approach that is being pursued is sensible to ensure existing habitats are protected and retained within the scheme. However, the LPA stated that it would want more reassurance that the site can accommodate the 70 dwellings and would expect the outline application to be accompanied by an indicative layout plan illustrating how the dwellings could be comfortably accommodated without compromising the existing landscape and habitat features. Following further detailed work in response to pre-application feedback and community consultation responses, the proposal has been reduced to 50 dwellings.
- 7.104 In terms of basic urban design principles, a successful residential housing development should be outward facing, be permeable, with accessible points for pedestrian and cycles. Open space should be integral to the development, streets should incorporate street trees and be visually appealing through the use of different materials in the public domain. Car parking should not dominates the street scene and a range of parking
- 7.105 Whilst design is not a detailed matter for consideration at outline stage, it is considered that the site can accommodate a suitable and attractive layout and design that would be appropriate and compatible with its location on the edge of a large settlement.

Heritage

- 7.106 The site does not contain any listed buildings. St Giles Church in the centre of Cheadle is a Grade 1 Listed Building with a tall church spire, however this is not readily visible from the application site. Officers confirmed at pre-application stage that there would be no impact on the church and that a heritage statement would not be required. As such, there are no heritage objections to the development of this site.

Infrastructure Capacity

- 7.107 The Local Plan recognises that education provision is an important issue to be addressed alongside housing growth in Cheadle. Staffordshire County Council's School Organisation Team has identified the need for a new primary school in Cheadle, and that it should be located within the Cheadle North Strategic Development Area, and this was referenced by the Council's planning policy officer at pre-application stage.
- 7.108 The recent appeal decision for the Froghall Road site set out that funding contributions have been and are being collected for the new Primary School through Section 106 planning obligations. The LPA identified at pre-application stage that the County Council identifies on their web site details about how education contributions are calculated³.
- 7.109 The layout is submitted in outline form and is not fixed at this stage, however the applicant is willing to enter into a planning obligation to secure the necessary contributions towards local education provision / enhancements as set out in the Section 106 Draft Heads of Terms that have been submitted with this planning application.
- 7.110 With regard to the delivery of a new school, the Froghall Road appeal decision made reference to concerns raised by third parties as to whether the new school would be delivered in time to meet the needs of new residents. However, the Inspector went on to conclude that there is no compelling evidence that this would be the case, stating that *"both the Council and the County Council are well aware of the need for this new school and have a clear process through which it would be delivered in a timely manner"*.
- 7.111 With reference to healthcare, again, this matter was addressed in the recent Froghall Road appeal decision. The decision letter sets out that the Staffordshire and Stoke-on-Trent Integrated Care Board (ICB) recognises that clinical and administration space is insufficient across the Moorlands Rural Primary Care Network (PCN) with the majority of premises insufficient when benchmarked against current standards. There is also an overall shortfall in clinical capacity for current patient numbers across the three identified PCN practices within Cheadle.
- 7.112 Consequently, a request was made from the ICB for a funding contribution towards the provision of healthcare services within the PCN from the Froghall Road development. Difficulties accessing healthcare facilities was an issue raised by a number of residents as part of this appeal. The Inspector went on to conclude that they were satisfied that the ICB is aware

³ <https://www.staffordshire.gov.uk/Education/Schoolsandcolleges/PlanningSchoolPlaces/Information-for-developers/Planning-policy.aspx>

of the current situation and the effect new proposals would have and has a clear process through which enhanced capacity would be delivered, as necessary.

- 7.113 As referred to when considering education contributions earlier, the applicant is willing to enter into a planning obligation to secure the necessary contributions towards local healthcare provision / enhancements as set out in the Section 106 Draft Heads of Terms that have been submitted with this planning application.
- 7.114 With regard to highway and drainage infrastructure, these issues are addressed earlier in this submission where it is demonstrated that the proposal would not increase flood risk elsewhere, nor would it result in an unacceptable impact on the capacity of the surrounding highway network.
- 7.115 Therefore, subject to the final negotiation of a Section 106 planning obligation, the effects of the proposed development on the capacity of local infrastructure would be acceptable.

8. ECONOMIC BENEFITS

- 8.1 Economic benefits arising from development proposals are a material consideration in the determination of a planning application when considering the overall planning balance in the decision-making process.
- 8.2 The Government recognises the construction industry as one of the key sectors within the UK economy. In 2019, the value of construction work in Great Britain reached a record level of £119 billion with the number of construction jobs in Great Britain totalling 1.28 million across the United Kingdom (Office for National Statistics release 21 January 2021).
- 8.3 Overall, the construction sector contributed 6% of Gross Domestic Product in 2019 (ONS release January 2021 - Construction statistics, Great Britain: 2019) with labour productivity, as measured by output per hour, growing by 6.3% in the construction industry. By comparison, there was 0.2% productivity growth within the whole UK economy in the same period.
- 8.4 The Lichfields publication “The Economic Footprint of House Building in England”, for the Home Builders Federation shows the significance of house building to the national economy, with house building in England and Wales worth £38bn a year. The Construction industry supports 700,000 jobs and the report notes that an increase in house building activity has delivered benefits including £2.7bn in Tax revenues and £841m towards new community infrastructure.
- 8.5 Housing is acknowledged as a core economic driver for the United Kingdom and its regions, with the building of just one home realising a multitude of direct and indirect economic benefits. Building Homes, Making Places (Arcadis, 2017) estimates each house has the potential to generate over £316,000 per house for the UK economy, businesses, and local communities. Of this figure, £250,000 is estimated to be raised for the economy through the creation of jobs, generation of tax revenue, and the lessening of the housing benefits bill associated with housebuilding allowing for the Government's reallocation of funds.
- 8.6 This has recently been recognised by the Office for Budget Responsibility (OBR).
- 8.7 The most recent OBR forecasts published alongside the Chancellor's Spring Statement concluded in their forecasting that recent planning reforms will lead to the UK economy becoming 0.2% larger by 2029/30, worth around £6.8bn. This could rise to over 0.4% in 2034/35, with the OBR concluding that for a zero financial cost (to the Treasury) policy, this is the biggest positive economic growth effect the OBR have ever forecast.
- 8.8 House building also encourages investment in communities, with approximately £13,000 worth of improvements to infrastructure, facilities and public spaces arising per house built. It is also important to recognise that businesses are estimated to raise £53,000 per house built, with the local spending of new residents contributing roughly £32,000 to that £53,000. It should also be noted that the impact of the increase in the supply of housing is also accounted for within this figure, with increased levels of affordability reducing the premium that businesses have to pay their employees – further demonstrating the lasting nature of the economic benefits arising from new housing development.

- 8.9 This proposal for residential development, likely in the order of 50 dwellings, would deliver demonstrable economic benefits during the construction phase, whilst the additional expenditure generated by potential future occupants would be of benefit to the local economy.
- 8.10 In terms of job creation, the delivery of housing on this site would result in the following:
- (a) The proposal would support and maintain full time employment (FTE) jobs during the construction phase;
 - (b) There would be significant spend in relation to construction costs, including expenditure on materials and labour;
 - (c) The development of new housing would contribute towards and help to sustain a number of indirect jobs through multiplier effects.
- 8.11 There are clear synergies between inward investment and the availability of a mix of high quality housing. New businesses in the area or those seeking to relocate, look for areas where there is an appropriate range of housing for their workforce. The delivery of additional open market and affordable housing would help to attract economically active families and attract and retain the working age population within Staffordshire Moorlands, which would address the issue set out at paragraph 7.55 of the Local Plan (which identifies that without the delivery of additional housing and affordable housing, younger households will be forced to leave the District, which would have profound economic consequences for the local area).
- 8.12 The proposal would increase the total household retail expenditure in the area, reflecting household expenditure on convenience and comparison shopping. There are clear opportunities associated with this uplift in local expenditure, such as increasing the trading performance of existing shops and services in the locality and providing an opportunity for new facilities to be sustained.
- 8.13 Other economic benefits of the proposal would include:
- (a) The development of around 50 dwellings would generate additional Council Tax revenue, which could be used to fund and sustain existing Council services, such as refuse collections, and social care, etc;
 - (b) The development of up to 50 dwellings would generate a New Homes Bonus payment to the Council, which again could be invested in local services and facilities;
 - (c) Additional revenue to the Exchequer would also be generated in terms of Stamp Duty, Corporation Tax, and VAT, as well as PAYE tax and National Insurance payments from those directly employed during the construction phase, the employment supported through multiplier effects, and the jobs and businesses in the local retail and leisure sector that would be supported as a result of the proposed development.
- 8.14 The economic benefits of housebuilding are ones that should not be underestimated and are clearly acknowledged through national policy. The growth orientated elements of the Framework were initially a policy response to the economic downturn post-2008, and through the December 2024 changes, are an equally valid policy response to deliver economic growth and the delivery of 1.5 million homes over the course of the current Parliament.

- 8.15 Construction is a means by which the economy may be supported and boosted. Hence, to significantly boost the supply of housing fulfils an extremely important function in providing economic activity and the ripple effects which that creates.
- 8.16 The associated construction spending and the multiplier effects that it creates in terms of both local spending and job creation are still considerations which weigh heavily in favour of the proposal in economic terms.
- 8.17 In light of the above considerations, the proposal would deliver very significant economic benefits to the local area as a whole that are judged to carry significant weight in the overall planning balance.

9. SOCIAL BENEFITS

- 9.1 It is widely recognised that there is a housing crisis in this country with many different groups being unable to access housing which most suits their needs and circumstances. It is also national Government policy to deliver 1.5 homes in England over the course of the current Parliament.
- 9.2 There is a national policy objective to boost significantly the supply of housing and this proposal would help to do that.
- 9.3 There are currently 812 households on the Council's affordable housing waiting list and the 33% affordable housing that the proposed development would deliver would represent a life changing moment for some. The delivery of affordable housing as First Homes and for affordable rent and shared ownership would be a material benefit of the scheme which carries substantial weight in favour of granting planning permission.
- 9.4 Added to the above, the Council is currently unable to demonstrate a deliverable supply of housing sites to provide a five year housing land supply. The shortfall or backlog of delivery against the adopted Local Plan requirement over the plan period to date exceeds 1,000 homes. That backlog is significant and demonstrable and means that over 1,000 households have missed out on acquiring a home in the District, meaning that they may have to live further away from family, support networks or their place of employment.
- 9.5 As referenced earlier, paragraph 7.55 of the adopted Local Plan states that:
- “The limited supply of, and high demand for, housing in Staffordshire Moorlands has led to high prices and rents. It is now extremely difficult for local people on low incomes and increasingly those on middle incomes to afford a home of their own. This is particularly so in the rural areas. Unless more affordable housing is provided, there is a danger that those on lower and middle incomes, particularly the young, will be forced to leave the district in increasing numbers. As a result, our communities will be damaged and the district's age and social structure will become even more biased towards the elderly and the wealthy”.*
- 9.6 Paragraph 7.56 of the Local Plan goes on to state that:
- The Strategic Housing Market Assessment (SHMA) demonstrates a significant need for affordable housing in the District which exceeds the District's average annual development rate requirements. This policy therefore seeks to support the provision of affordable housing across the District through a range of measures. The SHMA findings would suggest a 100% affordable housing requirement, however this is considered unrealistic as it would not allow a sustainable housing market to be maintained.*
- 9.7 This proposal would help the authority address the very issues highlighted above by delivering open market and affordable homes for local people who needs these homes where they are needed.

- 9.8 The social benefits of the proposal therefore carry substantial weight in favour of the scheme in the overall planning balance.

10. PLANNING BALANCE AND CONCLUSION

- 10.1 The starting point for the determination of any future planning application for development at this site is the development plan, as applications should be determined in accordance with the development plan unless material considerations indicate otherwise, as per Section 38(6) of the 2004 Planning and Compulsory Purchase Act (as amended).
- 10.2 The development plan comprises the Staffordshire Moorlands Local Plan covering the period 2014-2033. Material considerations in the determination of this application include, but are not limited to, the Framework, Planning Practice Guidance, and local evidence of housing needs, in addition to the recent appeal decisions for Oakamoor Road and Froghall Road.
- 10.3 It is accepted that the site is located outside (but adjacent to) the settlement boundary of Cheadle on land designated as countryside (not Green Belt), and that the proposed residential development would be contrary to the countryside policies of the adopted Local Plan.
- 10.4 It is accepted that the Local Plan is an up to date development plan document insofar as it is less than five years old. However, Section 38(6) allows for decisions to depart from the adopted policies of the development plan where other material considerations indicate otherwise.
- 10.5 In this case, national policy expressed in the Framework states that the presumption in favour of sustainable development is engaged in situations where the policies most important for the determination of the planning application are out of date. For applications for housing, such policies can be regarded as out of date in situations where the Council is unable to demonstrate a five year housing land supply, which is the case in the Staffordshire Moorlands.
- 10.6 Following the recent publication of the revised Framework, the Council cannot demonstrate a five year housing land supply, and there are no longer any protections in situations where the development plan is less than five years old. In this case, the Council cannot demonstrate a five year housing land supply and the tilted balance is engaged.
- 10.7 Paragraph 11 of the Framework does set out instances at footnote 7 where development should be restricted. In this case, none of the footnote 7 restrictions apply to the land off Manifold Drive, Cheadle and the tilted balance is engaged due to the absence of a five year housing land supply, which has now been confirmed at appeal through the Oakamoor Road decision.
- 10.8 Furthermore, it is anticipated that the Council's housing land supply will significantly worsen later this year, when the Local Plan will become more than five years old in September 2025 and the Council will need to plan for a mandatory housing target of 454 dwellings per annum based upon the Local Housing Need figure established through the standard method (a significant increase above the adopted Local Plan requirement of 320 dwellings per annum). Action should therefore be taken now to boost significantly the supply of housing in the District as expected by national policy.
- 10.9 In terms of specific development plan policies, it is accepted that extant Local Plan policies can largely be regarded as being up-to-date, and setting aside the policy presumption against

development within areas designated as 'countryside', the proposal is considered to comply with all other relevant policies of the development plan with regard to:

- (a) Highway safety;
- (b) Locational sustainability, including location in relation to public transport and local shops, services and facilities;
- (c) Landscape and visual impact;
- (d) Design;
- (e) Energy and sustainable construction;
- (f) Housing mix and affordable housing provision;
- (g) Ecology/biodiversity;
- (h) Ground conditions;
- (i) Arboricultural impacts;
- (j) Heritage;
- (k) Infrastructure capacity; and
- (l) Flood risk and drainage.

- 10.10 In undertaking the planning balance, the totality of benefits in this case need to be weighed against the totality of harm.
- 10.11 In this case, the proposal would deliver economic and social benefits through the delivery of open market and affordable housing and would make a material contribution towards addressing the needs of those on the Council's affordable housing waiting list, as well as addressing the significant under-delivery of housing across the District which the recently adopted Local Plan has clearly failed to address. New national policy, in the form of the December 2024 publication of the Framework, seeks to boost significantly the supply of housing and enforces the new mandatory housing requirements.
- 10.12 As the Inspector concluded in the Oakamoor Road appeal decision "*the Council's housing supply situation is worsening, with no realistic prospect of a plan-led solution to the housing land supply problem*". This proposal would help to address this issue in a sustainable location on the edge of one of the main towns in the District.
- 10.13 The benefits of the proposal in terms of addressing material and pressing needs for open market and affordable housing is considered to carry substantial weight in the determination of any future planning application and is considered to outweigh any harm that would arise through the loss of a greenfield site on the edge of a large town.
- 10.14 It is considered that all other issues can be addressed through the imposition of conditions and the completion of the Section 106 planning obligation.

- 10.15 It is therefore concluded that the proposal would comprise a sustainable form of development and in accordance with paragraph 38(6) of the Planning and Compulsory Purchase Act 2004, planning permission should be granted.

Knights

May 2025