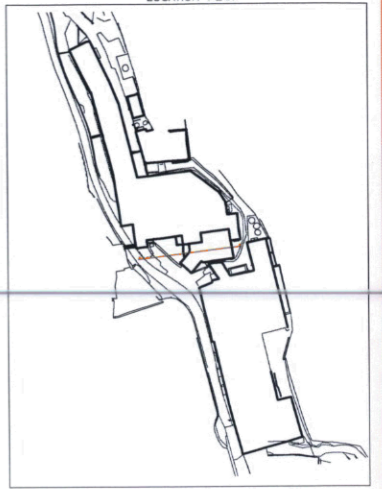


Appendix 2: Planning application documents for 08/0791P

Contents

- (a) Existing and proposed elevations (pages 1-2)
- (b) Demolition plan (page 3)
- (c) Copy of response from Building Control Officer (page 4)
- (d) Copy of response from Environment Agency June 2008 (pages 5-7)
- (e) Officer report (pages 8-22)
- (f) Copy of letter from Environment Agency September 2008 (page 23)
- (g) Copy of letter from Government Office for the North-West (pages 24-25)
- (h) Copy of Decision Notice (pages 26-34)
- (i) Copy of letter discharging condition 30 (page 35)



Macclesfield Borough Council
Planning Department
Received
- 1 MAY 2008
Date



Datum 159.00m

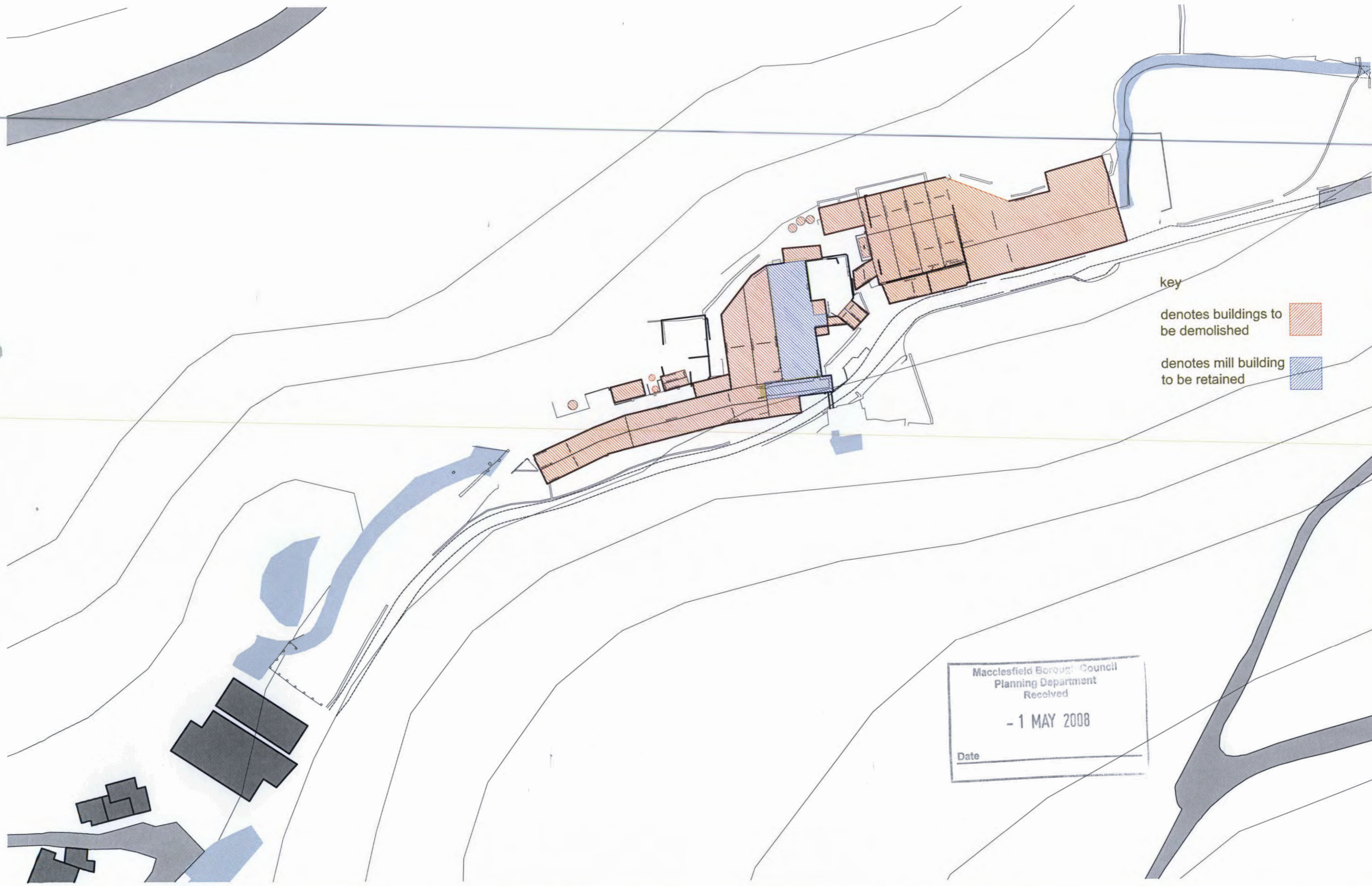
ELEVATION A (1:125)



south elevation



north elevation



Internal Consultee Reply Form

Consultation on Planning Reference Number **08/0791P**

Proposal: **DEMOLITION OF ALL BUILDINGS EXCEPT THE MILL.
CONVERSION OF MILL TO 24NO. APARTMENTS AND
ERECTION OF 24NO. APARTMENTS AND 18NO.
TOWNHOUSES WITH ASSOCIATED LANDSCAPING AND
CAR PARKING**

Location: **INGERSLEY VALE WORKS, INGERSLEY VALE,
BOLLINGTON, MACCLESFIELD, CHESHIRE, SK10 5BP**

Applicant: **INGERSLEY VALE LLP**

Views of Building Control Department in response to consultation dated 09-May-2008.

We

Supply general comments only

(Please select one box only)

Please use the space below to provide a summary of your objections/comments, which may appear in the Planning Officers report. (Max 400 characters)

Following a site visit to the above property on the 15th May 2008 and having read the engineers report, I would make the following comments.
Although the engineers report is brief, in general I would concur with its findings and therefore its observations and conclusions are accepted.
It should be noted that the Mill itself was severely damaged by fire in 1999 and generally lost not only its roof but most of the internal floors. However the stone external skeleton of the building suffered little damage and in is a reasonable condition and the re-introduction of new floors and roof will re-instate the full structural integrity of the building.

Please use the space below if you wish to expand more fully on your objections/comments made above.

From:	Heron, Sylvia
Sent:	23/06/2008 16:44:38
To:	planning
CC:	
Subject:	08/08791p

A hard copy of the above letter will be sent in the post.

Many Thanks
Sylvia

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Macclesfield Borough Council
Development Control
PO Box 40
Macclesfield
Cheshire
SK10 1DP

Our ref: SO/2008/103471/01-L01
Your ref: 08/0791p
Date: 23 June 2008

Dear Sir/Madam

DEMOLITION OF ALL BUILDINGS EXCEPT THE MILL. CONVERSION OF MILL TO 24NO. APARTMENTS AND ERECTION OF 24NO. APARTMENTS AND 18NO. TOWNHOUSES WITH ASSOCIATED LANDSCAPING AND CAR PARKING INGERSLEY VALE WORKS, INGERSLEY VALE, BOLLINGOTN, MACCLESFIELD

Thank you, for referring the above application to the Environment Agency for comments.

The proposed development is contrary to NE9 River Corridors Policy in Macclesfield's UDP.

We OBJECT to the proposed development on the following grounds.

The site lies within flood zone 3 of the River Dean and therefore a flood risk assessment should have accompanied the application. The applicant has however only submitted a copy of the Agency's flood map as the flood risk assessment and this is inadequate for the purpose.

In order that we can assess the risk of flooding a satisfactory flood risk assessment in accordance with Appendix C of "PPS 25 Development and Flood Risk: A Practice Guide " should be submitted to and agreed prior to approval.

In addition to the requirements of the above the FRA should consider the following:

1. Provide a hydraulic model of the river and culvert through the site from the weir immediately downstream to the footbridge upstream of the site applying the Q100 plus 20% climate change flow. A copy of the hydraulic model on disc should be provided with the FRA.

2. Demonstrate whether the site is within Flood Zone 3a or 3b.

Environment Agency
Appleton House, 430 Birchwood Boulevard, Birchwood, Warrington, Cheshire, WA3 7WD.
Customer services line: 08708 506 506
Email: enquiries@environment-agency.gov.uk
www.environment-agency.gov.uk

Cont/d..

3. Provide a survey of the River Dean culvert through the site to determine its structural condition and capacity and locate any pipe crossings that might create blockages and which will have to be removed.

It is not advisable to build over the line of the culvert, or directly adjacent to it, as this would lead to structural problems in the future. Any development that involves culverting or construction above culverts is not considered good practice, as it will prejudice future access to the watercourse, and will also result in a loss of open watercourse, which will be unacceptable in ecological terms

4. Previous studies of this site have indicated that the leat from Waulkmill Farm to Ingersley Mill leaks onto the adjacent field.

We understand that the inlet to the leat was sealed some years ago. A topographical survey and study of the structural stability of the leat should be carried out and proposals for its reinstatement provided. We would point out that the wall on the right hand side of Photograph 2 supporting the leat has several major cracks and could be at risk of failure.

5. Give particular attention to the risk of flooding from overland flow for example flow along the road from Waulkmill Farm to Ingersley Vale Mill and water overflowing from the river upstream of the site and passing behind plots C and D.

6. Consider safe egress and access from the buildings. There is a low spot in the road adjacent to the mill building which might flood during heavy rainfall and prevent access for emergency vehicles.

7. The weir on the River Dean immediately downstream of the site is in poor structural condition and water is flowing through the face of the weir rather than over the crest. A study of the structural stability of the weir and risk of failure should be incorporated within the FRA. Failure of the weir during flood conditions could impact on the stability of some of the adjacent proposed properties.

We understand that the weir is not in the ownership and that remedial works would have to be subject to a Section 106 agreement.

We have a hydraulic model of the River Dean. The developer should contact Katie McAlinden on 01925 543345 to obtain a quote for providing the model if they so wish.

Consideration should be given to the opening of all stretches of watercourse within the boundaries of this development. This would be of considerable positive benefit to wildlife along the River Dean corridor.

It is further considered that potential for further enhancement of the aquatic habitat should be considered. Opportunities for the removal of impassable weirs should be identified.

There is also considerable scope for enhancement of the aquatic habitat at this location which may add economic value to the development and increase recreational opportunities.

Once revised details have been submitted that addresses the above concerns we will be please to comment further.

If the Council is minded to approve the application as submitted, then, in accordance with paragraph 26 of PPS 25, we should be notified in order that further representations may be considered.

Yours faithfully

Ms SYLVIA HERON
Planning Liaison Officer

Direct dial 01925 543362

Direct fax 01925 852260

Direct e-mail Heron.S.Birchwood1.NW@environment-agency.gov.uk

DATE REPORT PREPARED

16 July 2008

POLICIES

The site lies within an Existing Employment Area, a Conservation Area and an Area of Special County Value for Landscape.

RELEVANT PREVIOUS APPLICATIONS

00/1696P Partial demolition and rebuilding of fire damaged mill building including replacement roof with new roofing material
Approved 20.09.2000

CONSULTATIONS

Rainow Parish Council: The consensus view was that the proposals would have a positive effect on the area. It would also have minimal visual and environmental impact due to the low-lying nature of the site. The provision of affordable housing units is also welcomed and fits within the Rainow Parish Plan.

However a number of concerns were also identified:

Some concern was expressed about the modern design, that the scheme was too large and inappropriate. The primary concern is one of traffic generation, and that the wrong figures have been used to calculate traffic data. The road is popular with walkers and could cause danger to pedestrians. There are concerns that the amount of parking is inadequate. Historical elements around the Mill should also be retained. The impact on local utilities must be considered while indigenous flora and a comprehensive landscaping scheme should be developed.

Bollington Town Council: The Town Council support the application in principle but is concerned about the impact of traffic on the surrounding roads. A site visit is requested along with a detailed traffic survey. There are additional concerns about pedestrian access to Ingersley Vale and consideration should be given to walkers by providing footpaths and public parking.

Environment Agency: The Agency object to the proposed development as the site lies within flood zone 3 of the River Dean and therefore a flood risk assessment should have accompanied the application. The applicant has however only submitted a copy of the Agency's flood map as the flood risk assessment and this is inadequate for the purpose. In order that we can assess the risk of flooding a satisfactory flood risk assessment should be submitted to and agreed prior to approval.

Highways Authority: The initial appraisal of the scheme generated a number of matters which were of concern to the Highway Authority, particularly

relating to free and safe passage of both vehicular and pedestrian traffic along Ingersley Vale and also to forward visibility. Since that time there have been extensive discussions between the applicant's traffic consultant and the Highway Authority which have resulted in the submission of a set of plans which overcome the initial concerns.

The applicant has sufficient control over the road serving the site to provide improvements for all users. This will include localised widening, and some street lighting and appropriate surfacing. The road will not be constructed to adoptable standards, but to a standard that is acceptable for safe, free flow of pedestrian and vehicular traffic.

It is noted that the site has a lawful use which in its own right could generate industrial and commercial HGV traffic. However, the type/volume of traffic from the proposed use would be primarily from private car and therefore there are no concerns regarding the traffic generated from the proposal.

The Highway Authority therefore has no objections subject to a number of conditions being imposed.

CCC Public Rights of Way Unit: It appears that the development may obstruct a public footpath, and therefore an objection is raised. However, if Macclesfield Borough Council is prepared to carry out a diversion order under the Town & Country Planning Act then the objection may be withdrawn.

CCC Archaeology: The Mill is included in the Cheshire Historic Environment Record where it is noted that the cotton spinning mill block is particularly early and the wheel house one of the largest ever constructed in Britain. Any below-ground remains associated with the weaving shed and 19th Century print works would also be of interest. The submitted report does provide recommendations for mitigation should the site be re-developed, and therefore no objections are raised subject to an appropriate condition.

Environmental Health: No objections to the scheme are raised although it is recommended that the room arrangement of the proposed apartments should be compatible both in the vertical and on the horizontal planes - i.e. bedrooms adjacent to / above / below bedrooms, and living rooms adjacent to / above / below living rooms etc. If such room arrangement is not feasible, then a scheme of sound insulation between the apartments should be conditioned.

No objection is raised with regard to Contaminated land subject to appropriate conditions.

Manchester Airport: No safeguarding objections to the proposal are raised.

County Planning Officer: Object to the proposed development for the following reasons:

- Due to the loss of employment land
- It will impact on the ASCV and adjacent Green Belt.
- Concern over flood risk

- Insufficient information in respect of protected species.
- Reliance on car use and fails to make provision for cycling and walking
- Concern over the access road which at present appears inadequate.

Should the Borough Council be minded to approve the application it is recommended that a condition requiring a habitat management plan should be imposed.

PUBLICITY

The application was advertised by means of site notice, neighbour notification and press advertisement. The last date for comments being 4 June 2008.

REPRESENTATIONS

Footpaths Preservation Society and the Ramblers Association object to the scheme, as it appears that the works will affect parts of the exiting footpaths. Concern is also expressed about how paths will be protected whilst works are in progress and potential conflict between walkers and the increased traffic.

Bollington Civic Society welcomes the proposal to clear the dereliction from Ingersley Vale and to restore the Mill, and recognise the return required from new properties for the development. They are supportive of the restoration of the Mill; the proposal to remove dereliction and pollution from the area; exposure and use of the River Dean; the design which hides cars below ground; the use of recovered stone and restoration of Clough Pool with intention to produce electricity for the housing units.

Although it is supported in principle there are a number of concerns. The flat roof design of the new dwellings; the intensity of the development will put considerable strain on limited highway facilities; the energy efficiency rating should be one level higher; there may also be conflict with walkers. Space for some recreational visitor parking should be provided.

15 letters of representation have been received in respect of the application. The letters are available to view in full on the Council's website, however the main points are summarised as follows:

- Proposal incompatible with road infrastructure
- Increased traffic
- Impact on highway safety and pedestrians
- Minor road cannot cope with the extra traffic
- There will be additional congestion at Church Street
- Scale is excessive and should be reduced
- Design is out of keeping
- Scale and sheer size of 66 dwellings is out of character
- There should be no on-road parking
- Appreciate the conversion of the Mill
- Development not sympathetic

- It is not an urban location
- It is over-development and will not enhance the area
- The HGV traffic referred to is non-existent
- The site is zoned for employment
- The site has not been offered on the open market
- There is insufficient parking
- It will impact on wildlife
- There will be future conflicts between future occupiers and businesses.
- It is contrary to the housing policy and there is no demand for flats
- In favour of domestic development
- The site is an eyesore demolition of the existing buildings is welcomed.

APPLICANTS SUBMISSION

The application has been accompanied by an extensive package of reports and technical information. This includes:

- A Design and Access Statement to explain the methodology behind the approach and the design concept.
- Planning Statements to address matters of planning policy, including a draft s106 legal agreement.
- Landscape and Visual Assessments
- Arboricultural Assessments
- Transport Assessments to consider traffic impact
- Eco Homes and Sustainability Assessments to consider the energy efficiency and sustainability of the scheme
- Ecological Reports
- Structural Reports for the Mill building
- Estates/Surveyors reports
- Contaminated Land Desk Study
- Housing Self Assessment Checklist
- Flood Risk Assessments

All these documents and the detailed drawings are available to view on the Council's website and on the application file.

THE PROPOSAL

This application seeks full planning permission for the extensive redevelopment of the area known as Ingersley Vale. The site itself lies within Rainow Parish, although the only vehicular access to the site is obtained through Bollington.

The site extends in a linear form from north to south along a narrow valley, which is heavily wooded on each side. A road leads through the site area to serve a few existing properties at the far southern end of the Vale. The River Dean also runs through the valley although it is mostly culverted. The existing site itself contains the historic (but unlisted) Ingersley Mill building with attached wheelhouse and a range of large single storey 'warehouse' style

buildings which extend to the north and south of the Mill. The whole site has been derelict for a number of years.

The proposal is to demolish all the buildings from the site, with the exception of the Mill, and to redevelop the area for a total of 66 dwellings. Although linked around a central concept and philosophy, the scheme can be broken into four distinct areas.

Area A: 6 town houses in two buildings. Accommodation over three floors with roof terrace and undercroft parking for 12 spaces (plus visitor parking).

Area B: 24 Apartments in 2 buildings. Three storeys in height with undercroft parking. Parking for 53 vehicles which will also serve the Mill.

Area C: Conversion of the existing Mill into 24 apartments over four floors.

Area D: 12 townhouses in two buildings. Accommodation over three floors with undercroft parking. Parking for total of 24 spaces plus visitor parking

The Mill building will be restored to its original form with appropriate traditional features. The approach on the other elements of the scheme is very much a contemporary design, which includes strong horizontal and vertical emphasis, with monopitch roofs and in parts large areas of glazing. The palette of materials includes both traditional natural stone and timber cladding, but also modern aluminium glazing systems and ternecoated steel.

All parking for the development will be underground with the main access point serving the first three areas, with only the 12 townhouses being served by a second access point further to the south off Ingersley Vale. Other features of the redevelopment include 15 affordable housing units; opening up parts of the culverted river; making use of the nearby Clough Pool to provide water for hydro electric power for the development; extensive hard and soft landscaping throughout both the site and adjacent area to improve the valley area; additional recreational footpaths and area of parking for visitors.

RELEVANT PLANNING POLICIES

National Policies

Regional guidance in the form of RPG13 and the emerging RSS provide the strategic policy background

UR4 states that redevelopment and re-use of vacant sites and buildings within urban areas should be a priority.

ER4 advises that strategies to exploit the regeneration potential of the textile mill heritage of East Cheshire.

ER13 states that local authorities should support local initiatives and proposals for renewable energy and promote self-sufficiency in energy generation and use

PPS1 states that sustainable development is the core principle underpinning planning. Planning should facilitate and promote sustainable patterns of development through protecting and enhancing the natural and historic environment, and ensuring high quality development through good design and efficient use of resources.

PPS3 provides general advice on housing and the priority to the development of previously developed land in particular vacant and derelict sites and buildings.

Cheshire Structure Plan

R1 and R2 deal with Cheshire's natural and man made heritage and to ensure it does not have any adverse effect on the ASCV.

GEN3 advises that all development will be required minimise adverse impacts on the site and its surroundings.

HOU1 in providing housing, priority should be given to development, which replace or reuse vacant buildings or previously developed land.

Local Plan Policies

H1, H2 and H5 provide policies on the phasing of housing development, creation of high quality developments and development of windfall sites.

H8 and H9 relate to provision of affordable housing

E1 advises that existing employment areas will normally be retained for employment. E4 identifies the type of employment uses that would be normally permitted on this site.

BE3 advises that developments will only be permitted in Conservation Areas which preserve or enhance the character or appearance of the area. General design guidance is provided in BE1 and DC1.

NE1 seeks to protect and enhance Areas of Special County Value. NE9 also promotes the natural value of river corridors.

Other identified policies applicable to the development include RT5 and RT8 (open space and provision of informal access to the countryside), DC3 (amenity), DC5 (circulation and access), DC8 (landscaping) DC17 (water resources and flood risk) and IMP1 (implementation)

SPD for Bollington also provides certain basic criteria for densities of development, and criteria for development to be character with their surroundings.

STRATEGIC IMPACT OF THE DEVELOPMENT

Loss of employment land

The potential strategic impact of the development relates specifically to the loss of employment land for housing. Policy E1 of the Local Plan clearly states that employment sites will normally be retained for employment uses – this is to ensure that there is a choice of employment land.

Since 1999 the current owners of the site have been informally advised that the site would not be suitable for commercial development. Marketing reports

and assessments of the site for employment use have been submitted with this application, but it should be noted that no specific marketing of the site for employment use has been undertaken. The report makes reference to the significant constraints of the site: The remoteness of the site being accessed through the centre of Bollington via Church Street – particularly when there is other accommodation closer to the A523; the buildings are in poor condition and would require significant repair and expenditure; parking would only be available at the northern end of the site; the private road access is inadequate for modern delivery vehicles; and the challenges of sub-dividing units internally. The report concludes that it would be inconceivable that any developer would take on such a project unless significant grants were available and therefore the site would be left vacant and would deteriorate further.

Policy E1 does allow for some flexibility and members may recall other employment sites in the locality that have also been developed for housing. However the critical factor (particularly with the changing housing situation) is to ensure that circumstances on this site are so unique as to not set precedent for other employment areas to be lost.

In this instance, in addition to the significant constraints of the site due to the poor access, nature of the existing buildings and other factors advanced above there are other material considerations that must be given weight – and it is believed do create the unique circumstances that would be required. Enhancements and improvements to the Conservation Area, restoration of the Mill, the wider improvements to the landscape of the locality and the use of water power as a sustainable energy resource for the scheme are all matters that give a uniqueness to the site.

Members should note and take some comfort in the fact that, if approved, this application would be referred to GONW as a departure due to the loss of employment land.

Housing Supply

The Secretary of State has recently published proposed changes to the draft Regional Spatial Strategy (RSS). The RSS proposes to increase the rate of housebuilding in the Borough to an average of 400 net additional dwellings per year. In light of this, in May 2008 the Council lifted the 'Restricting the Supply of New Housing' SPG and replaced it with a guidance note to applicants to ensure good quality sustainable development in the right locations to meet local housing need. This includes a sustainability self-assessment checklist for applicants to complete and submit with their planning applications to demonstrate that their proposals meet the sustainability requirements set out in regional, national and local policies.

The Advice Note is based on a list of 5 criteria outlined in PPS3 which planning authorities should have regard to when deciding planning applications for new housing and on the Council's saved policies and other guidance in PPS3.

In summary, the Advice Note states that planning applications for new housing should meet the following criteria.

1. Ensuring the proposed development is in line with planning for housing objectives, reflecting the need and demand for housing in the area and does not undermine wider policy objectives (*does the application accord with the housing objectives of the Borough and wider policy objectives e.g. affordable housing and urban regeneration*)
2. Ensuring developments achieve a good mix of housing reflecting the accommodation requirements of specific groups, in particular, families and older people (*does the application meet the housing needs of the area and/or provide affordable housing*)
3. The suitability of a site for housing, including its environmental sustainability (*is the site in a suitable and sustainable location, is it previously developed land, what constraints exist*)
4. Using land effectively and efficiently (*is the density at least 30 dwellings per hectare*)
5. Achieving high quality housing (*is the site accessible to public transport and services, is the development well laid out, safe, accessible and user friendly, is there adequate open space and/or access to recreational open space, does the design complement/improve the character of the area, is the car parking well designed and integrated, does the development enhance biodiversity*)

An appropriate self-assessment checklist has been completed by the applicants to take account of the revised policy approach. This concludes that the site meets most of the criteria for sustainable development. The relatively poor accessibility to public transport is more than off set by the other highly sustainable elements of the proposal. The site is more suited to housing development than employment. The renovation of the mill and redevelopment of the rest of the site would secure the preservation and enhancement of the conservation area and in particular the heritage of Bollington as a textile town.

Given the nature of the site, it is acknowledged that it is not the most accessible of sites for public transport, and is at the edge of Bollington/Rainow. However, the scheme is clearly and demonstrably built around sustainable credentials with the aim to be 'carbon neutral' by using water power to provide much of the energy resources for the development. The site also provides a mix of household types and provides significant heritage benefits from restoring and enhancing the area as a whole. The site is also clearly a previously developed 'brownfield' site for there is strong policy support to redevelop as a priority. It is therefore considered that the scheme does meet sustainability requirements advised within PPS3, and other policies for development on brownfield land.

SITE PLANNING FACTORS

This property lies within the Bollington Conservation Area and therefore there is a need to preserve and enhance the character and appearance of the area in accordance with appropriate policies. The proposal to convert the former Mill to residential accommodation and alterations would result in an improvement to the external appearance of the building and would not result in any harm to the character or appearance of the Conservation Area. The scheme has been discussed and negotiated at length with the Council's Conservation Officer who is fully supportive of the scheme and the approach.

It is also considered that the layout of the additional new houses and apartments continue the linear theme of the valley and fit snugly into the environment. The scale/mass of the buildings and the spacing between the different areas and buildings provides views through the buildings into the adjacent valley sides and localised landscape.

The height of the new buildings are no higher than the main Mill building which will be restored to its 'former glory' with minor but sensitive external changes. Car parking for the site will be mostly hidden below ground level, again aiding the visual impression of the development. The associated hard and soft landscaping will further complement the general improvements of the area.

The topography of the area means that the wider impact on the Area of Special County Value is quite limited. Similarly if the scheme is considered acceptable in terms of its impact on the Conservation Area, it is considered that the visual impact on the adjacent Green Belt area is also acceptable.

There are no immediate nearby residential dwellings that could be overlooked or would be impacted upon by the physical presence of the new dwellings. Residential amenity matters do therefore not present any significant concerns. There will be some overlooking within the site – particularly from the Mill, but use of blank gables to the adjacent units should limit this to relatively oblique angles.

DESIGN

The specific design of the new buildings is clearly contemporary and different than the traditional stone cottages and terraces than could be considered to be the local vernacular. Traditional stone and timber materials will be mixed with modern materials of glass and steel. The nature of the site in a valley means that the area is almost seen as being remote from its surroundings with the Mill being the most dominant feature, which can therefore cope with a different style and design.

It is also important to note that the nature of the design and use of modern materials is a feature that will become increasingly evident on more sustainable building design. Traditional building styles and designs do not always make the most energy efficient homes. Walls, floors, roofs and windows need to minimise heat loss while at the same time seeking to

maximise solar gain. For example, this inevitably results in larger areas of glazing on certain elevations, as is the case with some of the buildings on this scheme. Although the new buildings are contemporary, they do take some of their strong horizontal and vertical emphasis from the Mill.

Provided the materials to be used in the scheme are of sufficient quality it is considered that the overall concept and design for the development will preserve and improve the quality of the Conservation Area.

LANDSCAPING AND TREE IMPLICATIONS

Trees

The proposed development can be implemented without any significant impact on the tree cover and the amenity of the area.

The majority of the trees identified for removal, irrespective of the application proposals, would probably have had to be felled for either safety reasons or their impact on both present and future historical features. Since the Mill ceased as a viable working entity a significant amount of re-generation has established in close proximity to the majority of the structures including the main complex of buildings

Landscape

The restoration of the historic landscape, including the mill, leat, weir and mill pool, to produce hydro electricity must be welcomed. Some concerns are raised as to the current wetland habitat which will probably be lost as part of the works to Clough Pool, however there is an overall benefit to the wider environment. The landscape submissions are extensive and will provide significant improvements to both the site and its surroundings through both hard and soft landscaping. Therefore no objections area raised subject to appropriate conditions

NATURE CONSERVATION FEATURES AND IMPLICATIONS

There are a number of actual and potential protected species issues associated with this proposed development. An initial survey and assessment has been undertaken however further detailed surveys are required prior to the determination of the application. Detailed mitigation measures will be required prior to determination where evidence of any of these species is found and the species is likely to be affected by the proposed development.

In line with PPS9 and the Borough Council's Nature Conservation SPD developments of this scale should aim to provide ecological enhancements and lead to an overall gain for biodiversity.

Additional information has been requested to address these matters and also to consider the potential issues of widening Clough Pool which may impact upon a marsh habitat, and the methods of woodland management to maximise its ecological value.

HIGHWAY AND TRANSPORT IMPLICATIONS

Much of the local concern with the development is, understandably, in respect of the increased traffic and the potential conflict of vehicles and pedestrians on Ingersley Vale. The scheme has been designed so that very limited traffic would have to travel through the narrowest section of Ingersley Vale – access to the 12 townhouses of Area D. All other traffic would be able to use the first access point which provides access to the undercroft parking for Areas A, B and C.

The Highway Authority initially also had concerns about highway safety. However, after further discussions with the applicant's agents and submission of revisions such objections have now been withdrawn such that the scheme is now considered acceptable. It has been demonstrated that the applicant has sufficient control over the road serving the site to provide improvements for all users. This will include some localised widening, and some street lighting and appropriate surfacing and also some localised traffic calming measures to be agreed. The road will not be constructed to adoptable standards, but to a standard that is acceptable for safe, free flow of pedestrian and vehicular traffic. It should be noted that any widening and lighting would be done to reflect the character of the area.

While it is noted that the area has not been used by large commercial traffic or HGV's for some time – the potential does still exist. The lawful use of the site for commercial purposes is still a material consideration that has to be given weight. The use of the private car would be a preferable alternative to having large vehicles accessing the site in terms of highways safety and free flow of traffic on local roads.

It is considered that the scheme does provide sufficient parking in accordance with PPG3 and in some respects makes an over provision. However, given the nature of the site and the known parking issues in the area as a whole it is considered that this is appropriate in this instance.

ENVIRONMENTAL FACTORS

The site lies within a flood risk area because of the River Dean which runs through the site. The Environment Agency (EA) have objected to the proposal as a full flood risk assessment had not been originally submitted with the application. The applicant's however have now submitted such information, which is currently being considered by the EA. An update on this information will be reported accordingly.

OTHER MATERIAL PLANNING CONSIDERATIONS

Affordable Housing

The scheme provides for the provision of 15 affordable homes as part of the overall development proposal through the Council's Leasehold Resale Covenant Scheme providing homes at a discounted sale price for eligible first time buyers. 7 units will be in the converted Mill and 8 units would be new build apartments. This provision is considered to be in accordance with appropriate policy guidelines for affordable housing.

Public Footpaths

Objections have been received from both CCC Public Rights of Way Unit (and the local footpaths and ramblers associations) as they believe the definitive route of a public footpath will be obstructed. CCC may withdraw their objection if the footpath were to be diverted by the Borough Council under the Town & Country Planning Act.

The public footpath that currently runs in front of the Mill will in fact be maintained and improved by a 'canal style' bridge over the river. Although on site it does not appear that any such obstructions will occur (other than potentially during construction) the Borough Council does have the ability to divert footpaths if they are directly impacted upon by a planning approval. Therefore, should it prove necessary this could be dealt with accordingly. It should also be noted that additional recreational paths opposite the new townhouses of Area D will be created.

OTHER RELEVANT INFORMATION

This application was subject to a Committee Site Visit on 3 July to allow members to appreciate the context and surroundings of the site.

Any approval would be subject to referral to Government Office for North West as a departure from the Development plan – due to the loss of employment land.

HEADS OF TERMS

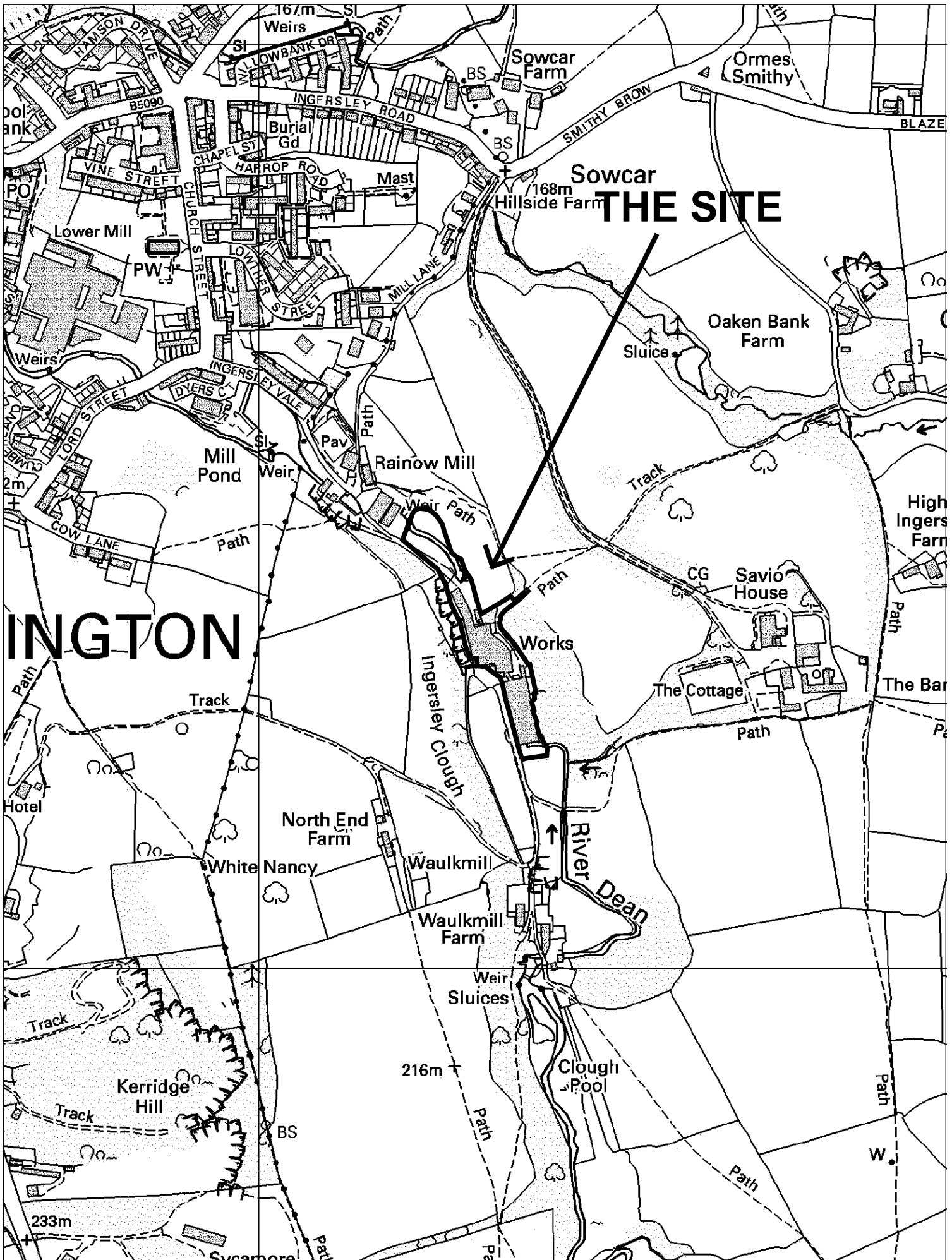
Any approval would also be subject to the completion of a s106 legal agreement. This would provide for:

- Affordable housing units
- Commuted sum payments for public open space and recreation
- Management Company for the site
- Highway Improvements

CONCLUSION

The proposed development is a relatively unique one due to the particular characteristics of the site and its surroundings, and the sustainable credentials under which it has been conceived. Although the site is brownfield, the introduction of housing on employment land is a significant departure from policy. However in this instance with the circumstances highlighted above, it is considered that it can be supported without fear of

precedent for other sites. It is also considered that the additional new housing is acceptable in the context of the area, and that the Conservation Area will be enhanced by this scheme. The highway matters have now been resolved to the satisfaction of the Highway Authority. The only outstanding matters relate to further information in respect of ecological reports, and to ensure that the Flood Risk Assessments are acceptable to the Environment Agency. Subject to positive responses to both those matters it is considered that the application can be referred to the Government Office for the North West with a resolution for approval.



08/0791P - INGERSLEY VALE WORKS, INGERSLEY VALE, BOLLINGTON, MACCLESFIELD

N.G.R. - 394,240 - 377,360

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Scale 1:5000

Macclesfield Borough Council
Development Control
PO Box 40
Macclesfield
Cheshire
SK10 1DP

Our ref:
Your ref: 08-0791P
Date: 19 September 2008

FAO: Mr D Garratt

Dear Sir/Madam

Re: Application 08-0791P Ingersley Vale

The flood risk assessment is satisfactory and the Agency can withdraw it's objection to the application.

Yours faithfully



Mr Stephen Brown
Planning Liaison Officer

Direct dial 01925543439
Direct fax 01925 852260
Direct e-mail stephen.brown@environment-agency.gov.uk

Macclesfield Borough Council Planning Department Received 22 SEP 2008 Date _____
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GOVERNMENT OFFICE
FOR THE NORTH WEST

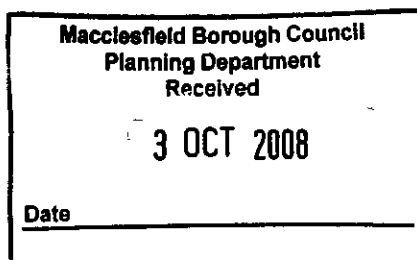
David Malcolm
Planning & Development
Macclesfield Borough Council
Town Hall
Macclesfield
SK10 1DP

City Tower
Piccadilly Plaza
Manchester
M1 4BE

Tel: 0161 952 4337
Fax: 0161 952 4255

kevin.ryan@gonw.gsi.gov.uk

2nd October 2008



Your Ref: 08/0791P
Our Ref: PNW/5148/219/82

Dear Sir,

**TOWN AND COUNTRY PLANNING (DEVELOPMENT PLANS AND CONSULTATION)
(DEPARTURES) DIRECTIONS 1999
APPLICATION NO: 08/0791P
DEMOLITION OF ALL BUILDINGS EXCEPT MILL, CONVERSION OF MILL TO 24NO.
APARTMENTS & ERECTION 24NO. APARTMENTS & 18NO. TOWN HOUSES, LANDSCAPING
& CAR PARKING; INGERSLEY VALE WORKS, INGERSLEY VALE, BOLLINGTON,
MACCLESFIELD**

I refer to your letter of 15th August 2008 referring to the Secretary of State under the Town and Country Planning (Development Plans and Consultation) (Departures) Direction 1999 an application for planning permission for the above development. I also refer to the subsequent correspondence.

As you know, the Secretary of State's general approach is not to interfere with the jurisdiction of local planning authorities unless it is necessary to do so. Parliament has entrusted them with responsibility for day-to-day planning control in their areas. Local planning authorities are normally best placed to make decisions relating to their areas and it is right that in general, they should be free to carry out their duties responsibly, with the minimum of interference.

There will be occasions, however, when the Secretary of State may consider it necessary to call in a planning application to determine herself instead of leaving it to the local planning authority. Her policy is to be very selective about calling in planning applications. She will, in general, only take this step if planning issues of more than local importance are involved and if those issues need to be decided by the Secretary of State rather than at a local level. Each case is, however, considered on its own facts.

We have carefully considered all the matters raised about this application. The issue before the Secretary of State for decision is not whether the application should be granted planning permission, but whether or not she should call it in for her own determination. The Secretary of State considers that the main matters relevant to her decision in this case are her policies for Housing (PPS3); Green Belts (PPG2); Biodiversity and Geological Conservation (PPS9); Transport

(PPG13); Planning & the Historic Environment; and Development and Flood Risk (PPS25) are the main matters relevant to her decision.

Having carefully considered these and other relevant planning issues raised by the proposal, the Secretary of State is of the view that the applicant appears to have taken those policies into account. She is satisfied that the other issues raised by the proposed development do not relate to matters of more than local importance, which would be more appropriately decided by her rather than the local planning authority. She has therefore concluded that the application should be decided by the Council.

In considering whether to exercise her discretion to call in this application, the Secretary of State has not considered the matter of whether this application is EIA Development for the purposes of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. The local planning authority responsible for determining this application remains the relevant authority responsible for considering whether these regulations apply to this proposed development and, if so, for ensuring that the requirements of the Regulations are complied with.

A copy of any permission that may be granted by your authority should be sent to the Department in accordance with paragraph 6 of the 1999 Directions. Please quote our above-mentioned reference.

The Article 14 Direction issued by the Secretary of State on 27th August 2008 relating to Planning Application No. 08/0879P is hereby withdrawn.

Yours faithfully

A handwritten signature in black ink, appearing to read 'K Ryan', with a long horizontal stroke extending to the right.

K Ryan

Mrs DENISE EMERY,
EMERY PLANNING PARTNERSHIP
4, SOUTH PARK COURT
HOBSON STREET
MACCLESFIELD
MACCLESFIELD
CHESHIRE
SK11 8BS

Development Management,
Town Hall, Macclesfield,
Cheshire, SK10 1DP

Tel: 01625 500500
Fax: 01625 504675
email: planning@cheshireeast.gov.uk

DECISION NOTICE

Application No: **08/0791P**

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

Particulars of Development

DEMOLITION OF ALL BUILDINGS EXCEPT THE MILL. CONVERSION OF MILL TO 24NO. APARTMENTS AND ERECTION OF 24NO. APARTMENTS AND 18NO. TOWNHOUSES WITH ASSOCIATED LANDSCAPING AND CAR PARKING

Location

INGERSLEY VALE WORKS, INGERSLEY VALE, BOLLINGTON, MACCLESFIELD, CHESHIRE, SK10 5BP

for **INGERSLEY VALE LLP**

In pursuance of its powers under the above Act, the Council hereby GRANTS planning permission for the above development in accordance with the application and accompanying plans submitted by you subject to compliance with the conditions specified hereunder, for the reasons indicated:

1. The development hereby approved shall commence within three years of the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.
2. No development involving the use of any facing or roofing materials shall take place until samples of the materials to be used in the construction of external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
Reason: To ensure that the external appearance of the building / structure is acceptable.
3. The materials to be used in the construction of all external surfaces of the Mill conversion hereby permitted shall match those of the existing building, unless otherwise first approved in writing by the Local Planning Authority.

Reason: To ensure that the external appearance of the building / structure is acceptable.

4. The material and colour of all rainwater goods shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be retained thereafter.

Reason: To ensure that the external appearance of the building / structure is acceptable.

5. All brickwork to the external elevations of the proposed Mill conversion shall be constructed with bonding to match the existing building.

Reason: To ensure that the external appearance of the building / structure is acceptable.

6. All mortar used in construction of the 'Mill conversion' elevation(s) of the proposed development shall be of a mix cement:lime:sand, to a ratio of 1:1:6

Reason: To ensure that the external appearance of the building / structure is acceptable.

7. Prior to the installation of any fenestration as part of the development hereby approved, drawings indicating details of all windows, garage doors and external doors, including cross sections of glazing bars, to a scale of not less than 1:20 shall be submitted to and approved in writing by the Local Planning Authority. The details which are approved shall be carried out in full and shall be retained in accordance with the approved details thereafter.

Reason: To ensure that the external appearance of the building / structure is acceptable.

8. The roof lights in the development hereby approved shall be set flush with the angle of the surrounding roof slope. If this cannot be achieved, the degree of projection from the plane of the roof pitch shall be first agreed in writing by the Local Planning Authority.

Reason: To ensure that the external appearance of the building / structure is acceptable.

9. The landscaping scheme shown on landscaping drawings M1577.01 and M1577.02 dated April 2008 shall be carried out in the first planting and seeding season following the occupation of any building or the completion of the development, whichever is the sooner. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced with others of similar size and species, unless the Local Planning Authority give written consent to any variation.

Reason: To ensure appropriate landscaping of the site having regard to Section 197 of the Town and Country Planning Act 1990.

10. In addition to the scheme required by condition 10 above, details of the following landscape matters are required:
location of avenue planting, planting schedule confirming number of plants for approved landscape scheme above to be submitted prior to work commencing on site; the irrigation system on the roof gardens referred to on

drawing no M1577.01 to be supplied

Reason: To ensure appropriate landscaping of the site having regard to Section 197 of the Town and Country Planning Act 1990.

11. Prior to commencement of development a scheme of sound insulation shall be submitted to and approved by the Local Planning Authority. The scheme shall include details of the building including windows, openings and ventilation. The approved details shall be implemented in full before the building is first occupied and shall be retained at all times thereafter.
Reason: To ensure adequate levels of residential amenity.
12. The approved development shall not be occupied until the approved access that is required for the development has been constructed in accordance with the approved plans and has been formed and graded to the specification of the Local Planning Authority, which is available from the Highway Authority, and the required visibility splays have been provided, all to the complete satisfaction of the Local Planning Authority.
Reason: In the interests of highway safety.
13. The approved access shall not be brought into use until visibility splays have been provided at each side of the point of access in accordance with plans which have first been submitted to and approved in writing by the Local Planning Authority. The splays shall be kept clear of any object, vegetation or other obstruction of a height exceeding 1.0m above the level of the adjacent carriageway at all times.
Reason: In the interests of highway safety.
14. The approved access shall not be brought into use until pedestrian visibility splays have been provided at each side of the point of access / vehicular crossing in accordance with plans which have first been submitted to and approved in writing by the Local Planning Authority. The splays shall be kept clear of any object, vegetation or other obstruction of a height exceeding 0.6m above the level of the adjacent footway / access at all times thereafter.
Reason: In the interests of highway safety.
15. No gates or other means of obstruction shall be erected across the vehicular access that will serve the approved development or within the development. Prior to the first use of the premises any existing gates or other obstruction shall be permanently removed from the access.
Reason: In the interests of highway safety.
16. The existing access/es shall be closed and any footpath / verge crossing reinstated in accordance with a scheme to be submitted to, and approved by the Local Planning Authority and such scheme shall include a timetable for the works. The works shall be carried out in complete accordance with the scheme approved by the Local Planning Authority.
Reason: In the interests of highway safety.
17. The following drawings and details shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development, unless an alternative timetable is first agreed in writing by the

Local Planning Authority:

(i) detailed plans to a scale of not less than 1:500 showing the proposed highway layout, including dimensions of carriageway, footway, footpath, cycleway, bridleway, verge widths and visibility splays, the proposed buildings and site layout, the proposed floor levels, access roads and the drainage and sewerage system;

(ii) longitudinal sections along the centre line and channel lines of each proposed road showing the existing ground level and proposed ground level, and full details of surface water drainage proposals;

(iii) a typical highway cross-section showing a specification for the types of construction proposed for carriageways and footways / footpaths / cycleways/ bridleways;

(iv) detail of all proposed street lighting, signage and markings. The development shall thereafter be carried out in full compliance with the approved drawings and details and the development shall not be occupied until the road layout has been constructed in accordance with the approved plans.

The development shall thereafter be carried out in full compliance with the approved drawings and details and the development shall not be occupied until the road layout has been constructed in accordance with the approved plans.

Reason: In the interests of highway safety and to ensure that adequate access is provided for the approved development.

18. The service facilities, as indicated on the approved plan, shall be provided prior to the occupation of the building and retained at all times thereafter so as to allow service vehicles to load and unload within the site. They shall at no time be used for the parking of cars or storage of goods or materials, which would prevent them from being available for the intended use.

Reason: In the interests of highway safety.

19. The approved access shall be constructed so as to prevent the discharge of surface water from the site onto the public highway in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that dispersal of surface water does not have an adverse impact upon the public highway.

20. Prior to the commencement of works involving the movement of materials in bulk to or from the site, facilities shall be provided as agreed with the Local Planning Authority, to prevent the deposition of extraneous matter (mud, debris, etc) on the public highway and shall thereafter be retained and used whenever the said operations are carried out.

Reason: In the interests of highway safety.

21. Prior to the commencement of development a method statement shall be submitted to and approved in writing by the Local Planning Authority, which

outlines the method of construction, details of deliveries to the site during construction, how and where materials will be unloaded and details of where contractor's vehicles will park. The development shall then be constructed in complete accordance with the method statement.

Reason: In the interests of highway safety to minimise disruption to vehicular traffic/pedestrian routes and to protect the residential amenity of local residents.

22. The garaging indicated on the approved plan shall be retained for the parking of motor vehicles and cycles. It shall at no time be converted to living accommodation without the prior express permission of the Local Planning Authority.

Reason: To ensure retention of necessary garaging / parking space within the site, having regard to highway safety in the vicinity of the site.

23. The approved building(s) shall not be occupied until all areas of hardstanding, including car parks, driveways, footways, turning facilities and service areas, as indicated on the approved plan(s), have been laid out, drained, surfaced and marked out with white lining, or similar (if applicable) in accordance with details submitted to and approved in writing by the Local Planning Authority. The areas shall then be retained at all times thereafter for their intended use.

Reason: In the interests of highway safety.

24. The hours of construction (and associated deliveries to the site) of the development shall be restricted to 0730 to 1800 hours on Monday to Friday, 0730 to 1400 hours on Saturday, with no work at any other time including Sundays and Public Holidays.

Reason: To protect the amenities of nearby residents and the occupiers of nearby property.

25. Prior to the commencement of development detailed plans showing the location, design and materials of proposed facilities for the disposal and storage of any refuse/recyclable materials, including details of any bin stores, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be available for use prior to the development being occupied and shall be permanently retained thereafter, unless otherwise first approved in writing by the Local Planning Authority.

Reason: In the interests of public health, visual amenity and highway safety.

26. Details of the existing ground levels, proposed ground levels and the level of proposed floor slabs shall be submitted before any development on the site first commences. Details which receive the written approval of the Local Planning Authority shall be implemented in full, unless alternative details are otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that any change in ground level is acceptable given the nature of the site and adjoining uses.

27. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2008 (or any order revoking or re-enacting that order), no development (as defined by Section 55 of the Town and Country

Planning Act 1990) as may otherwise be permitted by virtue of Class(es) A -E of Part 1 Schedule 2 of the Order shall be carried out.

Reason: To ensure continued control over the extent of further building on the site.

28. All arboricultural works shall be carried out in accordance with Cheshire Woodlands Arboricultural Assessment ref CW/5610/AA and Tree Protection Drawing CW/5610-P1 received by the Local Authority on the 4th April 2008
Reason: To ensure appropriate landscaping of the site.
29. No development or other operations shall commence on site with the development hereby approved (including any tree felling, tree pruning, and demolition works, soil moving, temporary access construction and or widening or any operations involving the use of motorized vehicles or construction machinery) until a detailed woodland management plan and habitat management plan have been submitted to and approved in writing by the Local Planning Authority. The management plans shall be implemented as approved.
Reason: To ensure appropriate landscaping and ecological protection/management having regard to planning policy
30. No development shall take place until the applicants or his agent or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicants and approved by the planning authority. All works shall be undertaken in accordance with the approved programme.
Reason. Having regard to the nature and circumstances of the site.
31. Prior to the development commencing:
- (a) A Phase II investigation shall be carried out and the results submitted to, and approved in writing by, the Local Planning Authority (LPA)
 - (b) If the Phase II investigations indicate that remediation is necessary, then a Remediation Statement shall be submitted to, and approved in writing by, the LPA. The remediation scheme in the approved Remediation Statement shall then be carried out
 - (c) If remediation is required, a Site Completion Report detailing the conclusions and actions taken at each stage of the works including validation works shall be submitted to, and approved in writing by, the LPA prior to the first use or occupation of any part of the development hereby approved.
Reason Having regard to policies within PPS23
32. The approved development shall not be occupied until traffic calming has been provided along Ingersley Vale in accordance with a scheme of details which has previously been submitted to and approved in writing by the Local Planning Authority, in conjunction with the Highway Authority.
Reason In the interests of highway safety

33. The approved development shall not be occupied until space has been laid out within the site for the parking of cars and cycles in accordance with drawings numbers 006B; 007B; 015B; 034B. Parking so provided, including the approved number of spaces for disabled persons (if applicable), shall be retained at all times thereafter, unless otherwise approved by the Local Planning Authority
Reason In the interests of highway safety and to ensure appropriate levels of parking on the site.
34. All highways, footways and cycleways within the approved development, shall be designed and constructed in accordance with a scheme of details which has previously been submitted to and approved in writing by the Local Planning Authority, in conjunction with the Highway Authority and which complies with the principles and guidance set out in Manual for Streets. No dwelling / building shall be occupied until that part of the highway/footway/cycleway network which provides access to it has been constructed in this way and up to binder-course level. The surface course shall then be completed to a timescale, which has previously been agreed in writing by the Local Planning Authority, in conjunction with the Highway Authority.
Reason In the interests of highway safety.
35. The materials to be agreed in Conditions 2 and 3 above, shall include for the provision of non-reflective metal and glass in accordance with samples and details to be approved by the Local Planning Authority. the approved details shall be implemented in full and retained thereafter.
Reason Having regard to the character and appearance of the area.
36. Prior to the development hereby approved commencing a programme of works shall be submitted to demonstrate how the proposed hydro-electric scheme will be constructed and utilised for the development. The programme shall be submitted to and approved in writing by the Local Planning Authority, and the agreed programme implemented and retained thereafter.
Reason Having regard to the the principles of sustainability, applicable planning policy and the particular circumstances of the site.
37. Signage shall be provided for the 'ramblers' car park at the entrance to the site (as indicated on the submitted landscape drawings). Details of the sign shall first be submitted to and approved in writing by the Local Planning Authority. The agreed sign shall be in place prior to the first occupation of the development and retained thereafter.
Reason In the interests of highway safety and to ensure appropriate parking is provided in the area for other users.
38. The development hereby approved shall proceed in accordance with the submitted updated ecological survey report dated July 2008.
Reason To safeguard protected species interests

39. Prior to any commencement of works between 1st March and 31st August in any year, a detailed survey shall be undertaken to check for the existence of nesting birds. Where nests are found in any building, hedgerow, tree or scrub to be removed (or converted or demolished in the case of buildings) a 4m exclusion zone shall be created around the nest until breeding is complete. Completion of nesting shall be confirmed by a suitably qualified person and a report submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of nature conservation.
40. Prior to the commencement of development the applicants shall submit proposals for the enhancement of the sites biodiversity. Such proposals shall be agreed in writing by the Local Planning Authority and implemented in full accordance with the approved details and retained thereafter.
Reason To ensure complinace with policies within PPS9
41. The development hereby approved shall be carried out in total accordance with the approved plans numbered L033_dwg001, 002, 004, 005, 006, 007, 008, 009, 010, 011, 012, 013, 014, 015, 016, 017, 018, 019, 020, 021, 022, 023, 024, 025, 026, 027, 028, 029, 030, 031, 032, 033, 034, 035, 036, 037, 038, 039, 040, 041, 043, 044, 045 dated 03.04.2008 drawings M1577.03, 04, 05, 06, 07, 08 and 09 received by the Local Planning Authority on 4 April 2008 and drawing numbers L033_dwg - 004, 005, 006, 007, 008, 009, 010, 011, 012, 013, 014, 015, 016, 017, 018, 019, 020, and the 1:2500 location plan received by the Local Planning Authority on 1 May 2008.
Reason: For the avoidance of doubt and to specify the plans to which the permission / consent relates.

The reason(s) for approving this application is/are:

1. Whilst the proposal does not comply with all relevant policies of the Development Plan, it is considered to be acceptable because of the particular characteristics of the site and its surroundings and the sustainable credentials of the development. The points raised in objections have been considered but these are not of sufficient weight to override this conclusion.

INFORMATIVE The policies and proposals in the Development Plan relevant to this decision are: North West of England Plan Regional Spatial Strategy to 2021 - DP1, DP2, DP4, DP5, DP7, DP9, L4, L5 and Macclesfield Borough Local Plan - H1, H2, H5, H8, H9, E1, E4, BE3, BE1, DC1, NE1, NE9, NE11, RT5, RT8, DC3, DC6, DC8, DC17, IMP1.

Please Note: This decision notice does not convey any approval or consent which may be required under any enactment, bye-laws, order or regulation other than Section 57 of the Town and Country Planning Act 1990.

This consent is granted subject to conditions and it is the owner(s) and the person(s) responsible for the implementation of the development who will be fully responsible for their compliance throughout the development and beyond. **A fee is payable to us for the discharge of conditions. Please see our Website for details.** If there is a condition that requires work to be carried out or details to be approved prior to the commencement of the development this is called a "condition precedent". The following should be noted with regards to conditions precedent:

(a) If a condition precedent is not complied with, the whole of the development will be unauthorised and you may be liable to enforcement action.

(b) Where a condition precedent is breached and the development is unauthorised, the only way to rectify the development is the submission of a new application.

Other conditions on this permission must also be complied with. Failure to comply with any condition may render the owner(s) and the person(s) responsible for the implementation of the development liable to enforcement action.

This permission is granted in strict accordance with the approved plans. It should be noted however that:

(a) Any variation from the approved plans following commencement of the development, irrespective of the degree of variation, will constitute unauthorised development and may be liable to enforcement action.

(b) Variation to the approved plans will require the submission of a new planning application.

Dated: 30 December 2009



Signed

**Head of Planning and Policy for
Cheshire East Borough Council**

**BRIAN ELWELL
171 STAMFORD ROAD
AUDENSHAW
MANCHESTER
M34 5NP**

Development Management
Town Hall
Macclesfield
SK10 1DP

Please ask for: **Paul Wakefield**
Direct dial: **01625 504689**
Fax: **01625 504675**

E-Mail: paul.wakefield@cheshireeast.gov.uk

Dear Brian

Date: 07-Sep-2010

Application No: **08/0791P**
Proposal: **DEMOLITION OF ALL BUILDINGS EXCEPT THE MILL.
CONVERSION OF MILL TO 24NO. APARTMENTS AND ERECTION
OF 24NO. APARTMENTS AND 18NO. TOWNHOUSES WITH
ASSOCIATED LANDSCAPING AND CAR PARKING**
Location: **INGERSLEY VALE WORKS, INGERSLEY VALE, BOLLINGTON,
MACCLESFIELD, CHESHIRE, SK10 5BP**

I write further to your submission of details in support of condition 30 attached to the above planning permission.

I can confirm that the submitted programme of archaeological investigation / works to be carried out by Oxford Archaeology as detailed in your letters dated 11 and 17 August 2010 is acceptable to the Local Planning Authority and adequately meets the requirements of condition 30, subject to its appropriate implementation.

I trust that this is of some assistance to you.

Yours sincerely

Paul Wakefield

**Planning Officer
Development Management**