

Strategic Planning Board

Supplementary Agenda

Date: Thursday, 6th December, 2012

Time: 10.30 am

Venue: The Capesthorne Room - Town Hall, Macclesfield SK10 1EA

6. Updates consisting of:

- Addendum to Section 12 – Strategic Sites
- Addendum to Appendix 3 – Town Strategy Maps

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STRATEGIC SITE SELECTION – ADDENDUM TO SECTION 12

The National Planning Policy Framework (NPPF) intends for development to be ‘plan-led’ with a long term vision for the area.

It requires Local Plans to:

- Indicate broad locations for strategic development on a key diagram and land use designations on a proposals map
- Allocate sites to promote development and flexible use of land, bringing forward new land where necessary, and provide detail on form, scale, access and quantum of development where required.

NPPF also requires that Local Plans should put forward the most appropriate strategy, when considered against reasonable alternatives, based on proportionate evidence.

In respect of housing in particular, the NPPF says that local planning authorities should:

- Ensure their Local Plans meet the full objectively assessed need for market and affordable housing including identifying key sites which are critical to the delivery of the housing strategy over the plan period
- Identify a supply of specific deliverable sites which are sufficient to provide 5 years worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) or 20% in the event of persistent under-delivery)
- Identify a supply of specific developable sites or broad locations for growth for years 6 -10 and, where possible, for years 11 – 15.

Although now superseded by the NPPF, Planning Policy Statement 12 on Local Plans, stated that Core Strategies may allocate ‘strategic sites’ which are central to the achievement of the Strategy.

In order to meet the objectives of NPPF, it is proposed that the Cheshire East Core Strategy should include Strategic Sites, which may be:

- Strategic Sites where the scale and location of development is well defined
- Strategic Locations where the general location of development is known but greater definition is required, either in the Site Allocations document or in a Supplementary Planning Document or
- Areas of Search where a concept needs to be explored, assessed and identified and defined in detail in the Site Allocations document.

In the Development Strategy, the Council’s preferred Strategic Sites are predominantly located in or on the edge of the main towns of Crewe and Macclesfield and in or on the edge of the Key Service Centres of Alsager, Congleton, Handforth, Knutsford, Nantwich, Middlewich, Sandbach and

Wilmslow. This in accordance with the overall strategy to concentrate growth in these towns which because of the range of services they offer, provide the opportunity to sustain sustainable growth. There are no strategic sites proposed for the remaining Key Service Centre of Poynton due to the proximity of the proposed significant development at the former Woodford Aerodrome.

The Strategic Sites in the Development Strategy have been selected because they best deliver the overall strategic objectives. Potential sites were drawn from the Cheshire East Strategic Housing Land Availability Assessment and from various regeneration projects underway. The vast majority of the sites selected have been included in the eleven town strategies that have been consulted on over the past twelve months; they have also been subject to Sustainability Appraisal which will be published in the near future. There is no specific threshold for the size or capacity of what constitutes a strategic site, but in determining strategic sites consideration has been given to the significance of the site for the delivery of the overall strategy.

The following table provides a summary of all Strategic Site identified, a justification for the selection of that site and details of all alternative strategic sites considered by town or category.

Town	Strategic Site	Justification	Alternatives considered
Crewe	Crewe Town Centre	The town centre is an important focus for regeneration to improve the range of retail units and to introduce leisure, cultural and residential development to improve its vitality, in accordance with the 'Town Centre First' objective.	Coppenhall East Extension
			South West Crewe
			South of Gresty Lane
	Crewe West/Dunwoody Way	Currently partly occupied by Bombardier, this brownfield inner urban site represents an opportunity for redevelopment for a variety of uses	Land at Sydney Road
	Basford East	A longstanding allocation for employment development the Crewe and Nantwich Local Plan, this is a high priority in the draft Crewe Town Strategy and the All Change for Crewe prospectus. The site has remained undeveloped for many years and so now a mixed use scheme is proposed to introduce higher value uses and ensure the scheme is implemented. Whilst enabling the key employment land to be delivered, it also allows a sustainable community to be developed with its own local centre.	
	Basford West	Also a longstanding allocation for employment	

		<p>development in the Crewe and Nantwich Local Plan, this is a high priority in the draft Crewe Town Strategy and the All Change for Crewe prospectus.</p> <p>Once again a mix of uses is now proposed to ensure that the bulk of the employment site is now delivered. The proposed housing will be close to a proposed local centre and have links to facilities further north.</p>	
	Leighton West	<p>A greenfield site which provides an opportunity for a mix of uses and provides land for the expansion of Leighton Hospital. There is the potential for a new public transport interchange, better access to the hospital, additional land for expansion and key worker accommodation. A local centre could serve new housing and hospital employees / visitors. A sustainable location on the edge of town close to the Bentley works, Crewe's largest employer. It also presents a potential opportunity to tap into the geothermal energy source in the locality providing heating and power for the development and for adjoining employers.</p>	
	The Triangle	<p>This greenfield site presents the opportunity to create additional development betwixt Shavington and Wybunbury. Shavington is defined as a Local Service Centre and has a range of services including primary and secondary school to support new development. The site is close to the proposed Basford employment sites.</p> <p>It is located outside the currently defined Green Gap between Crewe and Shavington</p>	
	East Shavington	<p>This site presents the opportunity to create a sustainable development on the east of Shavington. Shavington is defined as a Local Service Centre and has a range of services including primary and secondary school to support new development. The site is close to the proposed Basford employment sites. It is located outside the currently defined Green Gap between Crewe and Shavington. In view of the overriding need to ensure the delivery of the adjacent Basford sites for employment (and the housing that will secure this) it is proposed that this site be phased to later in the plan period.</p>	

	Crewe Rail Exchange Zone	The area is characterised by a variety of uses, including traditional employment activities along Macon Way, but is generally noted to be underutilised and a poorly presented entry point to the town for rail passengers and those accessing Crewe by car from the M6 junctions 16 and 17. This area provides the opportunity to create a high quality gateway into Crewe, including a new entrance to the station, new bus interchange and redevelopment of the surrounding areas. Improvements in the linkages between the station and the town centre is a key objective	
Macclesfield	Macclesfield Town Centre	There are redevelopment opportunities within the town centre for a variety of uses including retail and residential development in accordance with the 'Town Centre First' objective. As well as encouraging new built development the conversion and re-use of former mills and other substantial buildings is encouraged.	Land west of Priory Lane Land North of Birtles Road Land east of London Road
	South Macclesfield Development Area	This is a long standing allocation for employment use that has not come forward. The introduction of higher value uses will produce a viable scheme that will deliver the necessary infrastructure, including the south Macclesfield link road. The area is the only substantial portion of undeveloped land outside of the green belt.	Land north of Prestbury Road Land at Gaw End Lane Land between Chelford Road and Whirley Road
	Land between Congleton Road and Chelford Road	Like all other significant options this site is currently designated as green belt. The eastern fringe of Macclesfield is dominated by the higher ground leading towards the Peak District. The North East and North West of the town include sensitive narrow spaces between the neighbouring villages of Bollington, Prestbury and Henbury. An extension of the town in a south westerly direction avoids these potential conflicts and offers the opportunity to provide a balanced development which will provide significant infrastructure improvements including a link road between Congleton Road and Chelford Road. Development on the western side of the town was favoured in the draft Macclesfield Town Strategy	
	Land off Fence Avenue	A partly brownfield site on the eastern fringe of Macclesfield which would create a sustainable residential development, close to the railway	

		station and town centre. The site is currently in green belt, but a strong new boundary of the canal could be adopted.	
Alsager	Twyfords	A substantial brownfield site to the east of Alsager with opportunities to provide a wide range of uses including residential and employment	Fanny's Croft Former MMU extension
	Former Manchester Metropolitan University Campus	A brownfield site on the west of the town which is available for redevelopment following the consolidation of MMU South Cheshire Campus at Crewe	
	Radway Green	An extension and redevelopment of a well established employment site to the west of Crewe. This recognises the consolidation of armaments production on to a modern efficient plant on a smaller footprint in the east of the site.	
Congleton	Back Lane and Radnor Park	A key objective of the Congleton Town Strategy is the provision of new employment land to provide opportunities for inward investment and to enable the expansion of existing businesses in the town. It also seeks to provide new housing to support economic growth. These objectives are dependent upon the provision of a Congleton Northern Link Road. The extension of the existing Radnor Park industrial estate would allow for the expansion and relocation of existing businesses together with residential development and recreation facilities associated with the Northern Link Road. The provision of additional employment land to the north of the town is an objective of the approved Town Strategy	Congleton West Land north of Lamberts Lane
	Congleton Business Park Extension	The development will provide the opportunity for additional employment , commercial and residential development in association with the delivery of the Congleton Northern Link Road. The provision of additional employment and housing land to the north of the town is an objective of the approved Town Strategy	
	Giantswood Lane to Manchester Road	The site will provide a residential development and associated infrastructure including part of the Congleton Northern Link Road. The provision of additional housing land to the north of the town is an objective of the	

		approved Town Strategy	
	Manchester Road to Macclesfield Road	The site will provide a residential development and associated infrastructure including part of the Congleton Northern Link Road. The provision of additional housing land to the north of the town is an objective of the approved Town Strategy	
Handforth	See Handforth East New Settlement below	In view of the proposal to create a new settlement east of Handforth no other strategic site is proposed	Land between Clay Lane and proposed Airport Link Road
Knutsford	Parkgate Extension	This is the only significant site on the edge of the town with development potential that is not in the greenbelt. It is a favoured site for a mix of development in the Knutsford Town Strategy. Because of access constraints it is proposed that part of the site should developed during the Plan period, the remainder would be safeguarded for development after 2030.	Land south of Longridge Land west of Parkgate Lane Land between Gough's Lane and Chelford Road
	North West Knutsford	The development provides a balanced urban extension to Knutsford which is a Key Service Centre. All growth in Knutsford will entail the loss of greenbelt land and this location, relatively close to the town centre, is considered to cause the least harm to the objectives of the green belt designation around the town. It is of scale that will deliver infrastructure to support this level of growth. The site was identified as potential area for development in the draft Knutsford Town Plan	Land to south and west of Beggarman's Lane Land west of Blackhill Lane Land south west of Knutsford High School Land between Northwich Road and Tabley Road
Middlewich	Brooks Lane	An existing industrial area close to the town centre which is proposed for comprehensive redevelopment	No alternatives considered
	Glebe Farm	Development of this site would provide a financial contribution to the completion of the Middlewich Eastern Link Road.	
	Midpoint 18 extension	This development would provide a logical extension to the existing Midpoint 18 employment area.	
Nantwich	Kingsley Fields	This is a greenfield site which provides the	Land to south of

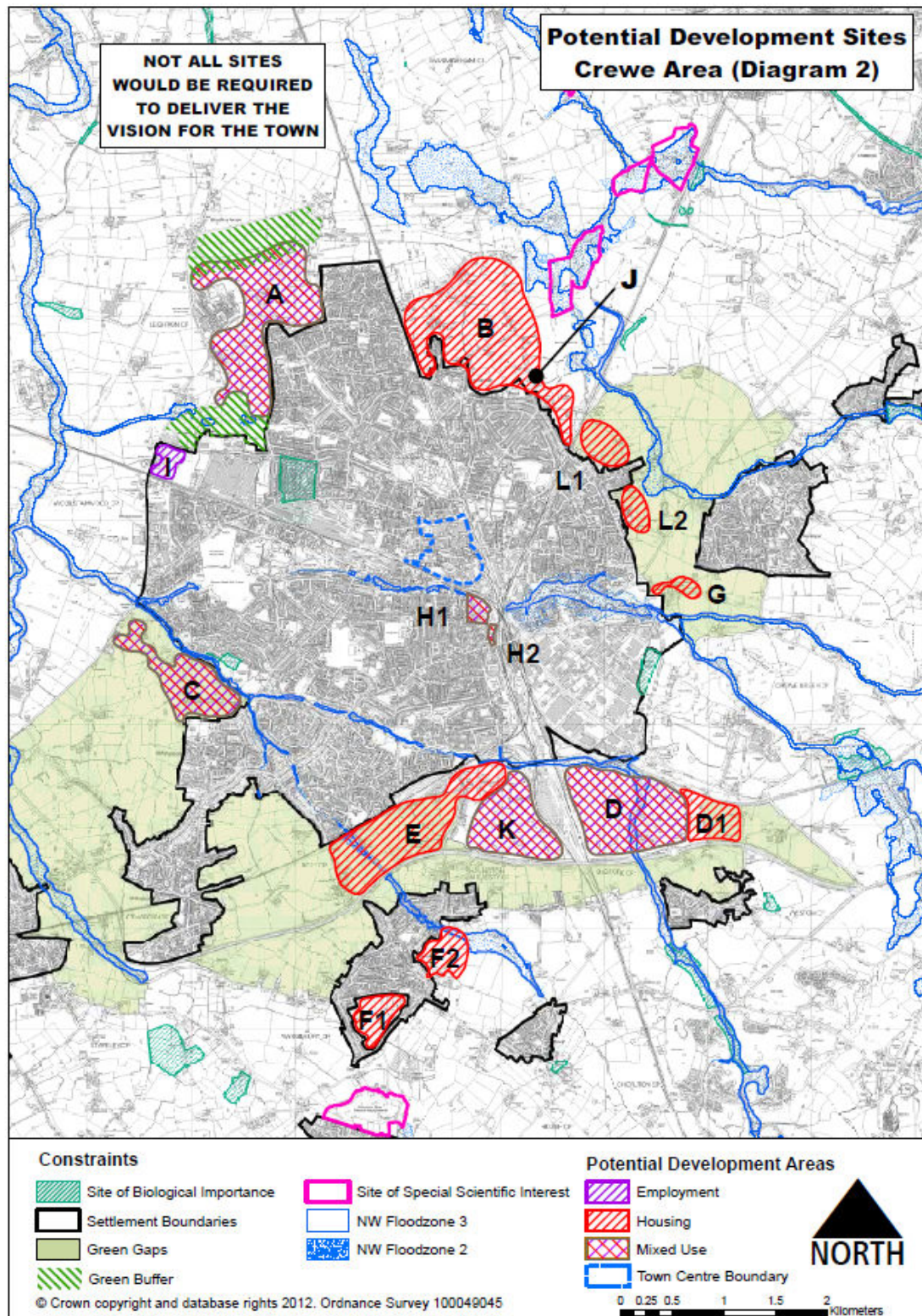
		opportunity for a sustainable extension to the town delivering community infrastructure, including open space, road improvements and pedestrian and cycle links. The site has easy access to the town centre and allows for the creation of public space along the river weaver.	Nantwich
	Snow Hill	A brownfield site close to the town centre which offers the potential for regeneration of this part of town	Land south of Queens Drive
	Stapeley Water Gardens	A mix of greenfield and brownfield part of which already has planning permission for a mix of housing and employment	Land bounded by railway line and River Weaver
Poynton	No strategic sites proposed	Poynton is located close to the Greater Manchester Boundary with small areas of green belt providing a narrow separation between settlements. The redevelopment of Woodford Aerodrome (mainly just over the border in Stockport) is a significant development on the edge of Poynton, and renders westward expansion of the village more sensitive. The new Settlement at Handforth is intended to meet some of the need in the north of the Borough – and therefore it is proposed that remaining need for homes and jobs in Poynton is met via the site allocations process.	Land to west of Poynton Land at Lower Park Land to west of Poynton Coppice Land to east of Poynton Industrial estate Land to north of Middlewood Road and east of Towers Road
Sandbach	Land adjacent to Junction 17 of M6, south east of Congleton Road	A key objective of the Sandbach Town Strategy is the provision of additional high quality employment development in order to create a more balanced community in terms of job opportunities in the town. This site is considered to offer the best prospect of achieving this objective whilst also providing new housing development to meet local needs. The development is adjacent to Junction 17 of the M6 motorway and is a good location for the development of a Business Park subject to improvements to Junction 17. The development is of a sufficient scale to deliver community infrastructure.	Land north of Marsh Green Road Abbeyfields Hind Heath Yeowood Farm Land to south west of A533 Land off Hounding s Lane
	Former Albion Chemicals	This is a redundant site to the west of the built up area of Sandbach previously used for the manufacture of chemicals. A planning application for the redevelopment of the site for a mix of uses including employment commercial and residential has been resolved	Land to west of Wheelock Bypass

		to be approved subject to the signing of a Section 106 agreement. The principal of development on this site has therefore been established.	
Wilmslow	Adlington Road	This greenfield site is safeguarded for future development in the Macclesfield Local Plan and is therefore outside the Green Belt. It therefore represents the only significant opportunity to meet the future housing needs of the town without utilising land currently designated as Green Belt	Land off Prestbury Road Land off Dean Row Road (w) Land off Dean Row Road (E)
	Land at Royal London	Although this site is currently in the Green Belt, it is largely surrounded by existing development, the A34 Bypass and the West Coast Main railway line. The development of this site would therefore provide an opportunity to meet local housing needs and to provide additional land for employment development and possible community facilities. The removal of the site from the Green Belt would not cause any significant diminution of the open gap between Wilmslow and Alderley Edge.	Land off Upcast Road and Cumber Lane Little Stanneyfields Wilmslow Business Park Land at Ryleys Farm
Wardle	Wardle Employment Improvement Area	An existing employment area in the open countryside which would benefit from intensification and environmental improvements to consolidate existing sporadic business units.	No alternatives considered
New Settlement	Handforth East	This is an area of partially unused land in the Green Belt to the east of the A34 Handforth Bypass which is proposed for a new sustainable settlement with self contained facilities and properly planned infrastructure. Much of the site has been developed or disturbed as part of the former RAF base or nearby road construction. It could accommodate a significant proportion of development needs in the north of the Borough in a more sustainable way than several incremental or piecemeal additions to existing towns and villages. The configuration of major roads and the existing pattern of settlement means this can be achieved without a major impact upon Handforth itself or adjoining areas of Greater Manchester	Wardle Siddington Chelford
	South East Crewe	Sustainable new settlements which will provide	

		jobs and homes in a planned environment. It will provide significant new infrastructure including the dualling of the A500 which is essential to secure the proper regeneration of Crewe. It would accommodate a significant proportion of development needs in the south of the Borough without placing further pressure on the infrastructure in Crewe which would result from the allocation of further sites on the edge of the town.	
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ADDENDUM TO APPENDIX 3 CONSULTATION ANALYSIS – PLANS FROM TOWN STRATEGIES



MIDDLEWICH

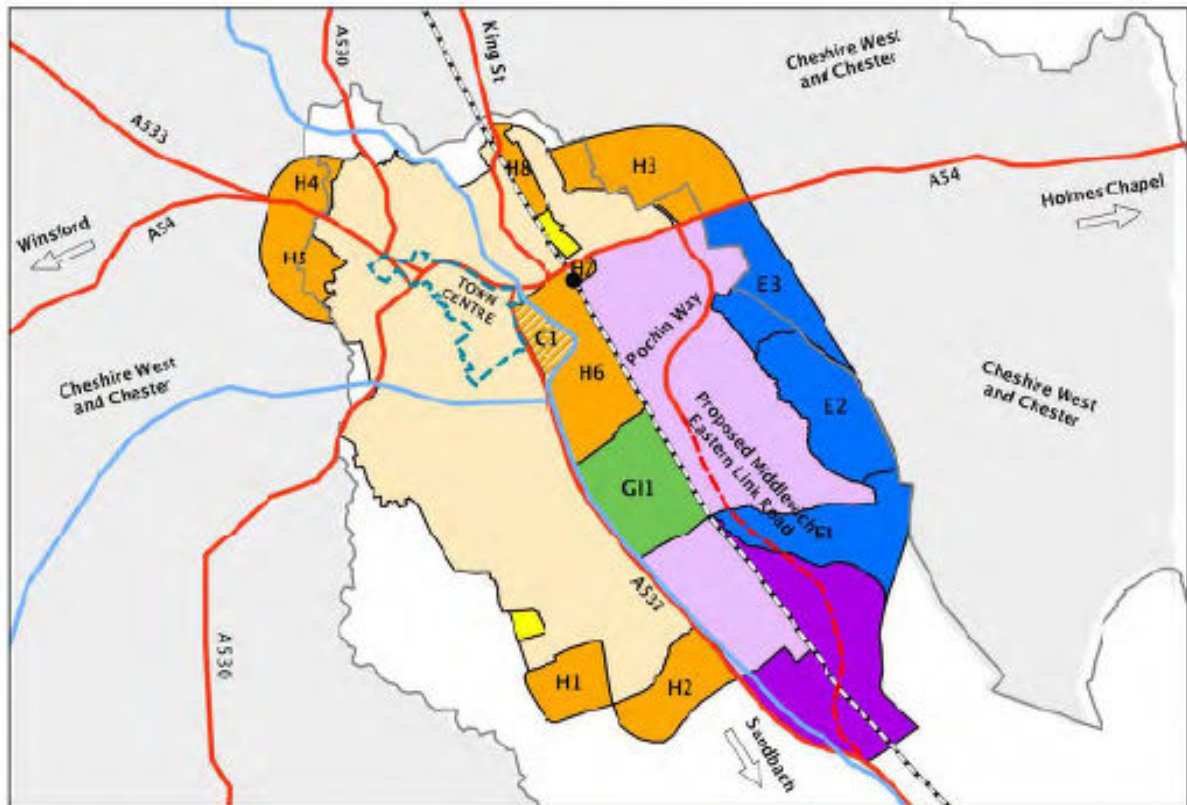
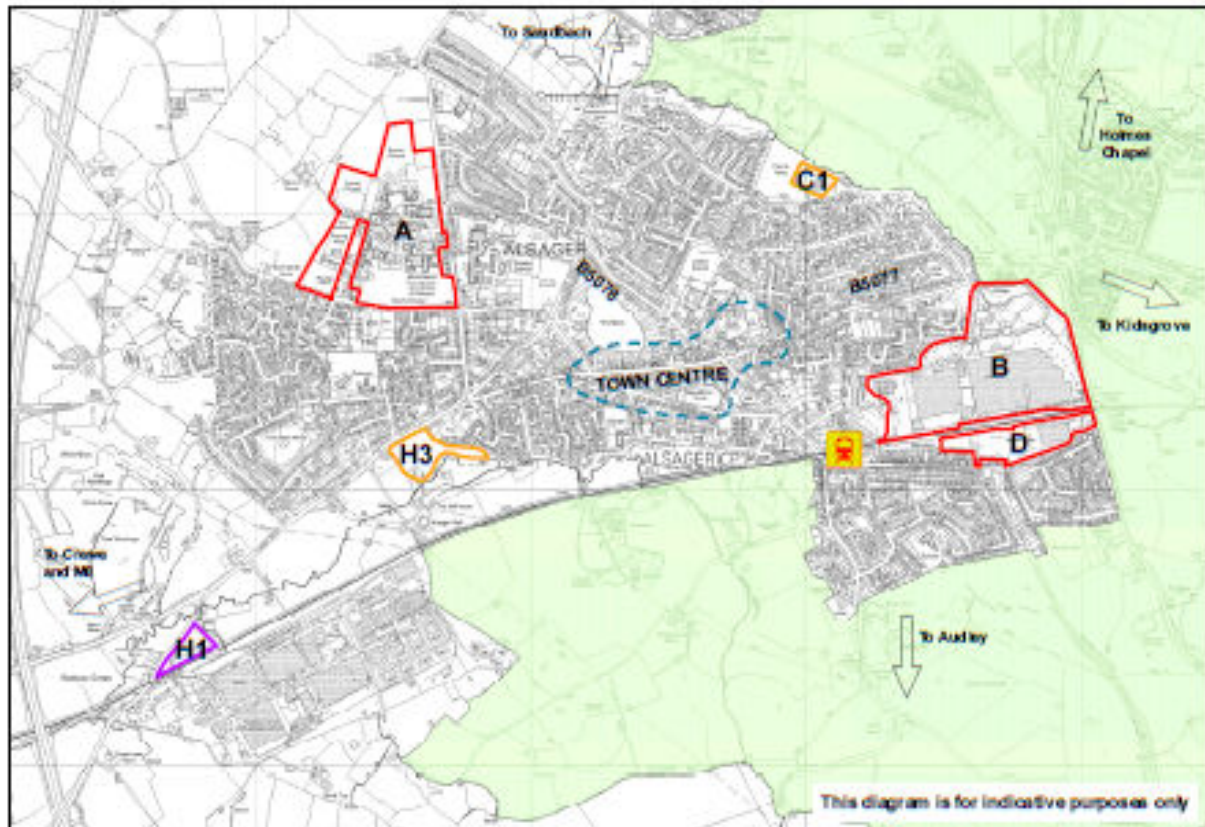


Diagram 1: Middlewich Development Options

Legend

 Existing Residential Area	 Potential Employment Development Option	 Main Road
 Existing Employment Area	 Potential Residential Development Option	 Proposed Link Road
 Allocated/ Approved Employment Area	 Potential Community Development Option	 Railway Line
 Allocated/ Approved Residential Area	 Middlewich Lagoons	 Proposed site for a railway station
 Area within Cheshire West and Chester Council	 Town Centre Area	 Canal

ALSAGER

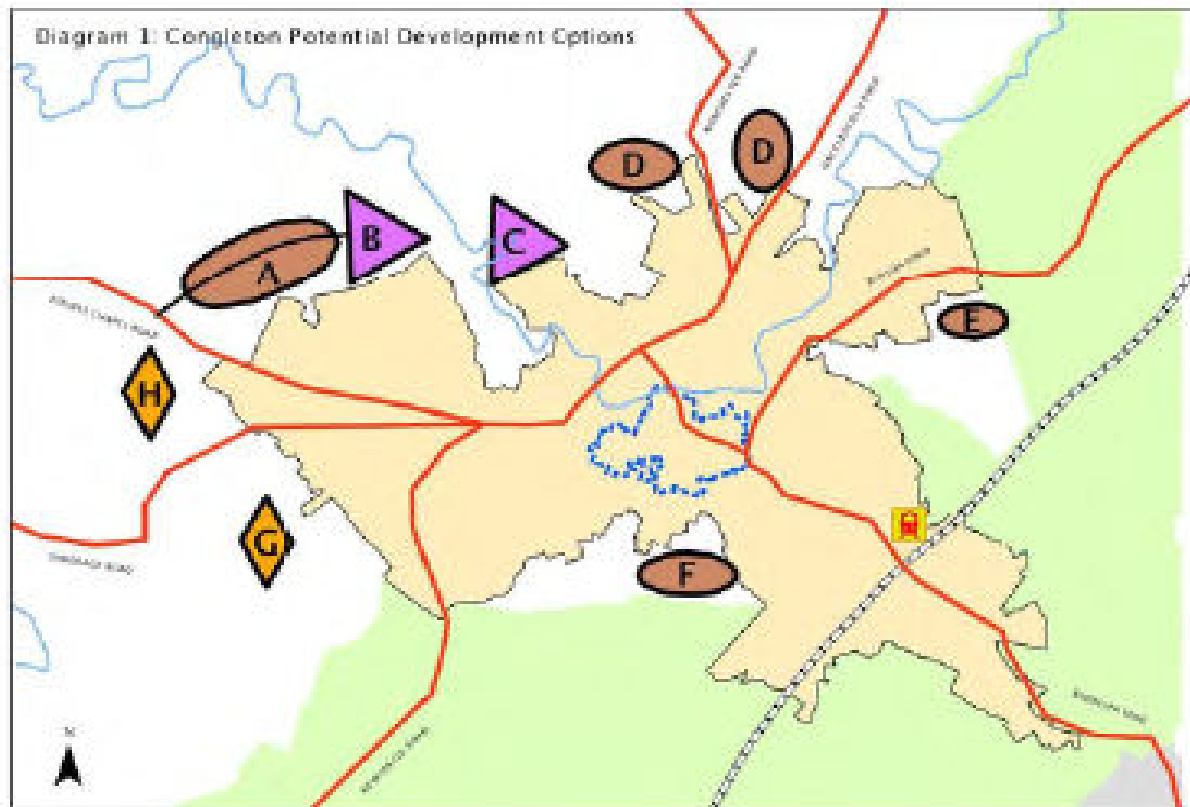


Legend

- Residential Development Sites and Areas
- Mixed Use Development Sites and Areas
- Employment Development Sites and Areas

- Town Centre Area
- Green Belt

CONGLETON



This Diagram is for Indicative Purposes Only



SANDBACH

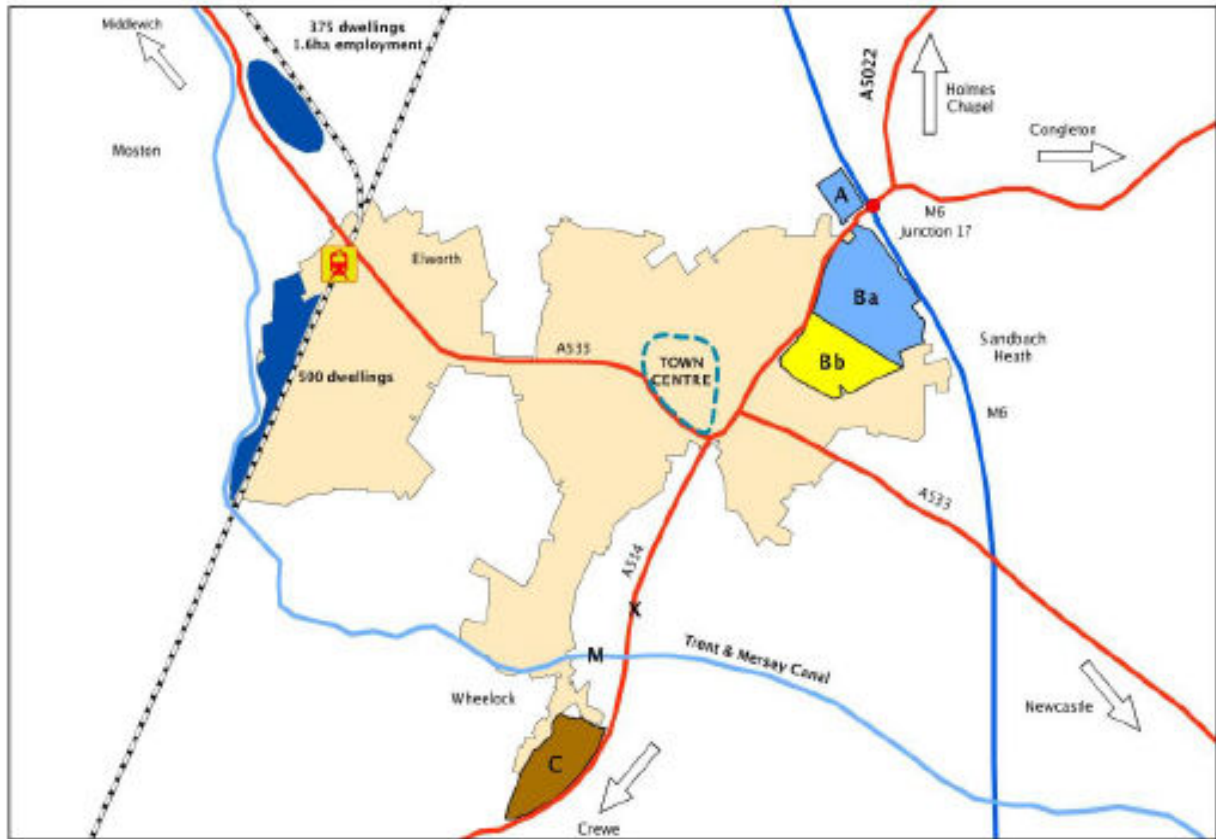
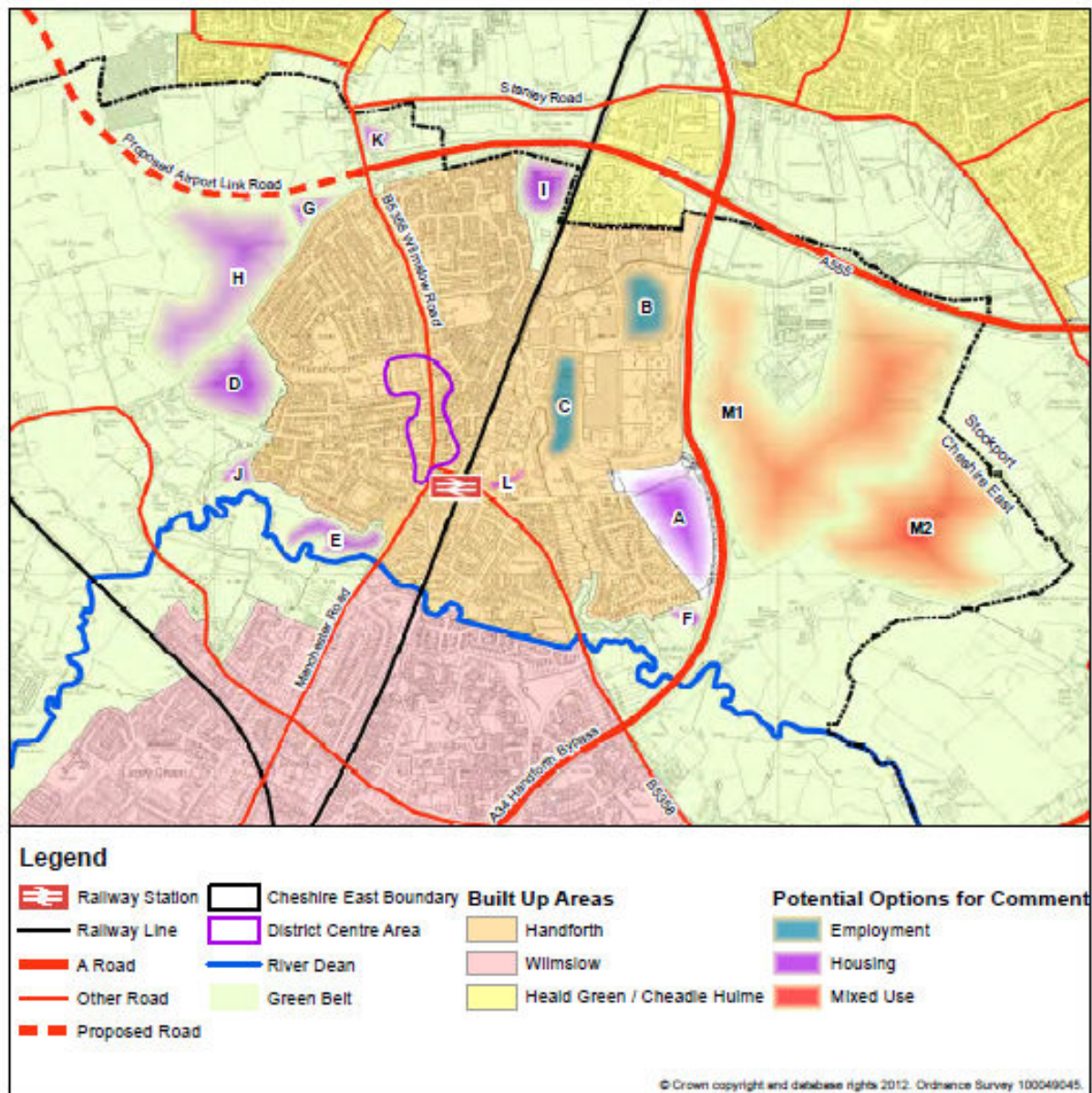


Figure 6.1 Sandbach Favoured Development Options



HANDFORTH



Picture 5.1 Potential Handforth Development Options

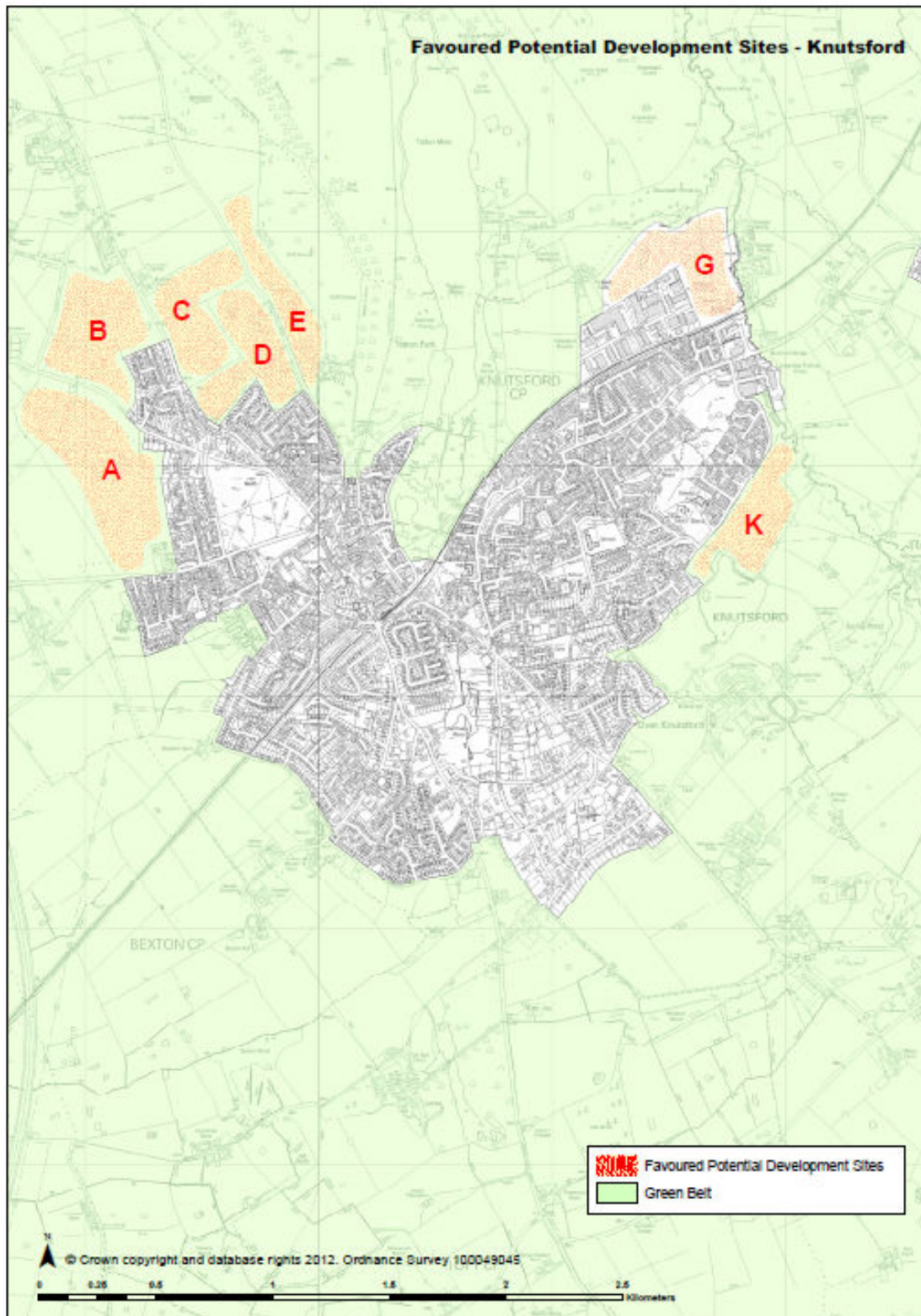
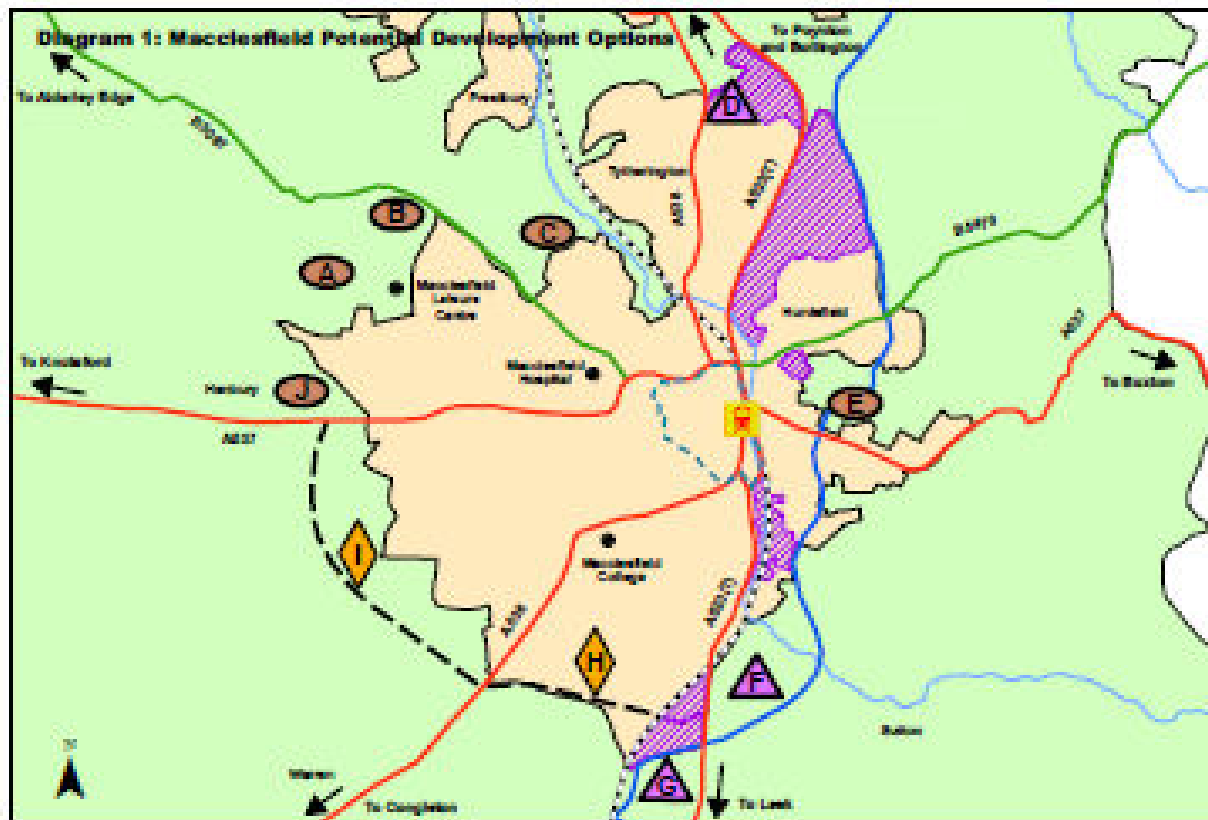


Diagram 4: Potential Development Options Favoured by the Stakeholder Panel

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MACCLESFIELD



Please note that options identified on this map are not proposals and not all potential options identified would be required in order to achieve the vision for Macclesfield. The sum total of development envisaged requires significantly less land than the options shown on the map.

Legend

- | | |
|---|--|
|  Railway Station |  Potential Housing or Employment Development Option |
|  A Road |  Potential Housing Development Option |
|  B Road |  Potential Mixed Use Development Option |
|  Canal |  Town Centre Area |
|  Railway Line |  Built Up Area |
|  Major Rivers |  Existing Employment Areas |
|  Green Belt | |
|  New Road | |

NANTWICH

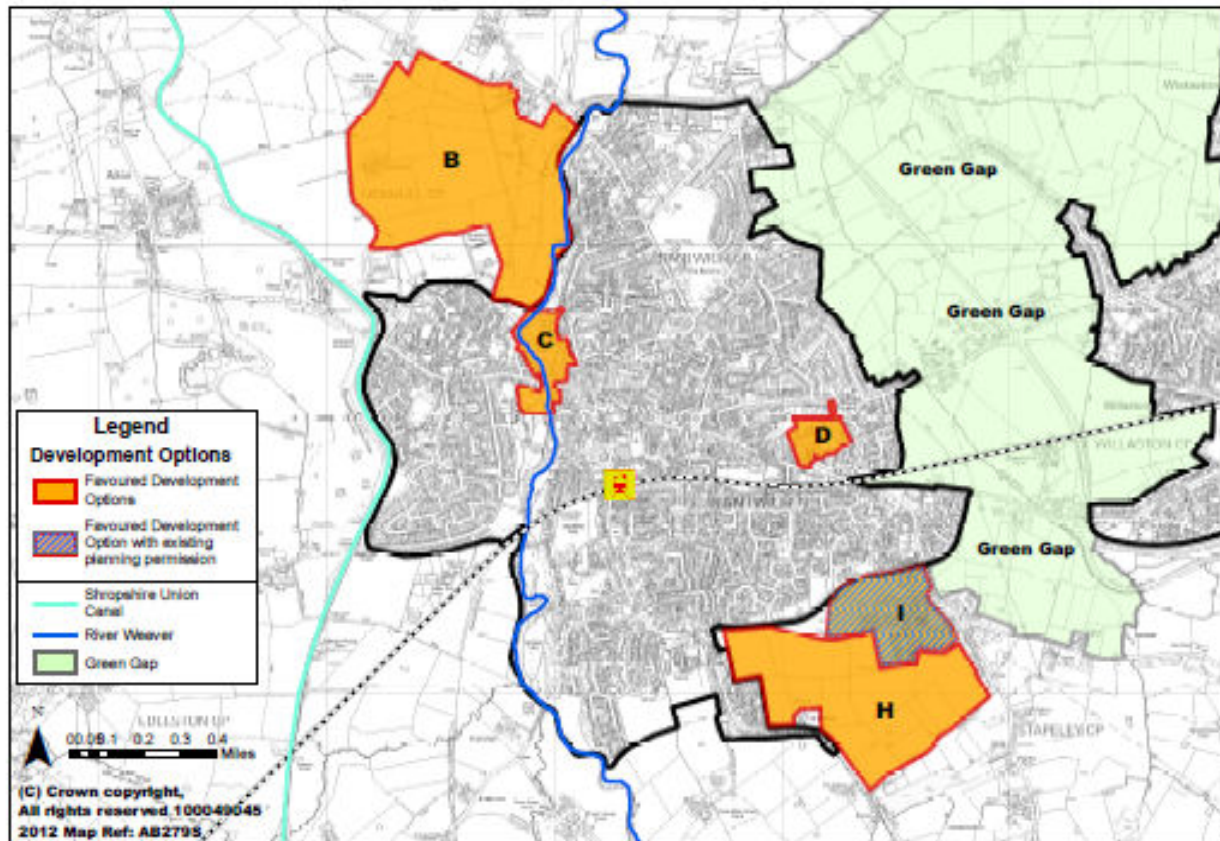
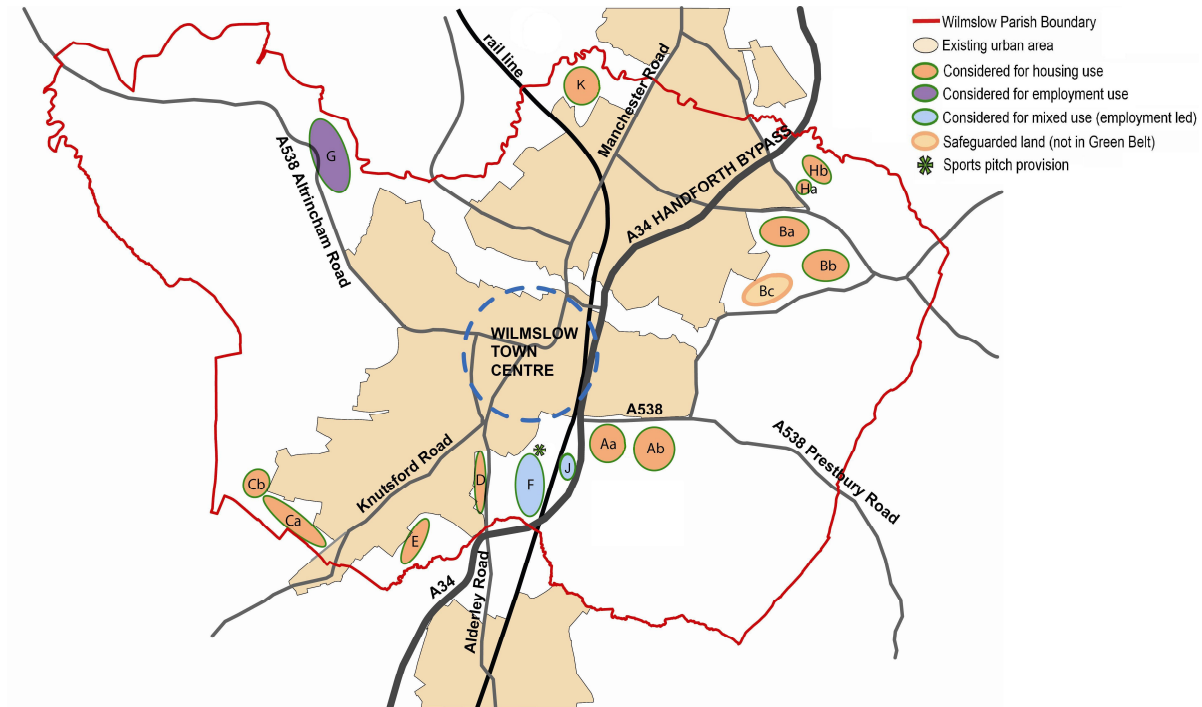


Diagram 2: Favoured Development Options in Nantwich

Please Note: Not all Potential Options would be required in order to achieve the vision for Nantwich.

Figure 6.1 Potential Development Sites in Point on

WILMSLOW



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