

Advisory Panel - Places

Agenda

Date: Monday, 22nd September, 2008
Time: 2.00 pm
Venue: The Capesthorpe Room - Town Hall, Macclesfield

The agenda is divided into 2 parts. Part 1 is taken in the presence of the public and press. Part 2 items will be considered in the absence of the public and press for the reasons indicated on the agenda and at the foot of each report.

PART 1 – MATTERS TO BE CONSIDERED WITH THE PUBLIC AND PRESS PRESENT

1. **Apologies for Absence**

2. **Declarations of Interest**

To provide an opportunity for Members and Officers to declare any personal and/or prejudicial interests in any item on the agenda

3. **Public Speaking Time/Open Session**

In accordance with Procedure Rules Nos.11 and 35 a total period of 10 minutes is allocated for members of the public to address the Committee on any matter relevant to the work of the Committee.

Individual members of the public may speak for up to 5 minutes but the Chairman will decide how the period of time allocated for public speaking will be apportioned where there are a number of speakers.

Note: In order for officers to undertake any background research it would be helpful if questions were submitted at least one working day before the meeting.

4. **Minutes of Previous meeting** (Pages 1 - 6)

5. **Transport Innovation Fund (TIF) in Greater Manchester (including proposed congestion charging).** (Pages 7 - 22)

To recommend a Cheshire East response – Reporting Officer: Andrew Ross

6. **Local Development Framework** (Pages 23 - 106)

To appraise the Panel of relevant timetables and key issues – Reporting Officer: Alan Millington

7. **Feedback from Task Groups**

Car Parking (27 August 2008)
Crime and Disorder Reduction Partnership (17 September 2008)
Local Development Framework (9 September 2008)
Strategic Developments (17 September 2008)
Tatton Park
Waste (8 September 2008)

8. **Establishment of new Task Groups.**

To consider the establishment of new Task Groups that have been proposed for Development Management and Energy Efficiency.

9. **Arrangements for site visits**

To consider the dates proposed for the site visits as follows:

Macclesfield	- 10 October 2008
Congleton	- 26 September 2008
Crewe & Nantwich	- 1 October 2008

10. **Date of next meetings**

Wednesday 5 November 2008 at 2.00pm in Sandbach
Tuesday, 16 December 2008 at 2.00pm in Crewe
Tuesday, 27 January 2009 at 2.00pm in Macclesfield
Wednesday, 11 March 2009 at 2.00pm in Sandbach
Tuesday, 21 April 2009 at 2.00pm in Crewe

CHESHIRE EAST COUNCIL

Minutes of a meeting of the Advisory Panel - Places
Held on Wednesday, 23 July, 2008 at Municipal Buildings, Crewe

PRESENT

Councillors D Bebbington, D Brickhill, H Davenport, Mrs E Gilliland, D Hough, J Macrae, A Martin, A Moran, D Neilson, R Parker, B Silvester, C Thorley and J Walton

In attendance: Councillor D Brown
Councillor L Smetham
Councillor R Westwood

Apologies were received from Councillor Mrs J Weatherill

1 APPOINTMENT OF CHAIRMAN

RESOLVED

Councillor George Walton be appointed as Chairman for the ensuing year

2 APPOINTMENT OF VICE CHAIRMAN

RESOLVED

Councillor Liz Gilliland be appointed as Vice Chairman for the ensuing year.

3 DECLARATIONS OF INTEREST

A number of Councillors who were existing County Councillors, Borough Councillors and Town and Parish Councillors, declared a personal interest in the business of the meeting en bloc.

4 PUBLIC SPEAKING TIME/OPEN SESSION

There were no questions from members of the public.

5 TERMS OF REFERENCE

Members were invited to consider the following terms of reference proposed for the Panel and note the guidance provided on the organisation and running of Panel Meetings –

“To make recommendations for the development of policies and strategies for services within the remit of the Advisory Panel and any related issues and contribute to the development of the Corporate Plan insofar as the services within the Advisory Panel’s remit are concerned.”

Although not stipulated in the terms of reference, it was confirmed that recommendations emanating from the Panel would be submitted to the Cheshire East Cabinet. Members sought assurances, which were provided, that the involvement of Cabinet members during its deliberations would not result in any conflict of interest.

RESOLVED

That the Terms of Reference and Guidance Note be noted.

6 PANEL WORK PROGRAMME

A list of topics falling under the remit of the Places Advisory Panel had been included on the agenda and the Panel was invited to establish a number of Task Groups to consider each subject.

To assist the work of the Groups it was suggested that the Panel might find it beneficial to undertake a tour of east Cheshire to address any knowledge gap and to allow Councillors to gain a better understanding of the area; a proposal which was supported by the Members.

In considering its Work Programme, Members of the Panel raised the following issues:

Meetings of the three Advisory Panels (People, Places and Performance and Capacity) had been scheduled for July, with each Panel being invited to conduct its work by means of the appointment of Task Groups. Given the cross-cutting nature of the topics under review by the Panels. Councillor Brown requested that a composite schedule of Task Group appointments be created and circulated to all three Panels; setting out the remit of each Task Group, its membership and the officer appointed as its lead.

As the list of topics highlighted on the agenda was not comprehensive, the Panel was invited to nominate additional areas for inclusion into the work programme.

The additional topics put forward by the Panel were –

Subject	Matters for Consideration
Tatton Park	Cost and resource issues Management of facility
Minerals and Waste Planning Policy	Disaggregation
Development Management	Harmonisation of the Development Control Service across Cheshire East

Town Centres Redevelopment	Developments proposed for Crewe and Macclesfield
Crewe Gateway and Crewe Railway Station	Development of area Possible relocation of the station

The structure of the Task Groups was briefly debated. Councillor Gilliland stated that, to ensure the optimum use of the Panel's time, appropriate subjects could be brought together under a general heading with a minimum of four individuals appointed to each Group.

Of the topics proposed, the Panel concluded that climate change was an issue which should be ingrained within the culture of the authority from its inception and therefore did not require consideration by a Task Group. The assimilation of climate change objectives into the ethos of the Council could be demonstrated by Cheshire East becoming a signatory to the Nottingham Declaration on Climate Change and by the achievement of relevant environmental standards.

Having identified the subjects for review, Members deliberated on the way forward with regards to amalgamating the topics into a manageable work programme.

RESOLVED

That the following Task Groups be formed, with the following remit and membership and the Chairman attend those Task Group meetings where he is not a member wherever possible:

Task Group	Matters for Consideration	Membership
Car Parking	<ul style="list-style-type: none"> • Special Parking Area Status • Harmonisation of existing arrangements across Cheshire East • Operational responsibilities: 'in house' or external 	Cllr David Brickhill Cllr David Brown Cllr Derek Hough Cllr Arthur Moran Cllr Barry Moran
Crime and Disorder Reduction Partnership	<ul style="list-style-type: none"> • Integration of police and crime reduction partners into single CDRP • Arrangements below Cheshire East level • CCTV/licensing/education/PCSO's • Operation of services pan Cheshire 	Cllr Liz Gilliland Cllr Andrew Martin Cllr David Neilson Cllr Brian Silvester

Local Development Framework	<ul style="list-style-type: none"> • Local Development Scheme • Core Strategy • Minerals and Waste • Affordable Housing within the context of LDF 	Cllr Derek Bebbington Cllr David Brown Cllr Harold Davenport Cllr Derek Hough Cllr Jamie Macrae Cllr Robert Parker Cllr Chris Thorley Cllr Jacquie Weatherill
Strategic Developments	<ul style="list-style-type: none"> • Town Centre Developments • Crewe Gateway • Sub-Regional Economic Development • Manchester Airport • Housing Strategy 	Cllr Derek Bebbington Cllr Harold Davenport Cllr Jamie Macrae Cllr David Neilson Cllr Robert Parker Cllr George Walton Cllr Jacquie Weatherill
Tatton Park	<ul style="list-style-type: none"> • Cost and resource issues • Future structure of Tatton Park Management • Consideration of Options report 	Cllr Derek Bebbington Cllr Harold Davenport Cllr Liz Gilliland Cllr Jamie Macrae Cllr David Neilson Cllr George Walton
Waste Collection/ Disposal	<ul style="list-style-type: none"> • Harmonisation of existing arrangements across Cheshire East • Specification for the service • Cost and health and safety issues 	Cllr Derek Bebbington Cllr David Brickhill Cllr Liz Gilliland Cllr Arthur Moran Cllr David Neilson Cllr George Walton

To complete the process, the Block Lead for Places undertook to identify a lead officer for each of the Task Groups. Those present noted that meetings of the Groups would be informal and held in private. This would enable Members to discuss issues freely without the need to exclude press and public as and when confidential issues were being considered. Meetings of the Advisory Panel, to which the Task Groups would report would however, be held in public.

7 FUTURE MEETING DATES

The Panel was invited to agree a schedule of meetings, which it was suggested, should be based on a six weekly cycle commencing from September 2008.

RESOLVED

That the next meeting of the Advisory Panel - Places be arranged for Monday 22 September 2008, commencing at 2pm (venue to be confirmed) and that the dates for future meetings be circulated as soon as possible, following agreement with the Chairman.

The meeting commenced at 4.00 pm and concluded at 6.20 pm

Councillor George Walton
CHAIRMAN

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CHESHIRE EAST COUNCIL

PLACES ADVISORY PANEL

Date of meeting: 22ND SEPTEMBER 2008
Report of: Andrew Ross, Highways Strategic Manager
Title: GREATER MANCHESTER TRANSPORT INNOVATION FUND
– PUBLIC CONSULTATION

1.0 Purpose of Report

- 1.1 This paper has been prepared to allow Members to consider and comment on Greater Manchester's proposals for developing a Transport Innovation Fund (TIF) project (with Congestion Charging) and its potential implications for Cheshire East residents.
- 1.2 Following the Government's approval of Greater Manchester's TIF proposals for Programme Entry status, a consultation exercise has been launched to test whether the plans are publicly acceptable. Full details can be found at <http://www.gmfuturetransport.co.uk>. The deadline for comments is Friday 10 October.

2.0 Decision Required

- 2.1 To consider this report on the TIF consultation exercise and, subject to any changes as a result of comments received, approve it as the basis for Cheshire East Council's response.

3.0 Financial Implications for Transition Costs

- 3.1 No transitional costs anticipated.

4.0 Financial Implications 2009/10 and beyond

- 4.1 None

5.0 Legal Implications

- 5.1 None

6.0 Risk Assessment

- 6.1 The formal consultation process closes on the 10th October 2008. The risk of Cheshire East not making a formal response to this exercise is that the views of this council are not considered.

7.0 Background to the Greater Manchester TIF proposals

- 7.1 Greater Manchester has secured Programme Entry status from the Department for Transport (DfT) for its TIF proposals. These have been prepared to address growing congestion and support future economic growth which it is argued would provide more jobs and prosperity in the Manchester sub-region.
- 7.2 The proposals are aimed at improving local public transport networks including increasing capacity and enhancing quality of service. Addressing current overcrowding on passenger transport services are seen as central to meet the needs of increasing numbers of commuters.
- 7.3 The package is made up of:
- An investment programme of over £2.8 billion;
 - Reforms in the way that public transport is managed - including greater local influence over public transport systems; and
 - A weekday, peak-time congestion charging system that is scheduled to start in Summer 2013 at the earliest, once 80% of the planned transport improvements are in place and at a maximum cost of £5 per two way journey.
- 7.4 Securing public acceptability for these plans will be crucial. The proposals are currently the subject of a consultation exercise. A public referendum within each of the Greater Manchester Boroughs is also planned to take place later in the year.

SECURING PROGRAMME ENTRY

- 7.5 Greater Manchester is one of ten local authorities who were successful in securing DfT pump priming funding to explore the merits of making a formal bid for full TIF funding.
- 7.6 With the closing of the DfT's deadline for the submission of bids for funding for 2008/09, Greater Manchester's bid emerged as the only proposal. The approach is considered necessary by Greater Manchester to ensure that traffic congestion does not undermine the level of economic growth required to meet the objectives of the City Region Development Plan. Leaders of the Greater Manchester Councils voted eight to two (Stockport and Trafford voted against) to approve the bid which was submitted to the DfT at the end of July 2007. Following the 2008 local elections, Bury also now oppose the proposals.
- 7.7 Following further detailed negotiations, the DfT confirmed that Manchester's bid had been approved for Programme Entry in June 2008. Details of the proposals are set out in more detail below.
- 7.8 In contrast, other local authorities who have been undertaking initial studies are making far slower progress. A number of authorities (including the West Midlands authorities, Shropshire and Cambridgeshire) have already confirmed

that, based on the evidence gathered, they will not be submitting bids. This is largely as a result of strong local opposition to road user charging which is a critical factor for securing full TIF funding.

GREATER MANCHESTER'S TRANSPORT INNOVATION FUND PROPOSALS

7.9 Greater Manchester's TIF proposals are centred around a proposed £2.8 billion package of transport improvements. This will be funded by £1.5 billion of TIF grant funding, £1.2 billion of borrowing (which would be paid back over 30 years using congestion charge revenues) and £0.1 billion of third party contributions. This funding is in addition to the £0.6 billion which was recently confirmed for Metrolink Phase 3A and £0.2 billion of DfT funding for extra railway rolling stock.

7.10 It is forecast by Greater Manchester that measures would increase public transport capacity in the morning peak by some 40%. Proposals include:

- More than 30km of new Metrolink track, extending the network to Ashton, East Didsbury, Wythenshawe and Manchester Airport, Oldham and Rochdale town centres, and the Trafford Centre. The programme also includes a new second City Centre crossing to provide the capacity for enhanced frequencies and network resilience;
- The Leigh – Salford – Manchester, Route 8 and Oxford Road Bus Rapid Transit schemes which will offer time savings of up to 25% along segregated routes using superior quality vehicles;
- New heavy rail rolling stock for all major routes into the Regional Centre crossing charging routes, alongside a programme of station improvements;
- 25 enhanced bus priority corridors will be introduced along all major routes which cross charging routes. These will offer time savings of up to 15%;
- Bus frequencies will be increased and new services will be introduced, including new through services to provide better connectivity across the Regional Centre, reducing the need for interchange and increasing the number of yellow school buses;
- New interchanges will be built within the Regional Centre, Bolton, Rochdale, Stockport, Altrincham and Wigan;
- Doubling the number of park and ride spaces including new strategic sites located adjacent to the M60, providing commuters with an opportunity to connect with high quality public transport and avoid the charge; and
- There will be a step change in travel information, integrated and smart ticketing and a significant behavioural change programme working directly with employers and with the Greater Manchester Chamber of Commerce.

- 7.11 The proposed charging would be undertaken using tag and beacon technology. It would operate at peak time as follows:
- Inbound morning peak (0700 – 0930). £2 to cross the M60 outer ring and £1 to cross the intermediate ring road;
 - Outbound evening peak (1600 – 1830). £1 to cross the intermediate ring road and £1 to cross the M60 outer ring; and
 - There will be no charges applied outside the core hours. Charges will not be applied at weekends or on Bank Holidays.
- 7.12 The proposals for congestion-charging scheme include provisions or exemptions for blue badge holders, motorcyclists and those attending regular hospital and medical appointments. There is also a possibility that low-income workers could be given a 20% discount on the charge. Officers have been advised that these discounts will apply to all – not just Greater Manchester residents.
- 7.13 To support the high level of borrowing necessary to deliver the various infrastructure improvements, there is a risk that, over time, the level of charging and the boundaries of the scheme may have to be revised.

INITIAL PUBLIC CONSULTATION EXERCISE

- 7.14 Prior to making the bid for Programme Entry, the Association of Greater Manchester Authorities (AGMA) took into account the results of a number of consultation exercises. This included the views of an independent panel of local business representatives and economists. They were satisfied that the proposals were acceptable for the bid to proceed.
- 7.15 This also took into account the results of an extensive engagement exercise with the local community and local businesses. Polls carried out by GfK NOP examined the views of 5,000 Greater Manchester residents and 1,000 local businesses. Results revealed that a slim majority of residents supported the call for congestion charging. Businesses were less supportive but a clear majority of both groups endorsed submitting the bid.

CHESHIRE LEADER'S RESPONSE TO THE INITIAL PUBLIC CONSULTATION

- 7.16 The Greater Manchester TIF bid was the subject of a detailed debate at the Leaders of Cheshire and Warrington Councils meeting which took place on the 29 June 2007. It was agreed that the following response would be sent to AGMA.

Greater Manchester authorities have been at pains to convince Ministers and others that they are part of a city-region which extends into Warrington and North East Cheshire. It is clear that the proposals will have a significant impact on these areas and yet recent consultation was aimed at Greater Manchester stakeholders only.

The proposals clearly identify that if they are to deliver the full economic potential outlined in the study, that they will need to extend and improve the connectivity to labour markets outside the Greater Manchester administrative area. To achieve this AGMA has proposed a transport strategy involving a congestion charging regime that follows a significant package of public transport and highway investments. This approach has failed to address what highway and transport improvements could be necessary for those areas beyond Greater Manchester including Cheshire and Warrington. The acceptability tests identified have only been applied to Greater Manchester residents and not to those people and businesses beyond, who would also make a significant contribution to Greater Manchester economic success.

The Leaders resolved that:

- 1. The current TIF bid is unacceptable to the Cheshire and Warrington sub-region as long as it fails to address the highway and transport improvements needed beyond the GM boundary into the sub-region*
- 2. The promoters of the bid should be asked to engage with Cheshire and Warrington to identify the impact of the proposals on the sub-region and what package of measures should be available in any future investment programme*
- 3. Following this assessment, a full and proper consultation should be carried out with Cheshire and Warrington residents and businesses, with the results shared with the sub-regional authorities to help inform their position on the proposals.*

- 7.17 At its AGM on 26 July 2007, the Local Government Association - Cheshire Branch also discussed this issue and endorsed the unified response of the Cheshire and Warrington Authorities as set out above. It was agreed that, individual authorities would also want to make their own responses as part of the formal consultation process. The Halton Borough Council representatives on the LGA reserved their position.

8.0 Implications for Cheshire East

- 8.1 The 2001 census data reveals some 28,440 Cheshire residents travel into Greater Manchester on a daily basis for work using a variety of modes. 64% of these trips originate in Macclesfield District. The equivalent number of trips for other purposes is not known but can be assumed to be equally significant. Of course, it should be noted that not all of these trips enter the proposed charging zone. A more detailed indication of the impact on Cheshire East residents is provided by some of the initial outcomes of the County Council's strategic transport model. This forecasts that some 12,669 travel to work trips take place from Cheshire to inside the M60 cordon on a daily basis. It can be assumed that the majority of these trips occur during the morning peak period and, hence, will be subject to the proposed charge. 82% of these trips are made by car with a further 3% of trips being made by car passengers. 13% of the trips are made by public transport, the majority (11%) by train. Given that there is a

risk that the charging zone could be extended then more of these people would be faced with paying to make these car journeys.

- 8.2 The views of Cheshire residents towards road user charging was explored in the 2006 Cheshire Community Survey. This found that 62% of respondents considered congestion to be a problem in Cheshire. 73% considered this to be a result of the volume of traffic on the road. A number of options relating to charging were tested and in each case, the majority of respondents were against the introduction of road user charging. Nevertheless, 40% of respondents indicated that they would be in favour of road user charging but only if realistic alternative ways to travel were in place, it would reduce traffic levels and it would reduce the need for large scale road building projects.
- 8.3 The TIF proposals set out in considerable detail about the range of planned improvements for Manchester residents. However, there is very little detail about potential measures or benefits that could be provided beyond the authority boundary in the wider travel to work area. For Cheshire, there is only passing reference to improving capacity on the Mid-Cheshire Line and on the Stockport to Manchester Line with passing reference to links to Macclesfield, Alderley Edge and Crewe. There is no commentary on whether the proposed integrated ticketing or pre-payment cards will be available outside the current Manchester Passenger Transport Authority boundary.
- 8.4 Three improved park and ride schemes adjacent to mainline railway stations would be developed outside of the M60 just to the north of the Macclesfield Borough boundary, enabling residents to access the expanded and improved public transport network within Greater Manchester without having to drive into the congestion-charging zone. There would be an expansion of the existing facility at Heald Green, a new multi-storey car park at Cheadle Hulme and an expansion of the existing facility at Hazel Grove. These park and ride schemes would be well lit with 24 hour CCTV monitoring. Parking would be free for passengers making onward journeys by public transport. Similar proposals are made for a park and ride facility at Birchwood, Warrington. Improvements to passenger interchange facilities at Altrincham and Stockport are also proposed – which if implemented has the potential to improve the journeys by public transport for some Cheshire East residents.
- 8.5 In the longer-term, the suggested benefits of the TIF proposals are increased investment and jobs and less road congestion in Greater Manchester. If this were to be correct, it is possible that traffic levels would reduce and overall journey time reliability would improve, particularly on key routes in to Manchester itself. However, the latest reports from the London scheme suggest that congestion levels are now back to pre-charging levels. If the scheme does bring about enhanced and sustained economic growth in the City this would also act to benefit the prosperity of the wider sub-region. Equally, the charge could encourage some businesses to relocate out of central Manchester to other areas, including Cheshire East.

- 8.6 Noting the previous resolutions endorsed by the Cheshire Leaders Group in 2007, there is still concern that the vast majority of the proposals and actions remain focussed within the Greater Manchester boundary.
- 8.7 There remains an urgent need to explore opportunities to address potential measures that could benefit those living in Cheshire who commute into Manchester on a regular basis. TIF funding could create improved road links and higher quality public transport services needed to reach destinations in the charging area.
- 8.8 A number of schemes that would benefit Cheshire residents, should congestion charging be introduced, have been identified. These are set out in Appendix One. Some of these schemes would offer an alternative to commuting by car for some people. Equally, all of the proposals have merit in their own right when seen as a package of proposals to improve transport networks between Cheshire and Greater Manchester.

9.0 Current consultation exercise – engagement with Cheshire.

- 9.1 Now that this TIF bid has been approved for Programme Entry status, a further round of public consultation has been launched to test whether the proposals are publicly acceptable and to provide evidence whether the Greater Manchester authorities should proceed with the package for final Government approval. The deadline for submissions is Friday 10 October 2008.
- 9.2 It has also been confirmed that a public referendum will take place in the Greater Manchester authorities in December 2008. This will be monitored by the Electoral Reform Society. For the scheme to succeed, it will need the support of at least seven of the ten authorities. A recent Ipsos MORI poll of some 5,000 residents was used to test the acceptability of the proposals. When asked the question “do you think the councils should accept this offer from the Government”, 53% of respondents supported the offer, whilst 40% opposed it. When asked whether they themselves supported the proposal, support dropped to 41%. The different results for the two questions show how crucial the wording of the referendum question could be to the result. It has also been suggested in press articles that of the people interviewed a high proportion were already existing public transport users who would be, perhaps, more inclined to be supportive of the proposals.
- 9.3 As part of the current consultation exercise, Sir Howard Bernstein and John Hawkins of AGMA gave a presentation to the Cheshire Leaders Group on 13 June 2008. It was agreed that a further high level technical meeting would be set up to explore the implications of the TIF scheme with representatives from Cheshire, Warrington and Halton. This is scheduled to take place on 18 September 2008. It is intended that the outcome of this meeting will be used to inform the response of the Cheshire Leaders to the current consultation exercise. If members agree, the issues raised at this session can be reported orally to this Panel to help inform this debate.

- 9.4 Sir Howard Bernstein also suggested that a mobile exhibition being used to promote TIF scheme could be made available for use in neighbouring authorities. Arrangements are now being made to ensure that this exhibition is made available at a number of locations in Cheshire. It is hoped that this will include Macclesfield and Wilmslow. A short newsletter has also been prepared by GMPTE and will be made available to neighbouring authorities to distribute in libraries and information points as well as on websites. A copy of this leaflet is attached.

10.0 Recommendation - Proposed Cheshire East Council response to the TIF proposals

- 10.1 Many of the concerns expressed in the initial consultation response by the Cheshire Leaders back in June 2007 have not been addressed by any of the further work undertaken on developing the Greater Manchester TIF proposals and remain relevant to the impacts on Cheshire East. Noting the issues set out in the report, Members are invited to consider the following as the basis for Cheshire East's response:

The Cheshire East Council supports the views that the Greater Manchester authorities seek to convince ministers and others that they are part of a city-region which extends into Warrington and North East Cheshire. That said, the current TIF consultation exercise has been largely targeted within the Greater Manchester Authority area and there has been limited engagement with Cheshire neighbouring authorities.

There is clear evidence that these proposals will have a significant impact on the wider travel to work area, yet the proposals indicate that the planned investment will predominately benefit those living in Manchester itself. If these proposals are to deliver the full economic potential that is suggested, then they will need to extend and improve connectivity to labour markets and businesses outside Manchester. However, the planned measures do not address what improvements would be necessary for those areas beyond Greater Manchester including Cheshire. A set of proposed schemes has been identified, which should form part of any consideration to proceed with such a scheme. (See Appendix One).

As a result:

- *Cheshire East Council is concerned that the promoters of the TIF bid have failed to address the issues raised by the Leaders of the Cheshire and Warrington Councils in their response to the 2007 consultation exercise.*
- *There is dismay that this consultation exercise has again been largely targeted within the Manchester Boundary. In particular, it is unsatisfactory that efforts have not been made to fully engage with residents and business in the wider Manchester travel to work area on the scale used within Manchester itself. There is further concern that the planned referendum will only apply to Greater Manchester residents;*

- *There remains a failure to address potential improvements beyond the Greater Manchester boundary. The promoters have not acted to engage with these Councils to consider or address potential cross-boundary schemes that could be beneficial to these authorities residents; and, as a result*
- *The current TIF proposals are unacceptable to Cheshire East Council.*

10.2 This suggested response is similar to that presented to Cheshire County Council Members and has been developed in consultation with officers at Macclesfield Borough Council, Warrington Borough Council and Halton Borough Council for the Cheshire Leaders group.

11.0 Overview of Day One, Year One and Term One Issues

11.1 Congestion charging is currently scheduled to start in summer 2013 at the earliest.

12.0 Reasons for Recommendation

12.1 If the TIF proposals were implemented they would have a considerable impact on Cheshire East residents and businesses.

For further information:

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Fares	
Public Transport Fares, Ticketing and Information Schemes:	Cross boundary issues on rail and bus fares into Manchester. The cross boundary cost inequality of rail fares is a particular issue between Greater Manchester and Cheshire. TIF proposal should consider extending their “integrated and smart ticketing” proposals (ie on bus, rail and metro) to the Cheshire areas affected.
Road Schemes	
Manchester Airport Eastern Link Road (West)/ Stockport Bypass	SEMMMS Scheme proposal to link the M56 Manchester Airport Spur to the A6. Detailed preparation and design work has been completed. Relieves road corridors around the periphery of the congestion charging zone which are likely to be affected by traffic re-assigning.
Bus Schemes	
C-NET Services	<p>C-NET is a proposed network of high quality, high speed, coach standard express services developed as part of the multi modal studies for M6 and South East Manchester. The following potential express routes have been identified through these studies:</p> <ul style="list-style-type: none"> • Chester to Manchester (via Park and Ride and Airport) • Stoke to Manchester (via Congleton and Airport) • Crewe to Manchester (via M6 Park and Ride and Airport)
QBS Services	<p>Quality Bus Schemes (QBS) to provide improvements to bus infrastructure and higher levels of service (ie frequency and reliability) on the following routes:</p> <ul style="list-style-type: none"> • Service 130 (Macclesfield – Wilmslow – Manchester) currently half-hourly * • Service 191 (Middlewood – Poynton – Stockport – Manchester) currently hourly * • Service 199 (Buxton – Disley – Stockport – Manchester Airport) currently half hourly * • Service 392/3 (Macclesfield – Adlington/Bollington – Poynton – Stockport) currently 2 hourly • Transpeak Service (Nottingham – Derby – Buxton – Disley – Manchester) currently 2 hourly <p>Propose an increase in frequency of up to 3 journeys per hour on busiest routes.</p>
Congestion Reducing Measures	Introduce appropriate highway measures to reduce congestion on the radial routes. Also benefits buses from Cheshire into Manchester to ensure efficient and viable operation of existing bus services and QBS and C-NET proposals *
Rail Schemes	
Passenger Improvements	<p>To improve the quality of passenger facilities and services on the rail lines serving Manchester. To include improved passenger waiting facilities, additional CCTV, improved parking facilities and security, Customer Information and Public Announcement Systems on the following rail lines:</p> <ul style="list-style-type: none"> • Mid Cheshire Line (Chester to Manchester via Northwich and Altrincham)

Passenger Improvements (continued)	<ul style="list-style-type: none"> • North Cheshire Line (N Wales to Manchester via Warrington) • Crewe to Manchester Line (via Handforth and Airport) • East Cheshire Line (via Congleton, Macclesfield and Poynton) • Hope Valley Line (via Disley) • North Staffs Line (Stoke to Crewe via Alsager)
Station Schemes (and P&R)	Increase capacity at station car parks and platforms where required to cope with potential increase in demand. Stations to be considered include Helsby, Frodsham, Northwich (£1.5m required for access improvements), Lostock Gralam, Knutsford, Disley, Congleton, Macclesfield, Alderley Edge, Nantwich Station (access issues identified by Nantwich Now Group), Wilmslow Rail Station (to provide safe cycling links for Manchester students), Poynton, Holmes Chapel, Sandbach, Handforth. A prioritised programme to be developed in partnership with the Train Operating Companies, Passenger Focus, Rail User Groups and Network Rail.
December 2008 Timetable	From December 2008 Cheshire will have reduced level of service from some Cheshire Rail Stations to Manchester and the Airport. For example, at peak times journeys from Chester to Manchester on the Mid Cheshire Line will terminate at Stockport. This is due to pathing constraints brought about by the Department for Transport's High Level Output Statement which will increase the frequency and speed of services to London. This service reduction needs to be redressed as part of any proposals to improve rail connectivity to Manchester.

TIF TRANSPORT PROPOSALS FOR CHESHIRE REQUIRING SCHEME DEVELOPMENT FUNDING	
Manchester Rail Hub Study (and Capacity Issues):	Northern Way / Manchester Hub Phase 1 Study: Need to ensure that capacity issues for train paths into Manchester on all Cheshire lines and services are included in the scope of the study. Potential increase in demand if TIF proposals proceed. Overcrowding on trains at peak times. Phase 1 of a major study only recently underway.
Local Rail Study:	A local rail study is required that looks into local and sub regional commuting rail network for Cheshire which will include the outcome of the Northern Way / Manchester Hub Study. This study should consider the potential for the following: <ul style="list-style-type: none"> • Improved connectivity and service levels (higher frequency / faster journey times) on all rail lines into Manchester • Tram-Train networks for the Cheshire Sub Region as a local alternative to heavy rail • Middlewich Branch Line Re-instatement (for passenger services between Crewe and Manchester) • Consider the benefits of implementing the Western Rail Link to Manchester Airport in terms of rail connectivity
A5 Corridor	Corridor route study required to address radial congestion on routes to Manchester.
TIF Monitoring Scheme	Funding for TIF impact studies, performance measuring and monitoring on Cheshire's networks.



The Greater Manchester Future Transport proposals would represent a huge change in the quality of public transport in the region. All authorities are committed to working together to make sure that future developments are properly co-ordinated to ensure the widest possible benefits for the region as a whole.

For more information about the TIF scheme visit www.gmfuturetransport.com

To receive this brochure in other languages, or in Braille, large print or audio format, please ring **0800 234 6100**.

If you use a text phone please dial 18001 before the phone number – you will then be connected to the BT Typetalk service.

GM Future Transport
Ipsos MORI
Admail Freepost 4115
Manchester
M4 5ZZ



Greater Manchester's Future Transport.

What it means for Cheshire.



The ten local authorities of Greater Manchester are currently consulting on proposals for the largest investment in public transport that the UK has seen outside of the south east of England, supported by a limited weekday peak-time only congestion charge.



Consultation

AGMA (The Association of Greater Manchester Authorities) has discussed the proposals with authorities in Cheshire to explore how the improved public transport can best support residents of Cheshire who work in, or visit, Greater Manchester.

You can tell us your views by going online at www.gmfuturetransport.com or by requesting a response form from the free helpline on 0800 234 6100.

The proposals are designed to allow Greater Manchester and Cheshire to continue to grow and create new jobs and prosperity for people across the whole region for decades to come.

They include extra seats on peak-time trains running into the city from across the region, and the creation of new Park & Ride sites outside of the charging rings for commuters who want to drive to the conurbation and finish their journey on public transport. The impact of the changes will result in clearer roads for those who do continue to drive into the centre of Manchester.

Consultation runs until 10 October. Residents of Greater Manchester will vote on the proposals towards the end of the year.



Key parts of the proposed investment for Greater Manchester include:

- Investment in the region's railways, both in improving over 40 stations across Greater Manchester and lengthening trains. Peak-time services to and from Manchester will gain in the region of 7,000 additional seats.
- Along with investment already confirmed, the Metrolink tram system will almost treble the length of track, the number of stations served and the number of passengers carried.
- Rapid bus services on key commuter corridors.
- Eight new state-of-the-art transport interchanges.
- A doubling of Park & Ride facilities.
- Smart card electronic ticketing.

These, and other investment, will be funded in part by a weekday, peak-time only congestion charge.

Details of the investment, including downloadable brochures, are available at www.gmfuturetransport.com.



Why is congestion a problem for the region?

Greater Manchester's economy has been growing rapidly. More new jobs have been created here than in any comparable area outside London over recent years and the city region is an engine for economic growth across the North West.

This economic success brings new challenges for Greater Manchester and the surrounding region, including increasing demand for people to be able to travel to and from work at peak times of the day.

Road traffic in Greater Manchester has increased by more than 12% in the past ten years.

This increased congestion on the roads around the conurbation has led to overcrowded public transport.

The Association of Greater Manchester Authorities (AGMA) is committed to supporting further growth in future years, to provide more jobs and prosperity across the region. If growth is to continue it is vital that jobs are accessible to people across the region, and that the skills of the region's population are accessible to companies working in Greater Manchester.

On average, traffic speeds in the conurbation are falling by 2.5% each year. This means journeys take longer. A journey that took 20 minutes in 2000, took 24 minutes in 2006.

AGMA's fear is that these slowing road journeys, with no acceptable public transport alternative, makes Greater Manchester a less appealing workplace for people across the North West and that individuals will not have access to the jobs they want.

If Manchester is to continue to generate jobs across the region something has to be done.

Congestion is also a problem for business. Employees and goods stuck on congested roads cost businesses money. Recent surveys have shown that most local businesses see traffic congestion as an increasing future threat to the local economy.

AGMA's response to these challenges has been to develop a practical solution which uses the Department for Transport's (DfT) Transport Innovation Fund (TIF).



This represents the biggest and most far-reaching local transport investment programme ever contemplated within the UK outside of London.

Of the investment, of up to £3 billion, £1.5 billion will be a grant from central Government and £1.2 billion will be a loan repaid by the week day peak-time only congestion charge. Further funding would take the form of the DfT purchasing carriages for the region's commuter trains and contributions from bus operators and others.

Neither the Government grant (£1.5 billion) nor the loan package (£1.2 billion) would be available without the introduction of the weekday peak-time only congestion charge.

Income from the scheme will be used to repay the loan for the wide-ranging transport improvements.

80% of these improvements will have been delivered before a charge is introduced, which would be in the summer of 2013 at the earliest.



Congestion charging

Greater Manchester's scheme is very different from London's. It has been specifically designed to manage the congestion that Greater Manchester suffers at the time and place it principally occurs.

The system is based on two rings.

The outer ring will be located just inside the M60. **Traffic on the M60 itself will not be subject to a charge.**

The second set of charging points will be positioned to form an inner ring between the M60 and the centre of Manchester. Again, traffic orbiting that route will not have to pay.

No other locations for charging are being considered.

Full details of the locations of the rings are available on www.gmfuturetransport.com

When and how the charges will apply

In the morning peak (7am to 9.30am), Monday to Friday only, the congestion charge will only apply to vehicles travelling towards Manchester city centre. Drivers will pay £2 (at 2007 prices) when crossing the outer ring and £1 on crossing the inner ring. There will be no charge for vehicles travelling away from Manchester at this time of the day, nor for travelling within the rings or staying outside of the M60.

In the evening peak (4pm to 6.30pm), Monday to Friday only, the congestion charge will apply to vehicles travelling away from Manchester city centre. Drivers will pay £1 (at 2007 prices)

when crossing the inner ring and £1 when crossing the outer ring. There will be no charge for cars travelling towards Manchester at this time.

An independent regulator will be appointed to oversee future price changes.

When and where will you not pay any charge?

Monday to Friday, regardless of direction of travel, there will be no charge at all for any vehicles that cross rings:

- Before 7am;
- Between 9.30am and 4pm;
- After 6.30pm.

There will be no charge at any point for drivers who:

- do not cross one of the rings during their journey;
- travel around the M60 or the inner ring; or
- travel at weekends or on public holidays.

This means most leisure activities, such as attending football matches or the theatre, will not incur a charge.

A number of discounts have been proposed, as well as a maximum charge per day for multiple crossings – details of these can be found at www.gmfuturetransport.com

We estimate that fewer than 20% of peak-time drivers in Greater Manchester will pay a charge, while only 2% of peak-time car journeys will incur the full £5 charge (at 2007 prices).

So what will these proposals mean for people living in Cheshire?

The economies of both Greater Manchester and Cheshire are dependent on a mobile, flexible work force that is able to reach a wide range of jobs across the region. Broadening the job market for businesses will be a key factor in ensuring that our region's economy is able to continue posting impressive growth figures.

Increasing opportunities and prosperity in the North West region demands a modern and efficient transport network that makes travel between Greater Manchester and Cheshire easier.

AGMA's proposals are designed to provide more options for people travelling between Greater Manchester and Cheshire, whether for business or pleasure.

These will be enhanced by the creation of a comprehensive transport network that is designed to cope with increased volumes, while offering improved comfort and safety. For those that still choose to drive all the way into Manchester, their journeys will be easier as congestion will be reduced.

The TIF package cannot provide answers to all of the region's transport needs, but it is an opportunity to achieve a joined up approach for the future of Greater Manchester and the region.

The train at platform...

Additional carriages on routes into Manchester will reduce overcrowding – today, up to one in three passengers may have to stand during peak hours on the way into Manchester.

Under the proposals, train journeys into Manchester from Crewe via Wilmslow, Buxton via Disley, Stoke-on-Trent via Macclesfield, Chester via Knutsford, and from Warrington, will all provide an improved commute for people during peak hours.

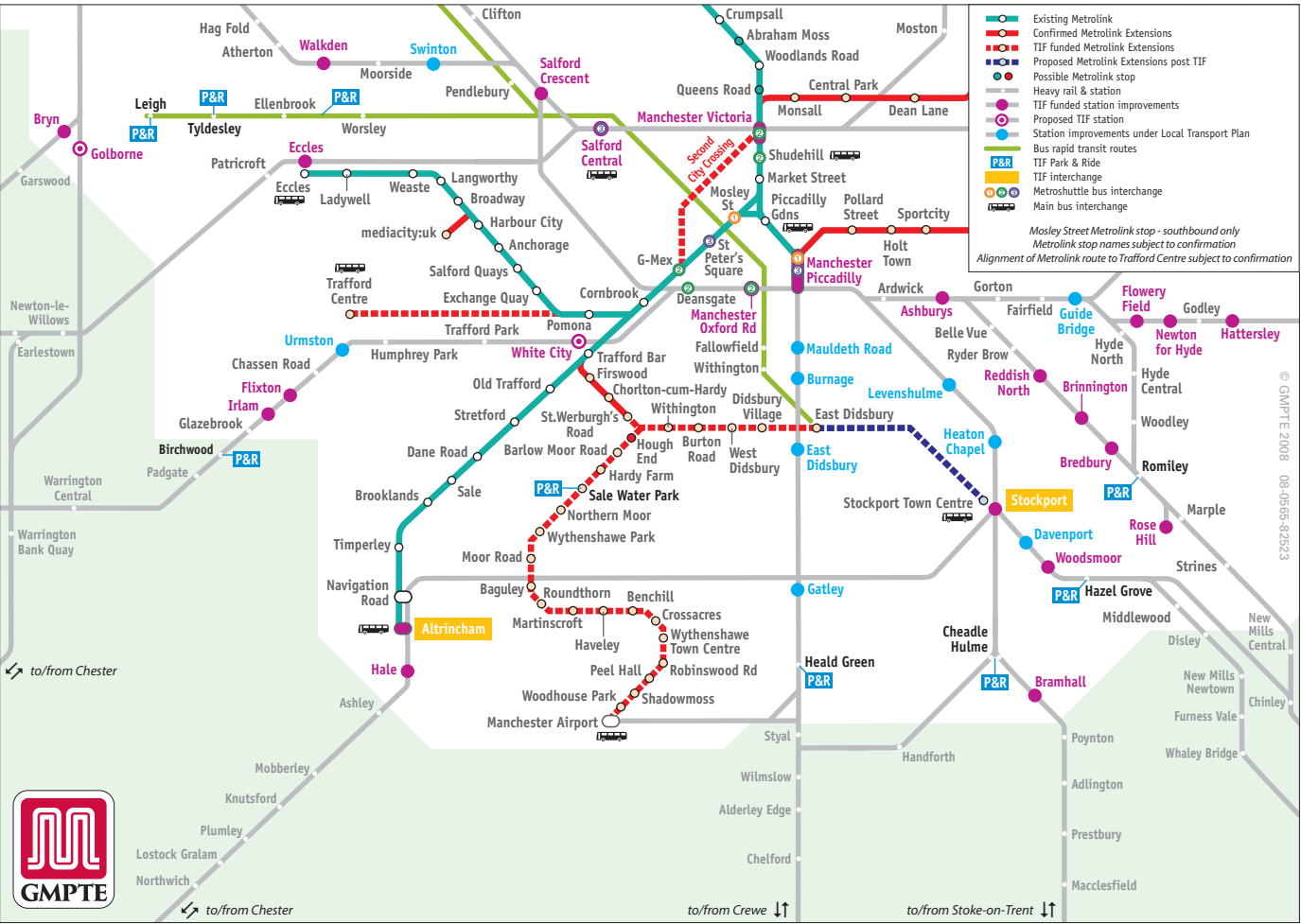
Additionally, overcrowding will reduce further as people living closer to Manchester will have alternative ways of travelling into the centre – expanded Metrolink services and a more efficient bus network, including a series of Rapid Bus Services, will see some existing train users within Greater Manchester opt for these alternatives.

On arrival...

People from Cheshire will find a modern transport system once they get to Manchester, making travelling in and around Greater Manchester far easier for commuters and visitors.

New or improved stations and interchanges will enable people to transfer from train to either bus or Metrolink easily. New interchanges are planned at Altrincham, Stockport and White City. This will make journeys to intermediate destinations, such as Salford Quays, Trafford Park and Manchester Royal Infirmary, far easier.

An easy to use and modern ticketing system will enable people to travel around Greater Manchester on different modes of transport. Simple to understand fares and a new smart card ticketing system will make life easier for visitors to Greater Manchester.



Car...

There will be new, or enhanced, Park & Ride facilities at Birchwood, Sale Water Park, Heald Green, Cheadle Hulme, Hazel Grove and in the vicinity of The Trafford Centre. Those drivers from Cheshire who have poor access to the rail network near home will be able to park up and transfer to high quality and frequent bus, Metrolink or train services to reach their destination. These sites will be well lit and have CCTV.

Drivers from Cheshire paying the congestion charge will have a number of ways in which they can make their payment. For regular payers, an account can be opened and payment will be possible via a range of methods including pre-registered accounts paid by direct debit, or topped up by credit/debit card, internet banking or cash. Less frequent travellers can pay by purchasing a single crossing, multiple crossing or day-pass by phone, online or SMS (text).

CHESHIRE EAST COUNCIL

PLACES ADVISORY PANEL

Date of meeting: 22 September 2008

Report of: Paul Ancell, Places Block Lead

Title: Cheshire East Local Development Scheme

1.0 Purpose of Report

- 1.1 The purpose of this report is to consider a draft Local Development Scheme for Cheshire East.

2.0 Decision Required

- 2.1 To agree the submission of the draft Local Development Scheme for consideration by the Places Advisory Panel on 22 September and by Cabinet on 7 October 2008.

3.0 Financial Implications for Transition Costs

- 3.1 None

4.0 Financial Implications 2009/10 and beyond

- 4.1 The costs of a future review of the Local Development Scheme will be in staff time. The implementation of the programme contained within the Local Development Scheme will require substantial staff and budgetary resources as yet undefined.

5.0 Legal Implications

- 5.1 The preparation of a Local Development Scheme and certain Local Development Framework documents is a statutory requirement set out in the 2004 Planning and Compulsory Purchase Act. The draft Transitional Regulations requires Cheshire East to submit a Local Development Scheme to the Secretary of State for Communities and Local Government "not later than three months before the reorganisation date." The same Regulations will, when approved by parliament, transfer Local Development Framework powers to the Cheshire East Council.

6.0 Risk Assessment

- 6.1.1 The draft Local Development Scheme contains a full Risk Assessment (Section 12)

7.0 Background and Options

- 7.1.1 Local Development Schemes are a feature of the reformed local planning system introduced by the Planning and Compulsory Purchase Act (2004). The introduction of the Local Development Scheme was a direct response by Government to ensure that Local Development Frameworks are better managed, with local development documents being prepared and reviewed more quickly than development plans under the old system.
- 7.1.2 The Local Development Scheme is a public statement of the local planning authority's programme for the production of local development documents. For local authorities, the Local Development Scheme serves as a programme management tool, encouraging the successful and timely delivery of a number of inter-related projects (local development documents). The Local Development Scheme is essentially a three year project plan, with the timetable of milestones used to manage resources, drive progress, and inform stakeholders.
- 7.1.3 In order to produce a draft Local Development Scheme for Cheshire East, an officer's working group was established with representatives from each of the three districts and Cheshire County Council. Advice has also been sought from Government Office for the North West and the Planning Inspectorate.
- 7.1.4 The first step was an assessment of the existing Local Development Scheme's for Macclesfield, Congleton, Crewe and Nantwich and Cheshire County Council including a risk assessment of current Local Development Framework documents in terms of degree of advancement towards adoption, effectiveness/soundness and level of resources required. Regard was also had to the advice of Government Office for the North West to concentrate on a new Core Strategy for Cheshire East and to formulate an achievable programme for the first years of the Council.
- 7.1.5 A draft Local Development Scheme has therefore been produced and is attached as Appendix 1 to this report. The draft document has been considered by the Local Development Framework Member Task Group on 9th September and has also been reviewed by Government Office for the North West. The draft has been amended as a result of that initial consultation process.
- 7.1.6 The draft Local Development Scheme proposes that the work programme for the first three years should comprise:
- Core Strategy – sets out the Vision, Objectives, Core Strategy and Core Policies for the spatial development of the area.

- Site Allocations- contains detailed policies and proposals to deliver and guide land allocated for specific purposes
- Minerals Allocations - Contains the detailed development control policies and allocations for Minerals development, where applicable
- A range of Supplementary Planning Documents

7.1.7 A full Risk Assessment of the Document has been carried out and is set out in Section 12. The key risks identified are: Staff turnover /inability to recruit / loss of staff /staff motivation / staff absence; National / regional changes to policy through Planning Policy Statements/Regional Spatial Strategy etc; adequate staff/ financial resources being put in place.

7.1.8 The Local Development Framework needs to be based on a sound, relevant and up to date evidence base. This evidence base is the information that will be used to support the policies contained within the LDF The draft Local Development Scheme (Section 8) accordingly identifies a number of documents which will be prepared or updated to provide the evidence base for the Cheshire East Local Development Framework.

8.0 Overview of Day One, Year One and Term One Issues

8.1 The Local Development Scheme has to be submitted by the end of December 2008 and will be reviewed on an annual basis.

9.0 Reasons for Recommendation

9.1 To ensure that the Authority meets its statutory requirements to submit a Local Development Scheme.

For further information:

Portfolio Holder: Councillor David Brown

Officer: Richard House, Local Planning and Economic Policy Manager, Congleton Borough Council

Tel No: 01270 529767

Email: Richard.House@congleton.gov.uk

Background Documents:

Documents are available for inspection at: Westfields. Middlewich Road, Sandbach

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APPENDIX 1

Cheshire East

DRAFT

Local Development Scheme

September 2008

Version 4:

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1	Introduction
2	Local Development Framework
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Acronyms

AMR	Annual Monitoring Report
AAP	Area Action Plan
CLG	Communities and Local Government
DPD	Development Plan Document
LAA	Local Area Agreement
LDD	Local Development Document
LDF	Local Development Framework
LDS	Local Development Scheme
LSP	Local Strategic Partnership
PPS	Planning Policy Statements
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
SCI	Statement of Community Involvement
SCS	Sustainable Community Strategy
SPD	Supplementary Planning Document

A glossary of terms can be found in Appendix 4.

1 Introduction

Local Development Scheme

- 1.1 The Local Development Scheme (LDS) is a public statement of the Council's programme for the production of Local Development Documents (LDDs). It provides the starting point for local communities and stakeholders to find out what local planning policies relate to their area and outlines the timetable for the preparation of LDDs over a 3-year rolling period.
- 1.2 LDDs form the policy content of the Local Development Framework (LDF), and are defined as Development Plan Documents (DPDs), which are statutorily tested and Supplementary Planning Documents (SPDs) which are not statutory. The status of the LDDs, either DPDs or SPDs, is expressed in the Schedule of Proposed LDDs and the individual LDD profiles later in this document.
- 1.3 The Council have consulted with the Government Office for the North West in the development of the LDS, to ensure the timing of the examinations of the DPDs are appropriate.

Local Government Reorganisation

- 1.4 In December 2007, the Secretary of State for Communities and Local Government (CLG) announced that there would be a reorganisation of local government in Cheshire from April 2009. Cheshire County Council and the six districts of Cheshire namely Chester, Ellesmere Port & Neston, Vale Royal, Macclesfield, Crewe & Nantwich and Congleton, will cease to exist and be replaced by two new unitary councils – Cheshire West and Chester (Cheshire County Council, Chester, Ellesmere Port & Neston and Vale Royal) and Cheshire East (Cheshire County Council, Congleton, Crewe & Nantwich and Macclesfield).
- 1.5 Local government reorganisation in Cheshire will radically affect the drawing up of development plans covering the area. All four councils which currently cover Cheshire East (Cheshire County Council, Congleton, Crewe & Nantwich and Macclesfield Borough Councils) will be abolished on 31st March 2009 and a new unitary authority established.
- 1.6 The new unitary authorities have been set up with the aim of streamlining and improving the delivery of local services, as well as promoting greater community involvement. The Unitary Authority will be facing challenges not only of its own in bringing together the four authorities, but also with respect to changes in the Planning Bill; new planning Regulations and guidance and the potential for joint working.

Cheshire East in Context

- 1.7 Cheshire East has a population of 358,900 and an area of 116,638 hectares. In addition to 'Cheshire West and Chester' on the west, East Cheshire is bounded by the Manchester conurbation to the north, the Peak District

National Park to the east, and Stoke-on-Trent to the south. It contains the industrial town of Crewe, the old mill towns of Macclesfield, Bollington and Congleton, the market towns of Nantwich, Knutsford and Sandbach, the salt town of Middlewich, the commuter town of Wilmslow, as well as the smaller settlements of Alsager, Holmes Chapel and Poynton.

- 1.8 Cheshire East has quite diverse features and characteristics reflecting its location within the Cheshire Plain, but close to the Manchester City Region, the Potteries conurbation and the uplands of the Peak District.
- 1.9 Much of the northern part of the authority and a smaller area to the east lie within the Green Belt which is intended to prevent urban sprawl by keeping the land permanently open, in order to safeguard the countryside and to assist in the urban regeneration of the neighbouring Manchester City Region and the Potteries conurbation. Cheshire East also has a number of other designated areas where development is restricted, including the Jodrell Bank Consultation Zone, which restricts development near to the Radio Telescope. The map below highlights some of the key features within Cheshire East.
- 1.10 There are a number of issues within Cheshire East which will need to be considered within the LDF, these include:
 - Affordability of housing;
 - Supply and distribution of housing;
 - Regeneration of the town centres;
 - Maintaining viable rural communities;
 - Changes in education provision;
 - Facilities for children and young people;
 - Pockets of deprivation;
 - Protection of the natural environment;
 - Enhancement of the historic environment;
 - An ageing population;
 - High dependency on the car;
 - Provision of national minerals such as silica sand and salt; and aggregates;
 - Provision of an appropriate range and variety of employment land;
 - Congestion on key transport routes;
 - The availability of public transport;
 - Major developments, such as Manchester Airport; and
 - Climate change.

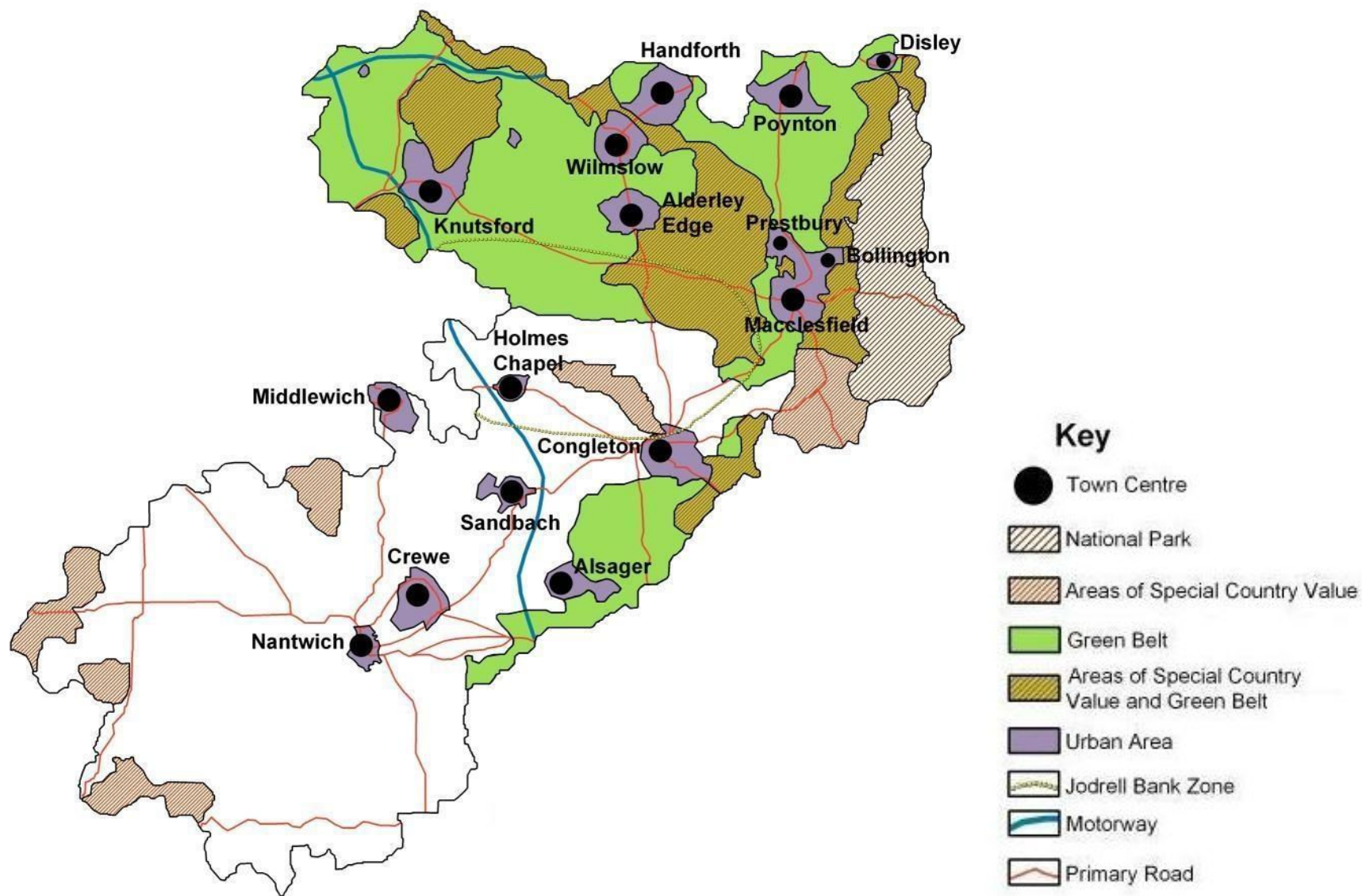


Diagram 1: Map of Cheshire East

2 Local Development Framework

- 2.1 The local development framework is a collection of documents that will form the planning policy basis for the Cheshire East authority. The document that will make up the LDF are

Local Development Scheme (LDS) (this document)

- 2.2 This document provides the starting point to the preparation of the LDF the Government requires local planning authorities (LPAs) to submit a Local Development Scheme to the Secretary of State. The LDS will be a statutory project management plan for the preparation of the LDF covering at least three years.

Development Plan Documents (DPDs)

- 2.3 Development Plan Documents (DPDs), together with the Regional Spatial Strategy (RSS), will form the statutory development plan for the Authority. DPDs must be in conformity with the RSS. They will be subject to independent assessment at an Examination by an Inspector, whose report will be binding.
- 2.4 DPDs include the following types:

Core Strategy – This sets out the vision for the area and the primary policies for meeting that vision together with housing and employment provisions in accordance with the Regional Spatial Strategy (RSS). It may also allocate strategic sites for development, which should be central to achievement of the strategy. National advice is that this document should be produced as a priority, in a timely and efficient manner.

Site Specific Allocations – this will set out the detailed policies and proposals to deliver and guide land allocated for specific purposes.

Proposals Map – This will be on an Ordnance Survey base. It will show area of protection and illustrate locations and identify sites for particular land uses and development proposals included in the adopted plan and set out the areas to which specific policies apply. Separate inset maps may also be included. The proposals map will be updated every time a DPD is adopted.

Area Action Plans – These may be used to provide a planning framework for areas of change and areas of conservation.

Supplementary Planning Documents (SPDs)

- 2.5 Supplementary Planning Documents (SPDs) may cover a range of issues, both thematic and site specific, which may expand policy or provide further detail on policies in a DPD. They may take the form of design guides, area development briefs, master plans or issue-based documents which supplement policies in a DPD. SPDs will not be subject to independent examination and will not form part of the statutory Development Plan but should be included in the LDF. They will be 'material considerations' in Development Control decisions.

Statement of Community Involvement (SCI)

- 2.6 This will set out how the Council intends to achieve continuous community involvement in the preparation of Local Development Documents (LDDs) in their area.

Annual Monitoring Report (AMR)

- 2.7 The Annual Monitoring Report (AMR) sets out progress in terms of producing LDDs and implementing policies. Monitoring performance of the LDF is a key requirement of government guidance on Development Plans. Continual monitoring of targets and indicators is essential to maintain progress and to ensure that development documents are delivering what they set out to achieve.

3 Purpose of the Local Development Scheme

Purpose of the Local Development Scheme

- 3.1 This document is the Cheshire East Council's Scheme for the next three years and beyond. It sets out the rolling programme that the Cheshire East Council intends to follow in the production of its LDF. Its main purposes are:
- To inform the community and other partners of the LDDs that will make up the LDF for the area and the timescales they can expect for their preparation; and
 - To establish the Council's priorities for the preparation of the LDDs and their associated work programmes, including information in relation to programme management and resources.

New PPS12 and Regulations

- 3.2 A new planning policy statement (PPS) - PPS12 "Creating Strong Safe and Prosperous Communities through Local Spatial Planning" was published by Communities and Local Government (CLG) on 4th June 2008. It is accompanied by an online 'plan making manual' and a revised set of regulations governing LDF preparation. This new PPS and the 'plan-making manual' replace the old PPS 12 'Local Development Frameworks' and its companion guide 'Creating LDFs'. One of the key elements of this revised PPS is to present the 'tests of soundness' in a different and more simple way, rather than the previous 9 tests, DPDs now need to be 'justified', 'effective' and consistent with National Policy.
- 3.3 The Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008 came into force on 27th June and updated the 2004 regulations. The amended regulations change the procedure for preparing local development plans. The Issues and Options and Preferred Options stages of consultation are combined to create a single stage. The submission stage also changes so that the statutory period for making representations will occur before submission. This will give the local authority a greater opportunity to consider representations before the examination and will also potentially reduce the length of time between submission and the start of any oral hearing.
- 3.4 Other procedural changes may follow the enactment of the Planning Bill currently in Parliament.

Transitional regulations for Local Government Reorganisation

- 3.5 CLG has also issued a draft of Regulations to assist the preparation of LDFs in new unitary Councils. Government's general policy in respect of land use planning functions in the context of local government restructuring is that the Shadow Council leading the transition to unitary status becomes the local planning authority (LPA) except in relation to development control (ie. decisions relating to planning applications will continue to be undertaken by

existing districts). The Shadow Council is required to submit a LDS to the Secretary of State by the end of December 2008.

- 3.6 In the absence of a Statement of Community Involvement (SCI) for the new unitary, the authority is required by law to meet the minimum requirement for consultation set out in the Regulations. However, each of the predecessor Councils had an adopted SCI and we will strive to meet the standards in those documents until such a time as a SCI for Cheshire East is produced.

Local Development Scheme Milestones

- 3.7 The new PPS12 indicates that the LDS should set out the following DPD milestones:
- Consulting statutory bodies on the scope of the Sustainability Appraisal
 - Publication of the DPD
 - Submission of the DPD
 - Adoption of the DPD
- 3.8 In addition it is recommended that the LDS also sets out the following additional DPD elements:
- Regulation 25 consultation
 - Pre-examination meeting
 - Examination Hearing
 - Receipt of the Inspectors Report
- 3.9 The new Regulation 25 consultation provides a more flexible stage of engagement in which reasonable alternatives can be evaluated and consulted upon. This stage is likely to encompass a variety of consultation and involvement techniques over a variety of time periods. It is also possible that consultation undertaken on the Sustainable Community Strategy (SCS) could include a number of areas which are covered by both the SCS and the Core Strategy.
- 3.10 Under the current Planning Bill, amendments would be made to the 2004 Act relating to the preparation and revision of SPDs. Until this is in force the LDS should continue to set out the timetable for producing SPDs, giving the timings of production of the draft SPD and its adoption. If the Planning does remove the need to list SPDs within the LDS, their progress can still be tracked through the authority's Annual Monitoring Report (AMR).

Content of LDS

- 3.11 The LDS sets out:
- The present Development Plan for Cheshire East and the existing policies that are saved;
 - The LDDs that are to be prepared over the forthcoming 3-year period to replace existing policies, and whether they are to be DPDs or SPDs;
 - The subject matter and the geographical area to which each LDD relates;
 - Which, if any, are to be prepared jointly with other local planning authorities; and

- The arrangements for future monitoring of the LDF, including the timetable for the preparation and review of the LDDs.

3.12 The LDS also covers the following matters:

- The evidence base for the LDDs;
- Arrangements for community involvement and the relationship to the Sustainable Community Strategy (SCS) and other Council strategies;
- Resources and the project management arrangements for the LDDs preparation;
- Sustainability Appraisal (SA) and Habitats Regulations Assessment (HRA); and
- An assessment of the risks involved in the LDF's production.

4 Existing Development Plan for Cheshire East

- 4.1 The Development Plan forms the starting point in the consideration of planning applications for the development or use of land and consists of both the Regional Spatial Strategy (RSS), prepared by the regional planning bodies, saved policies from the Cheshire Structure Plan and the Local Plans prepared by Congleton, Crewe and Nantwich and Macclesfield Borough Councils and Cheshire County Council. The purpose of preparing the Cheshire East LDF is to replace these saved policies.

Regional Spatial Strategy

- 4.2 The Regional Spatial Strategy (RSS) for the North West (2003) will be replaced by a new RSS. The North West Regional Assembly (NWRA) submitted a draft version of the new RSS in January 2006. Following this, an independent panel held an examination in public into the new draft RSS between November 2006 and February 2007. The panel subsequently published a report making a number of recommendations for changes to the new draft RSS. The Secretary of State has produced a document detailing a number of proposed changes to the new draft RSS which was published for public consultation until 23rd May 2008. Following consideration of all the responses to the proposed changes, the Secretary of State intends to publish the final version of the new RSS in Autumn 2008.

Regional Spatial Strategy Partial Review

- 4.3 As the successor organisation to the NWRA, the Regional Leaders' Forum (4NW) is responsible for progressing the RSS Partial Review and will also be the only organisation that will have responsibility to agree and sign off the single regional strategy. 4NW operates with a board structure, with council leaders from each of the five sub-regions, Cumbria, Cheshire, Lancashire, Merseyside and Greater Manchester, along with seven representatives from the private, non-governmental sector.
- 4.4 Even prior to the publication of the final version of the RSS later this year, a need has been identified to further update specific policy areas of the strategy in response to the recommendations of the independent panel's report, recent developments in government policy, and new research and evidence.
- 4.5 On 16th November 2007 4NW, as the Regional Planning Body, agreed to undertake a partial review of RSS covering a number of issues focused on housing, renewable energy and waste. It was also agreed to look at policies relating to Gypsies and Travellers, Travelling Showpeople and the regional parking standards. 4NW has recently produced a series of papers setting out the issues and some options for dealing with the issues in each policy area. These were published for public consultation between 2nd June and 4th July.
- 4.6 4NW are currently revising the timetable for the Partial Review, due to a recent decision to change the scope of the Partial Review of RSS, to focus on a limited number of discrete technical issues addressing strategic gaps in RSS

policy. The Partial Review will now focus on Gypsies & Traveller's, Travelling Showpeople and Regional Car Parking standards.

Integrated Regional Strategy

- 4.7 Following proposals set out in the Government's Sub National Review of Economic Development and Regeneration, the North West Development Agency (NWDA), the Regional Leaders' Forum (4NW) and the Government Office for the North West (GONW) agreed that the region should work together over the next two years to produce a Northwest Regional Strategy. This will bring together spatial, economic and environmental strategies and investment plans in order to create the conditions for achieving higher levels of sustainable economic and social well being while strengthening the Northwest's contribution to tackling climate change.
- 4.8 The strategy will be spatially focussed and will:
- Refresh economic development actions and build on the 2006-9 Regional Economic Strategy (RES);
 - Integrate priorities in the Regional Housing Study (RHS), Regional Spatial Strategy (RSS) and the RSS Partial Review with sustainable economic priorities in a strategic review;
 - Set out a delivery and implementation plan with actions and accountability for all relevant partners.
- 4.9 Although the strategy will not be statutory, its development will allow the region to prepare a statutory Integrated Regional Strategy quickly and effectively after the necessary legislative changes, which are unlikely to occur before 2010. Until these legislative changes take place, the RSS will remain the statutory basis for spatial planning.

Local Planning Policy

- 4.10 The **Congleton Borough Local Plan First Review** sets out the planning policies and proposals for the Borough until 2011. This document has been through inquiry and modification stages and was adopted by the Council on 27th January 2005.
- 4.11 The **Crewe and Nantwich Replacement Local Plan 2011** (Adopted February 2005), covers the whole of the Borough of Crewe and Nantwich and it relates to development up to the year 2011.
- 4.12 The **Macclesfield Borough Local Plan** (Adopted January 2004) contains the planning policies and proposals to shape the environment of the whole Borough up to 2011.
- 4.13 The **Cheshire Replacement Waste Local Plan** has been prepared under the transitional arrangements and was subject to a local plan inquiry in 2006. It was adopted in July 2007 and covers the period to 2017. The plan is pan Cheshire and provides planning policies and allocations relating to future waste development.

- 4.14 The **Cheshire Replacement Minerals Local Plan**, was adopted in 1999 and covers a period to 2007. The document is pan Cheshire and provides planning policies and proposals relating to mineral development.
- 4.15 **Cheshire County Structure Plan, Cheshire 2016.** A number of the policies within this document are in the process of being saved through the RSS review, see appendix 1 for details. The policies to be saved are identified as filling a policy void in the present development plan system.
- 4.16 A significant number of the policies contained within these Local Plans have been 'saved' by the Secretary of State, or are still relevant a full list of all the saved policies can be seen in Appendix 1. 'Saving' policies means that these policies will remain part of the statutory Development Plan and can still be used to determine planning applications.

Existing Supplementary Planning Documents (SPDs)

- 4.17 The following Supplementary Planning Documents (SPDs), which are not part of the development plan, been adopted and are a material consideration in planning decisions.
- 4.18 **Congleton:**
- Affordable Housing and Mixed Communities (April 2006)
 - Trees and Development (October 2006)
 - Sustainable Development (April 2005)
 - Rural Development (July 2008)
 - Mid Point 18 Development Brief (February 2007)
- 4.19 **Crewe and Nantwich:**
- P Way Development Brief (September 2005)
 - Stapeley Water Gardens Development (September 2006)
 - Crewe Rail Gateway (September 2006)
 - Extensions and Householder Development (July 2008)
 - Development on Backland and Gardens (July 2008)
- 4.20 **Macclesfield:**
- Locally Important Buildings (February 2008)
 - Prestbury Village Design Statement (May 2007)
 - Supplementary Planning Document for Poynton (May 2007)
 - Nature Conservation Strategy (October 2006)
 - Designing Out Crime (January 2006)
 - Supplementary Planning Document for Bollington (January 2006)

Existing Supplementary Planning Guidance (SPGs)

- 4.21 The following Supplementary Planning Guidance notes (SPG), which are not part of the development plan, have also been adopted and will continue to be material considerations.
- 4.22 **Congleton:**

- Public Open Space (October 2003)
- Provision of Private Open Space (November 1993)
- Shop Front Security (September 1994)
- Telecommunications Development (July 2004)
- Sandbach Business Park (October 1989)
- Arclid Hospital (July 1992)
- ERF Site, Sandbach (September 1999)
- Danesford School, Congleton (January 1997)
- Cranage Hall (September 1996)

4.23 Crewe and Nantwich:

- Basford East Strategic Industrial and Business Park Development Brief (April 2004)
- Basford West Regional Warehouse and Distribution Park Development Brief (April 2004)
- Tipkinder Park Supplementary Planning Guidance (February 2003)

4.24 Macclesfield:

- Tytherington Business Park (April 1989)
- South Macclesfield Development Area (December 1998)
- Alderley Park Planning Brief (April 1999)
- Rieter Scragg, Langley Development Brief (January 2000)
- Stamford Lodge Development Brief (2002)
- Floodlighting (Originally adopted June 1998; policy in MBLP Jan 2004; SPG reproduced April 2005)
- Equestrian facilities (Adopted August 2002; policy in MBLP Jan 2004; reproduced Jan 2005)
- Trees & Development Guidelines (February 2004)
- Areas of Archaeological Potential (February 2004)
- Shopfronts and Security Shutters Guide (January 2003)
- Conservation Area Appraisal for Alderley Edge (June 2004)
- Dingle Bank Quarry (July 2004)
- Housing Character Areas (July 2004)
- Section 106/Planning Obligations (June 2004)

5 Proposed Cheshire East Local Development Framework

- 5.1 The table below sets out the schedule of proposed Local Development Documents (LDDs), including: a brief description for each LDD; key consultation milestones; the specific LDD's status within the Local Development Framework (LDF) process; its position in the chain of conformity; and a brief description of the LDD's contents. Detailed profiles of each of the Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs) can be found in Appendix 2.
- 5.2 Based on the experience of Local Planning Authorities at the forefront of the process it has become clear that it is crucial to have an appropriate evidence base and to ensure that there is sufficient time between the Core Strategy document and subsequent key development plan documents to enable a coherent and consistent policy approach within the Cheshire East LDF.

Development Plan Documents (DPDs)													
Title	Status	Description	Geographic Coverage	Conformity	Timetable								
					Commence ment	SA Scoping	Regulation 25 consultation	Publication of the DPD	Submission	Pre-hearing meeting	Start of Examination hearing	Inspectors Report	Adoption
Core Strategy	DPD	Sets out the Vision, Objectives and Strategy for the spatial development of the area, and may include strategic sites.	Authority wide	General conformity with the RSS and PPGs/ PPSs.	Nov 2008	April 2009	Nov 2008 – Oct 2010	Nov 2010	April 2011	June 2011	Sept 2011	Jan 2012	April 2012
Site Specific Allocations	DPD	Contains detailed policies and proposals to deliver and guide land allocated for specific uses.	Specific sites Authority wide	General conformity with the PPGs/ PPSs, RSS and the Core Strategy DPD.	April 2010	Sept 2010	April 2010 – Mar 2012	April 2012	Sept 2012	Nov 2012	Jan 2013	May 2013	Sept 2013

Development Plan Documents (DPDs)													
Title	Status	Description	Geographic Coverage	Conformity	Timetable								
					Commence ment	SA Scoping	Regulation 25 consultation	Publication of the DPD	Submission	Pre-hearing meeting	Start of Examination hearing	Inspectors Report	Adoption
Minerals policies and allocations	DPD	Contains the detailed development control policies and allocations for Minerals development, where applicable.	To be defined	General conformity with the MPGs/MPS/PPGs/ PPSs, RSS and the Core Strategy DPD.									

Supplementary Planning Documents (SPDs)								
Title	Status	Description	Geographic Coverage		Conformity	Timetable		
						SA Scoping	Draft SPD	Adoption
MMU Campus Development Brief	SPD	Development Brief for proposed mixed-use allocation.	Site specific		Conforms with Development Proposals of the saved Congleton Local Plan.	April 2005	Aug – Sept 2008	Dec 2008
Local List	SPD	Identifies locally important buildings deemed worthy of retention.	Authority wide		Conforms with the saved policies of the Congleton, Macclesfield and Crewe and Nantwich Local Plans.	Oct – Nov 2008	Dec 2008 – Jan 2009	Mar 2009

Supplementary Planning Documents (SPDs)							
Title	Status	Description	Geographic Coverage	Conformity	Timetable		
					SA Scoping	Draft SPD	Adoption
Alsager Town Centre	SPD	Provides the context for the future development of Alsager Town Centre.	Site specific	Conforms with policies of the saved Congleton Local Plan.	Oct – Nov 2008	Jan - Feb 2009	May 2009
Heritage and Conservation	SPD	Provides detailed advice on heritage and conservation in the built environment.	Authority wide	Conforms with the saved policies of the Congleton, Macclesfield and Crewe and Nantwich Local Plans.	Oct – Nov 2008	Mar – April 2009	Sept 2009
Smallwood Village Design Statement	SPD	Sets out design guidance within the Parish.	Site specific	Conforms with the saved policies of the Congleton Local Plan.	Oct – Nov 2008	Mar – April 2009	Sept 2009
Prestbury	SPD	Provides planning policy guidance within the Parish of Prestbury.	Site specific	Conforms with the saved policies of the Macclesfield Local Plan.	Oct – Nov 2008	Mar – April 2009	Sept 2009
Over Peover	SPD	Provides planning policy guidance within the Parish of Over Peover.	Site specific	Conforms with the saved policies of the Macclesfield Local Plan.	Oct – Nov 2008	Mar – April 2009	Sept 2009
Open Space	SPD	Provides guidance that will lead to appropriate level and design of open space within development.	Authority wide	Conforms with the saved policies of the Congleton, Macclesfield and Crewe and Nantwich Local Plans.	Dec 2008 – Jan 2009	May – June 2009	Nov 2009

Supplementary Planning Documents (SPDs)							
Title	Status	Description	Geographic Coverage	Conformity	Timetable		
					SA Scoping	Draft SPD	Adoption
Congleton Town Centre	SPD	Provides the context for the future development of Congleton Town Centre.	Site specific	Conforms with the saved policies of the Congleton Local Plan.	Sept - Oct 2009	Feb - Mar 2010	Sept 2010
Planning Obligations	SPD	Provides guidance on the approach to negotiating planning obligations arising from development.	Authority wide	Conforms with the saved policies of the Congleton, Macclesfield and Crewe and Nantwich Local Plans.	Nov – Dec 2009	Mar – April 2010	Sept 2010

Local Development Documents in previous Local Development Schemes

- 5.3 Paragraph 18 of The Local Government (Structural Changes) (Transitional Arrangements) Regulations 2008 requires that the LDS specifies any local development document which was referred to in a LDS prepared by a predecessor Council; but will no longer be a LDD under the successor Council's scheme.

Document Title	LDD	Included in the Cheshire East LDS?	Comments
Cheshire County Council:			
Cheshire – core strategy minerals	DPD	No	The unitary authority takes on the previous County Council role as minerals and waste planning authority. Aspects should therefore be incorporated within the core strategy and other DPD documents.
Site specific policies and allocations -minerals	DPD	Yes	Much of the work undertaken on the minerals core strategy and site specific policies and allocations can be utilised.
Cheshire Replacement Waste Local Plan	DPD	N/A	Now adopted in July 2007 under transition regulations.
Congleton:			
Core Strategy	DPD	No	One Core Strategy to be produced for Cheshire East, work undertaken during the production of this document will feed into the Cheshire East document.
Site Specific Allocations	DPD	No	One Site Specific Allocations DPD to be produced for Cheshire East, work undertaken during the production of this document will feed into the Cheshire East document.
Middlewich Canal Corridor AAP	DPD	No	Much of the work undertaken for this document will feed into the Cheshire East Core Strategy and Site Specific Allocations document.
Alsager Town Centre AAP	DPD	No	Much of the work undertaken for this document will feed into the Alsager Town Centre Strategy, Cheshire East Core Strategy and Site Specific Allocations document.
Congleton Town Centre AAP	DPD	No	Much of the work undertaken for this document will feed into the Cheshire

Document Title	LDD	Included in the Cheshire East LDS?	Comments
			East Core Strategy and Site Specific Allocations document.
Conservation Areas	SPD	No	This document has been superseded by a more appropriate document in relation to Heritage and Conservation.
Shop Front Design	SPD	No	This SPD may be included within a future LDS once resources are confirmed.
Managing Housing Land Supply	SPD	No	Due to changes in National and Regional policy it is not considered necessary to prepare this document at present.
Public Open Space	SPD	No	An Open Space SPD will be prepared for Cheshire East, work undertaken during the production of this document will feed into the Cheshire East document.
Landscape Character	SPD	No	This SPD may be included within a future LDS once resources are confirmed.
Residential Design	SPD	No	This SPD may be included within a future LDS once resources are confirmed.
Nature Conservation	SPD	No	This SPD may be included within a future LDS once resources are confirmed.
Rural Development	SPD	N/A	This document has since been adopted by Congleton Borough Council.
Alsager Campus	SPD	Yes	Congleton Borough Council is currently consulting upon this document.
Bank Street, Congleton	SPD	No	This SPD may be included within a future LDS once resources are confirmed.
Smallwood Village Design Guidance	SPD	Yes	This SPD will continued to be prepared on behalf of Smallwood village.
Crewe and Nantwich:			
Core Strategy	DPD	No	One Core Strategy to be produced for Cheshire East, work undertaken during the production of this document will feed into the Cheshire East document.
Housing Policies	DPD	No	Much of the work undertaken for this


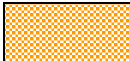

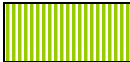
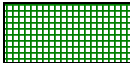
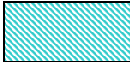
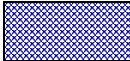

Document Title	LDD	Included in the Cheshire East LDS?	Comments
			document will feed into the Cheshire East Core Strategy and Site Specific Allocations document.
Planning Obligations	SPD	Yes	A Planning Obligations SPD will be prepared for Cheshire East.
Extensions / Householder Development	SPD	N/A	This document has since been adopted by Crewe and Nantwich Borough Council.
Development on Backlands and Gardens	SPD	N/A	This document has since been adopted by Crewe and Nantwich Borough Council.
Barn Conversions	SPD	No	This SPD may be included within a future LDS once resources are confirmed.
Agricultural Workers Dwellings	SPD	No	This SPD may be included within a future LDS once resources are confirmed.
Public Open Space and Play Provision	SPD	No	An Open Space SPD will be prepared for Cheshire East, work undertaken during the production of this document will feed into the Cheshire East document.
Macclesfield:			
Core Strategy / Policies	DPD	No	One Core Strategy to be produced for Cheshire East, work undertaken during the production of this document will feed into the Cheshire East document.
Site Specific Allocations	DPD	No	One Site Specific Allocations DPD to be produced for Cheshire East
General / Generic Policies	DPD	No	This DPD may be included within a future LDS once a need is confirmed and resources are confirmed.
Town Centres Policy	DPD	No	Much of the work undertaken for this document will feed into the Cheshire East Core Strategy and Site Specific Allocations document.
South Macclesfield	DPD	No	Much of the work undertaken for this document will feed into the Cheshire East Core Strategy and Site Specific Allocations document.
Locally Important Buildings	SPD	N/A	This document has since been adopted by Macclesfield Borough Council.
Macclesfield Town Centre	SPD	No	This SPD may be included within a

Document Title	LDD	Included in the Cheshire East LDS?	Comments
Public Realm			future LDS once resources are confirmed.
Prestbury Village Design Statement	SPD	N/A	This document has since been adopted by Macclesfield Borough Council.
Poynton Parish Plan	SPD	N/A	This document has since been adopted by Macclesfield Borough Council.



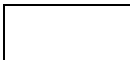
6 Timetable for LDD Production

- 6.1 The chart below sets out the timetable and key milestones for the production of each Local Development Document (LDD).
- 6.2 The timetable for the Core Strategy Development Plan Document (DPD) has been produced to reflect the timetable for the North West Regional Spatial Strategy (RSS) and the Cheshire East Sustainable Community Strategy. This is to ensure that the policies included within the Core Strategy can be in general conformity with the policies contained within the RSS and reflects the spatial aspects of the Sustainable Community Strategy.
- 6.3 The timetable for each of the DPDs and SPDs incorporates the time taken for the Habitats Regulations Assessment and Sustainability Appraisal (SA) and where appropriate the Strategic Environmental Assessment (SEA) process.

Key for DPDs

Sustainability Appraisal Scoping	
Regulation 25 consultation	
Publication of the DPD	
Submission of the DPD	
Pre-hearing meeting	
Start of examination Hearing	
Receipt of the Inspectors Report	
Adoption of the DPD	

Key for SPDs

Sustainability Appraisal Scoping	
Draft SPD	
Adoption of the SPD	

7 Resources and Project Management

- 7.1 No structure has been set for the delivery of planning policy within the new Authority or the level of staff and financial resources available to it. The Executive Member for People responsible for the LDF work is aware that in order to undertake the authority's statutory function as a Local Planning Authority and to deliver the programme of documents set out in the LDS a team has to be adequately resourced both financially and in staffing terms.
- 7.2 Some elements of the LDF process are likely to involve other service areas such as Development Control, Housing and Leisure. It will be crucial to the LDF process that appropriate resources are allocated in these service areas to areas of work such as Housing Needs and Open Space. There will also be resource implications for other service areas particularly Education, Social Services and Highways and public agencies such as the Central and Eastern Cheshire Primary Care Trust. Consultants may also be engaged to work on some areas of the LDF where there is a lack of expertise or capacity in house.
- 7.3 Further information will also be required to determine the exact route that any LDD will go through in terms of Council procedures as further committees and sub-groups are currently in the process of being set up. Information in relation to the resources and project management of the LDF will be updated in future reviews of the LDS.

Joint Working (still to be decided)

- 7.4 The Authority is investigating the possibility of joint working with Cheshire West and Chester Unitary Authority with regard to developing minerals and waste planning policy. Its function will be to oversee the implementation of minerals and waste planning policy for adoption by each authority in respect of their respective areas.

8 Evidence Base

- 8.1 The LDF needs to be based on a sound, relevant and up to date evidence base. This evidence base is the information that will be used to support the policies contained within the LDF. This evidence base may well be taken from existing published sources as well as from research carried out by the authority and consultants. LDDs will establish the Council's planning policies. However, in preparing these LDDs, a range of background work has been prepared and collated which needs to be taken account of.
- 8.2 Whilst a number of current background documents have been listed in Appendix 3, it should be noted that the Council may well publish others in the course of preparing LDDs to improve upon the robust and credible evidence base for the LDF.
- 8.3 The list below highlights a number of documents which will be prepared or updated to provide the evidence base for the Cheshire East LDF. It is possible that further documents will be required during the production of the LDF and where possible such additions will be listed in Local Development Scheme (LDS) review documents.
- Annual Monitoring Report
 - Aggregate Resources
 - Census 2001
 - Corporate Strategy
 - Employment Land Monitoring Report
 - Employment Land Review
 - Gypsy & Travellers Study
 - Habitats Regulations Assessment
 - Housing Land Availability Report
 - Infrastructure Study
 - Landscape Character Assessment
 - PPG17 Open Space Assessment
 - Retail Schedule
 - Retail Study
 - South Cheshire Sub-Regional Study
 - State of the Authority Report
 - Strategic Flood Risk Assessment (SFRA)
 - Strategic Housing Land Availability Assessment (SHLAA)
 - Strategic Housing Market Assessment (SHMA) and Housing Needs Survey
 - Sustainability Appraisal
 - Sustainable Community Strategy
 - Tourism Study
 - Transport and Accessibility Studies

9 Sustainable Community Strategy

- 9.1 The Government intends that spatial planning objectives for local areas, as set out in the LDF, should be aligned not only with national and regional plans, but also with the shared local priorities set out in the Sustainable Community Strategy (SCS) where these are consistent with national and regional policy. Local authorities should therefore ensure that:
- Their SCS takes full account of spatial, economic, social and environmental issues;
 - Key spatial planning objectives for the area as set out in the LDF Core Strategy are in harmony with the SCS priorities; and
 - The Local Area Agreement (LAA), as the delivery agreement with central Government, is based on the priorities of the SCS supported by the local planning policy to deliver the agreed outcomes. (PPS12 Para 1.6).
- The Sustainable Community Strategy should therefore set out the vision for Cheshire East.
- 9.2 An interim Cheshire East Sustainable Community Strategy has been prepared based upon the existing 4 community strategies and the agreed LAA which will be able to be divided between East and West Cheshire. It is expected that a high level shadow Local Strategic Partnership (LSP) will be in place by January 2009. There is work in progress concerning the future function and structure of the LSP, thematic boards etc.
- 9.3 From April 2009 onwards a new Cheshire East Sustainable Community Strategy will be developed. Joint consultation can be carried out on a draft Cheshire East Sustainable Community Strategy and any LDF options that need to be consulted on. The development of the Cheshire East Sustainable Community Strategy and the Regulation 25 work for the Cheshire East Core Strategy can therefore run in tandem achieving joint consultation with the relevant stakeholders, partners and the community.

10 Sustainability Appraisal and Habitats Regulations Assessment

- 10.1 The Government's policy is that Sustainability Appraisal (SA) should incorporate the requirements of the Strategic Environmental Assessment (SEA) Directive (2001/42/EC) which requires a formal environmental assessment of certain plans and programmes including those in the field of Planning and land use. Currently, all LDDs (except the Annual Monitoring Report, Statement of Community Involvement and LDS) are subject to a SA to ensure that they reflect sustainable development objectives, however, it should be noted that the forthcoming Planning Bill may remove the requirement for SPDs to be subject to SA.
- 10.2 The SA forms part of testing the 'soundness' of DPDs to ensure that they are consistent with each other in terms of their objectives and policies. All DPDs are subject to independent examination to assess whether they are sound in terms of their content and the process by which they are produced. SPDs are subject to Statutory procedures in terms of preparation but are not subject to examination.
- 10.3 Habitats Regulations Assessment (HRA) of the DPDs and SPDs will also be undertaken. This relates to Articles 6(3) and (4) of the Habitats Directive (Directive 92/43/EEC) and is concerned with assessing the likely significant effects of land use plans on European Sites (including Ramsar sites). It is the responsibility of the LPA to decide if a HRA is required and to undertake the Appropriate Assessment if it is considered necessary. The purpose of an HRA is to assess the impacts of land use plans upon the conservation objectives of a European Site. HRA could potentially be relevant to all DPDs and SPDs. There is a need to consider proposals for all options in plans and also to consider the impacts of plans in combination. The level of detail is only that required for an HRA to do its job. Impacts should be assessed using the precautionary principal. Natural England can advise on the HRA process. HRA should be tied in with SA and SEA process, however, recent guidance from Natural England suggest that it should be an on-going process as the LDF evolves.
- 10.4 The SA and HRA work will be continually updated as the LDF progresses, with community and stakeholder involvement. The SA of each LDD will be subject to public consultation at the same time as the consultation period of the LDD in question.

11 Monitoring and Review

- 11.1 The Government requires that the LDS is annually reviewed and kept up to date by taking account of progress on the programme and monitoring of the evidence base and adopted policies. However, there may be a need to review the LDS more frequently if unforeseen changes occur to the LDF programme.
- 11.2 The LDS will be reviewed through the Annual Monitoring Report (AMR), which in turn will lead to the review of the LDS. The AMR monitors the implementation and effectiveness of policies, from the beginning of April to the end of March. The AMR will be submitted to the Secretary of State before 31st December each year and published following submission.
- 11.3 The AMR will review actual plan progress over the year compared to the targets and milestones for LDD preparation set out in the LDS. It will assess:
- whether the Council is meeting, or is on track to meet, the targets and consultation milestones set out in the LDDs;
 - if the Council is falling behind schedule or has failed to meet a target or milestone, the reasons for this;
 - the need to update the LDS in light of the above, and if so, the necessary steps and timetable;
 - whether any policies need to be replaced to meet sustainable development objectives; and
 - what action needs to be taken if policies need to be replaced.
- 11.4 The AMR is also used to monitor both National and Local Indicators to provide evidence, and allow for monitoring of the LDF. In July 2008 a number of the National Indicators were updated to better reflect Government guidance.
- 11.5 Due to the current monitoring situation it is expected that Cheshire County, Congleton, Crewe and Nantwich and Macclesfield Borough Councils will monitor the 2007/08 period individually¹. However, in subsequent years a single AMR will be produced by Cheshire East covering the entirety of the new Authority, although it may take a little time to ensure that the monitoring is undertaken consistently across the new Authority.

¹ Links to the AMR can be found in Appendix 3.

12 Risk Assessment

- 12.1 Government guidance requires that the LDS should contain a risk assessment that identifies all possible risks that could be encountered in the implementation of this LDS. The following table identifies those risks. The key risk is at present Local Government Reorganisation. With no decisions over the level of staff; location of staff and budget/resourcing it may well be that this LDS needs to be reviewed quite quickly, once this information becomes available.

No.	Risk	Commentary (where appropriate)	Problem	Mitigation Measures
1	Staff turnover /inability to recruit / loss of staff /staff motivation / staff absence.	There are significant uncertainties for staff within the authorities prior to vesting day. Staff may well leave which may also lead to a loss of experienced staff. Recruitment may well be difficult.	-the need to reschedule the LDS. Requirement to buy in expertise.	It is expected that staff resources will be drawn from the planning services of all four authorities. Day one needs are being considered at the outset. Staff are being kept informed of progress. Use of temporary staff and consultants may be considered although this will be dependant upon budget.
2	National / regional changes to policy through PPS/RSS etc		Additional work will be required to comply with the guidance/policy.	Keep up to date with emerging policy/ guidance and have an input into such policy where appropriate.
3	Local Government Reorganisation.	Four authorities are being brought together to form East Cheshire. The new East Cheshire will be	- Programme slippage -objectives on quality compromised	The Council has taken a realistic and pragmatic view when putting together the work

No.	Risk	Commentary (where appropriate)	Problem	Mitigation Measures
		<p>the LPA in April 2009. Transitional arrangements are in hand Summer 2008.</p> <p>As we draft this document there is a lack of information on resources to carry out the LDF (both staffing and financial) as well as location of the Service and staff and Service / Departmental priorities.</p> <p>Co –location of key linked services has yet to be decided.</p>	-Work can not be progressed;	<p>programme.</p> <p>Budget needs to be kept under review once allocated, including the potential for reassessment of work programme.</p> <p>Need to consider how remote working can be managed and programme management kept to schedule.</p>
4	DPD fails test of soundness		DPD cannot be adopted without additional work or may well need to have the core strategy approved prior to submission of the DPD.	Work closely with GONW & PINs to ensure risk is minimised. Utilise soundness toolkit.
5	Legal challenge		<p>Adopted LDD quashed.</p> <p>Additional work loads.</p>	Ensure robust and up to date evidence base. Audited stakeholder and community engagement.
6	Linkages to SCS	<p>SCS is quicker and less rigorous process.</p> <p>Some LSP partners may</p>	Poor understanding of the process and slippage in the programme.	Ensure key linkages internally within the Authority and with key stakeholders.

No.	Risk	Commentary (where appropriate)	Problem	Mitigation Measures
		become impatient with I&O /evidence based work. Procedural synchronicity required. SCS contains much which is non spatial.		Staff and Councillor training.
7	Political delay	Council meeting dates and procedures still to be formalised. New work areas being taken on that some Councillors may not be familiar with.	Deferring decision making or the inability to meet the identified draft dates for Council.	Involvement of members at an early stage in the process. Council dates (where available) have been considered in the programme timetable. Councillor training
8	Project team required to undertake other unforeseen work	Resources are finite. The project team and work area are still to be decided, there may well be instances where the team are called upon to input in to other priority areas of the Authority.	Cause slippage in the programme.	Make LDF a corporate priority. Identify core staff to be shielded from other work. Staff training.
9	Volume of work greater than anticipated	This may well be, for example, a higher number of representations than expected, particularly given the boundary changes, new work areas etc.	Cause slippage in the programme.	Ensure timetable is realistic and has a degree of built in flexibility. Monitor against LDS. Consider

No.	Risk	Commentary (where appropriate)	Problem	Mitigation Measures
				resources available at peak times.
10	Joint working with other internal departments and or external authorities	<p>More complex management of the process – needs continual agreement between parties with a potential for delay</p> <p>Joint working needs close political management and risk may arise were one of the authorities pull out at a late stage</p>	Cause a slippage in programme	<p>Ensure that timescales for DPD's is realistic and reflect partner authorities ability to contribute to joint working.</p> <p>Ensure commitment to milestones, dates and resource allocations from relevant parties in advance.</p> <p>Political liaison.</p>
11	Culture Change and challenge	The new authority has to hit the floor running. There may well be steep learning curves for politicians and staff alike.	Disenfranchisement and programme slippage.	Set out a clear vision and ensure strong leadership. Carry out staff and councillor training.
12	LDF programme too ambitious		<p>May result in key milestones within the LDS not being met.</p> <p>Programme slippage.</p>	The Council has taken a realistic view to the programme. Resources will be requested to manage the programme. The LDF is now a priority of the council.
13	The capacity of the Planning Inspectorate (PINS) and		Inability of PINS or the GONW to meet deadlines due to nationwide demand will lead to delays in	This is outside of the Council's control, however PINS and the GONW have

No.	Risk	Commentary (where appropriate)	Problem	Mitigation Measures
	GONW		adoption.	been consulted on the proposed timetable for the production of the LDS documents. PINS and the GONW consider this timetable to be acceptable.
14	Secretary of State directs revisions /changes to the LDS		- Approval of LDS delayed; - Cause overall slippage in LDF programme	Close liaison with Government Office on emerging LDS.
15	IT and remote working	Uncertainties remain over how the 4 old authorities will be united and how remote working can be utilised. IT plays a significant part in the new authority's ability to deliver.	Cause slippage in the programme.	Pre day one issue that needs to be considered from the outset.
16	Flexibility of programme management		Deferred decision making. Slippage in the programme.	Strong leadership and flexibility required. Partnership working within the Authority and with external bodies required. Staff training.
17	Consultation fatigue /overload		Lack of response. Lack of understanding of vision.	Link to SCS wherever practicable.

Appendix 1: Saved Policies

Cheshire 2016 Replacement Structure Plan

The Planning and Compulsory Purchase Act 2004 includes a mechanism whereby structure plan policies can be saved for a period of up to three years from commencement of the Act or adoption of the Structure Plan (December 2005). Scope exists for the Regional Planning Board, in discussion with the Structure Plan authority, to consider whether any policies should be saved for a longer period, in order to fill a policy void. The Secretary of State will then decide whether such policies should be saved. In the RSS proposed changes, the Secretary of State has identified the following policies in the Cheshire Structure Plan which should be saved in this way:

GEN 5 – Jodrell Bank Zone
HOU6 – caravan sites for gypsies
T4 - Strategic improvements to the transport network
T5 - Former railway infrastructure
T8 - Improvements to the rail network
T9 - Motorway and trunk road networks
T10 -Roadside services.

The County Council has made representation to 4NW on saving a small number of other policies and / or suggesting relevant changes to the RSS to accommodate the following Structure Plan policies:

R6 - Electricity generation from non renewable fuels
GEN3 - General requirements for the quality of new development
GEN8 – Regional Parks
IND3 - Freight movements
T7 – Parking
TR3 -Visitor accommodation
TR4 – Extensive outdoor recreation

A formal decision will be made as part of the adoption of RSS in autumn 2008.

**DIRECTION UNDER PARAGRAPH 1(3) OF SCHEDULE 8 TO THE PLANNING
AND COMPULSORY PURCHASE ACT 2004
POLICIES CONTAINED IN THE CHESHIRE REPLACEMENT MINERALS LOCAL
PLAN (JUNE 1999)**

The Secretary of State for Communities and Local Government in exercise of the power conferred by paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 directs that for the purposes of the policies specified in the Schedule to this direction, paragraph 1(2)(a) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 does not apply.

Signed by authority of the
Secretary of State

Steven Fyfe
Head, Local Planning Team
Government Office for the North West
18 September 2007

SCHEDULE

POLICIES CONTAINED IN THE CHESHIRE REPLACEMENT MINERALS LOCAL PLAN (ADOPTED JUNE 1999)

CHAPTER 2 – MINERALS - GENERAL

Policy 1 - Sustainability

Policy 2 - Need

Policy 3 – Aggregate Reserves

Policy 4 – Alternative Sources of Aggregates

Policy 5 – Safeguarding High Quality Mineral

Policy 6 – Prior Extraction

Policy 7 – Mineral Consultation Areas

Policy 8 - Review

Policy 9 – Planning Applications

Policy 10 – Geological Content of Planning Applications

Policy 11 – Pre-Application Discussions

Policy 12 - Conditions

Policy 13 – Planning Obligations/Legal Agreements

Policy 14 – Areas of Special County Value (ASCV)

Policy 15 - Landscape

Policy 16 – Plant and Buildings

Policy 17 – Visual Amenity

Policy 18 – Jodrell Bank Zone

Policy 19 - Archaeology

Policy 20 - Archaeology

Policy 21 - Archaeology

Policy 22 – Nature Conservation

Policy 23 – Nature Conservation

Policy 24 – Built Heritage and Historic Environment

Policy 25 – Groundwater/ Surface Water/ Flood Protection

Policy 26 - Noise

Policy 27 - Noise

Policy 28 – Dust

Policy 29 – Agricultural Land

Policy 30 – Agricultural Land – Silica Sand

Policy 31 – Cumulative Impact
Policy 32 – Advance Planting
Policy 33 – Public Rights of Way
Policy 34 - Highways
Policy 35 - Alternative forms of transport
Policy 36 – Secondary Operations
Policy 37 – Hours of Operation
Policy 38 - Blasting
Policy 39 – Stability and Support
Policy 40 – Mine Waste Disposal
Policy 41 - Restoration
Policy 42 - Aftercare
Policy 43 – Liaison Committees

CHAPTER 5 – COAL

Policy 44 – Opencast Coal

CHAPTER 6 – SAND AND GRAVEL

Policy 45 – Sand and Gravel Landbank
Policy 46 – Future Sand and Gravel Extraction
Policy 47 – Sand and Gravel Area of Search

CHAPTER 7 - HYDROCARBONS

Policy 48 - Hydrocarbons

CHAPTER 8 – PEAT

Policy 49 - Peat

CHAPTER 9 – SALT

Policy 50 – Natural Brine Pumping
Policy 51 – Future Rock Salt Extraction
Policy 52 – Future Controlled Brine Extraction

CHAPTER 10 – SANDSTONE

Policy 53 – Crushed Rock Landbank

CHAPTER 11 – SILICA SAND

Policy 54 – Future Silica Sand Extraction

Cheshire Replacement Waste Local Plan

All policies within the Cheshire Replacement Waste Local Plan are saved for a period of three years from adoption but are open to further period under the Planning Act.

**DIRECTION UNDER PARAGRAPH 1(3) OF SCHEDULE 8 TO THE PLANNING
AND COMPULSORY PURCHASE ACT 2004
POLICIES CONTAINED IN CONGLETON BOROUGH LOCAL PLAN
(ADOPTED JANUARY 2005)**

The Secretary of State for Communities and Local Government in exercise of the power conferred by paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 directs that for the purposes of the policies specified in the Schedule to this direction, paragraph 1(2)(a) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 does not apply.

Signed by authority of the
Secretary of State

Steven Fyfe
Head, Local Planning Team
Government Office for the North West
25 January 2008

SCHEDULE

POLICIES CONTAINED IN CONGLETON BOROUGH LOCAL PLAN (ADOPTED JANUARY 2005)

1. Chapter 2 – Plan Strategy

Policy PS3: Settlement Hierarchy
Policy PS4: Towns
Policy PS5: Villages in the Open Countryside and Inset in the Green Belt
Policy PS6: Settlements in the Open Countryside and the Green Belt
Policy PS7: Green Belt
Policy PS8: Open Countryside
Policy PS9: Areas of Special County Value
Policy PS10: Jodrell Bank Radio Telescope Consultation Zone
Policy PS12: Strategic Transport Corridors

2. Chapter 3 – General Requirements

Policy GR1: New Development
Policy GR2: Design
Policy GR3: Design
Policy GR4: Landscaping
Policy GR5: Landscaping
Policy GR6: Amenity and Health
Policy GR7: Amenity and Health
Policy GR8: Amenity and Health
Policy GR9: Accessibility, Servicing and Parking Provision (New Development)
Policy GR10: Accessibility, Servicing and Parking Provision
Policy GR11: Development Involving New Roads and other Transportation Projects
Policy GR13: Public Transport Measures
Policy GR14: Cycling Measures
Policy GR15: Pedestrian Measures
Policy GR16: Footpath, Bridleway and Cycleway Networks
Policy GR17: Car Parking
Policy GR18: Traffic Generation
Policy GR19: Infrastructure
Policy GR20: Public Utilities
Policy GR21: Flood Prevention
Policy GR22: Open Space Provision
Policy GR23: Provision of Services and Facilities

3. Chapter 4 – Natural Environment and Resources Policies

Policy NR1: Trees and Woodlands
Policy NR2: Statutory Sites
Policy NR3: Habitats

Policy NR4: Non-statutory Sites
Policy NR5: Non-statutory Sites

Policy NR6: Reclamation of Land
Policy NR9: Renewable Energy

4. Chapter 5 - Built Environment and Heritage

Policy BH1: Parks and Gardens of Historic Interest
Policy BH2: Statutory List of Buildings of Special Architectural or Historic Interest (Demolition)
Policy BH3: Statutory List of Buildings of Special Architectural or Historic Interest (Change of Use/Conversion)
Policy BH4: Statutory List of Buildings of Special Architectural or Historic Interest (Effect of Proposals)
Policy BH5: Statutory List of Buildings of Special Architectural or Historic Interest
Policy BH6: Non-statutory List of Buildings of Special Architectural or Historic Interest
Policy BH7: Enabling Development
Policy BH8: Conservation Areas
Policy BH9: Conservation Areas
Policy BH10: Conservation Areas
Policy BH13: New Agricultural Buildings
Policy BH15: Conversion of Rural Buildings
Policy BH16: The Residential Re-use of Rural Building

5. Chapter 6 – Economy

Policy E3: Employment Development in Towns
Policy E4: Employment Development in Villages
Policy E5: Employment Development in the Open Countryside
Policy E6: Employment Development in the Green Belt
Policy E8: Home-based Businesses
Policy E9: Royal Ordnance factory, Radway Green
Policy E10: Re-use or Redevelopment of Existing Employment Sites
Policy E11: Owner-specific Employment Sites
Policy E12: Distribution and Storage Facilities
Policy E13: Roadside Facilities
Policy E14: Motorway Service Areas
Policy E15: Heavy Goods Vehicle Parking
Policy E16: Tourism and Visitor Development (Facilities & Attractions)
Policy E17: Tourism and Visitor Development (Serviced Accommodation)
Policy E18: Tourism and Visitor Development (Camping & Caravanning Sites)
Policy E19: Telecommunications

6. Chapter 7 – Housing

Policy H1: Provision of New Housing Development

Policy H2: Provision of New Housing Development
Policy H3: Committed Housing Sites
Policy H4: Residential Development in Towns
Policy H5: Residential Development in Villages
Policy H6: Residential Development in the Open
Countryside and the Green Belt
Policy H7: Residential Caravans and Mobile Homes
Policy H8: Gypsy Caravan Sites
Policy H9: Additional Dwellings and Sub-divisions
Policy H10: Additional Dwellings and Sub-divisions
Policy H13: Affordable and Low-cost Housing
Policy H14: Affordable and Low-cost Housing
Policy H16: Extensions to Dwellings in the Open Countryside and
Green Belt
Policy H17: Extension of residential Curtilages into the Open Countryside
Or Green Belt
Policy H18: Dwellings Associated with Rural Enterprises
Policy H19: Agricultural Occupancy Conditions

7. Chapter 8 – Town Centres and Shopping

Policy S1: Shopping Hierarchy
Policy S2: Shopping and Commercial Development Outside Town Centres
Policy S4: Principal Shopping Areas
Policy S5: Other Town Centre Areas
Policy S6: The Use of Upper Floors within Town Centres
Policy S7: Shopping and Commercial Development in Villages
Policy S8: Holmes Chapel
Policy S9: Shopping and Commercial Development in the Open
Countryside and Green Belt
Policy S11: Shop Fronts and Security Shutters (Shop Fronts)
Policy S12: Security Shutters-Solid Lath
Policy S13: Security Shutters-Lattice/Mesh Grilles
Policy S14: Advertisements
Policy S15: Advertisements in Conservation Areas
Policy S16: Environmental Improvements and Traffic Management
Measures

8. Chapter 9 – Recreation and Community Facilities

Policy RC1: Recreation and Community Facilities Policies (General)
Policy RC2: Protected Areas of Open Space
Policy RC3: Nuisance Sports
Policy RC4: Countryside Recreational Facilities
Policy RC5: Equestrian Facilities
Policy RC6: Golf Courses and Driving Ranges

Policy RC7: Water Based Activities
Policy RC8: Canal/Riverside Recreational Developments
Policy RC9: Canal/Riverside Recreational Developments (Mooring)
Policy RC10: Outdoor Formal recreational and Amenity Open Space
Facilities
Policy RC11: Indoor Recreational and Community Uses (General)
Policy RC12: Retention of Existing Community Facilities
Policy RC13: Day Nurseries

9. Chapter 10 – Development Proposals

Policy DP1: Employment Sites
Policy DP2: Housing Sites
Policy DP3: Mixed Use Sites
Policy DP3A: Alsager Campus
Policy DP4: Retail sites
Policy DP5: Recreation, Leisure and Community Use Sites
Policy DP6: Treatment Facility
Policy DP7: Development Requirements
Policy DP8: Supplementary Planning Guidance
Policy DP9: Transport Assessment
Policy DP10: New Road Schemes
Policy DP11: Transport Facilities

**DIRECTION UNDER PARAGRAPH 1(3) OF SCHEDULE 8 TO THE
PLANNING AND COMPULSORY PURCHASE ACT 2004**

**POLICIES CONTAINED IN BOROUGH OF CREWE AND NANTWICH
REPLACEMENT LOCAL PLAN 2011 (ADOPTED FEBRUARY 2005)**

The Secretary of State for Communities and Local Government in exercise of the power conferred by paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 directs that for the purposes of the policies specified in the Schedule to this direction, paragraph 1(2)(a) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 does not apply.

Signed by authority of the
Secretary of State

Steven Fyfe Head, Local Planning Team Government Office for the North West 14
February 2008

SCHEDULE

**POLICIES CONTAINED IN BOROUGH OF CREWE AND NANTWICH
REPLACEMENT LOCAL PLAN 2011 (ADOPTED FEBRUARY 2005)**

1. Chapter 4 – The Natural Environment

Policy NE1: Development in the Green Belt
Policy NE2: Open Countryside
Policy NE3: Areas of Special County Value
Policy NE4: Green Gaps
Policy NE5: Nature Conservation and Habitats
Policy NE6: Sites of International Importance for Nature Conservation
Policy NE7: Sites of National Importance for Nature Conservation
Policy NE8: Sites of Local Importance for Nature Conservation
Policy NE9: Protected Species
Policy NE10: New Woodland Planting and Landscaping
Policy NE11: River and Canal Corridors
Policy NE12: Agricultural Land Quality
Policy NE13: Rural Diversification
Policy NE14: Agricultural Buildings Requiring Planning Permission
Policy NE15: Re-Use and Adaptation of a Rural Building for a Commercial,
Industrial or Recreational Use.
Policy NE16: Re-Use and Adaptation of a Rural Building for Residential
Use.
Policy NE17: Pollution Control
Policy NE18: Telecommunications Development
Policy NE19: Renewable Energy
Policy NE20: Flood Prevention
Policy NE21: New Development and Landfill Sites

2. Chapter 5 – The Built Environment

BE1: Amenity Policy
BE2: Design Standards Policy
BE3: Access and Parking Policy
BE4: Drainage, Utilities and Resources Policy
BE5: Infrastructure Policy
BE6: Development on Potentially Contaminated Land Policy
BE7: Conservation Areas Policy
BE8: Advertisements in Conservation Areas Policy
BE9: Listed Buildings: Alterations and Extensions Policy
BE10: Changes of use for Listed Buildings Policy
BE11: Demolition of Listed Buildings Policy
BE12: Advertisements on Listed Buildings Policy
BE13: Buildings of Local Interest Policy
BE14: Development Affecting Historic Parks and Gardens Policy
BE15: Scheduled Ancient Monuments

BE17: Historic Battlefields Policy
BE18: Shop Fronts and Advertisements Policy
BE19: Advertisements and Signs Policy
BE20: Advance Directional Advertisements Policy
BE21: Hazardous Installations

3. Chapter 6 – Employment Policy

E1: Existing Employment Allocations Policy
E2: New Employment Allocations Policy
E3: Regional and Strategic Employment Allocations at Basford Policy
E4: Development on Existing Employment Areas Policy
E5: Employment in Villages Policy
E6: Employment Development within Open Countryside Policy
E7: Existing Employment Sites

4. Chapter 7 – Housing

RES1: Housing Allocations Policy
RES2: Unallocated Housing Sites Policy
RES3: Housing Densities Policy
RES4: Housing in Villages with Settlement Boundaries Policy
RES5: Housing in the Open Countryside Policy
RES6: Agricultural and Forestry Occupancy Conditions Policy
RES7: Affordable Housing within the Settlement Boundaries Of Nantwich and the Villages listed in Policy RES4
RES8: Affordable Housing in Rural Areas Outside Settlement Boundaries (Rural Exceptions Policy)
RES9: Houses in Multiple Occupation Policy
RES10: Replacement Dwellings in the Open Countryside Policy
RES11: Improvements and Alterations to Existing Dwellings Policy
RES12: Living over the Shop Policy
RES13: Sites for Gypsies and Travelling Showpeople

5. Chapter 8 – Transportation Policy

TRAN1: Public Transport Policy
TRAN2: Crewe Bus Station Policy
TRAN3: Pedestrians Policy
TRAN4: Access for the Disabled Policy
TRAN5: Provision for Cyclists Policy
TRAN6: Cycle Routes Policy
TRAN7: Crewe Railway Station Policy
TRAN8: Existing Car Parks Policy
TRAN9: Car Parking Standards Policy
TRAN10: Trunk Roads Policy
TRAN11: Non Trunk Roads Policy
TRAN12: Roadside Facilities

6. Chapter 9 – Recreation and Tourism

Policy RT1: Protection of Open Spaces with Recreational or Amenity Value

Policy RT2: Equipped Children's Playgrounds
Policy RT3: Provision of recreational Open Space and Children's
Playspace in New Housing Developments
Policy RT5: Allotments
Policy RT6: Recreational Uses in the Open Countryside
Policy RT7: Visitor Accommodation
Policy RT8: Promotion of Canals and Waterways
Policy RT9: Footpaths and Bridleways
Policy RT10: Touring Caravans and Camping Sites
Policy RT11: Golf Courses
Policy RT12: Nantwich Riverside
Policy RT13: Leighton West Country Park
Policy RT14: Nantwich Canal Basin
Policy RT15: The Protection of Existing Indoor Leisure Facilities
Policy RT16: Noise Generating Sports
Policy RT17: Increasing Opportunities for Sport

7. Chapter 10 – Shopping, Town Centres and Regeneration

Policy S1: New Retail Development in Town Centres
Policy S2: Crewe Town Centre Primary Frontages
Policy S3: Crewe Town Centre Secondary Frontages
Policy S4: Nantwich Town Centre
Policy S5: Welsh Row, Nantwich
Policy S6: Sites Allocated for Retailing and/or Leisure/Entertainment
Uses
Policy S7: Cronkinson Farm District Shopping Centre
Policy S8: Existing District and Local Shopping Centres
Policy S9: Nantwich Road, Crewe
Policy S10: Major Shopping Proposals
Policy S11: Leisure and Entertainment
Policy S12: Mixed Use Regeneration Areas
Policy S13: Village Shops

8. Chapter 11 – Community Needs

CF1: Leighton Hospital Policy
CF2: Community Facilities Policy
CF3: Retention of Community Facilities

N.B. POLICY RES 7 AS MODIFIED (Affordable Housing within the Settlement
Boundaries of Nantwich and the Villages listed in Policy RES4)

The Government Office for the North West states that the direction to save policies under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 would only apply to those policies adopted within the original version of the Adopted Replacement Local Plan 2011 (Adopted on the 17th February 2005).

As such, Policy RES. 7 (As Modified) could not be included within the saved policies direction. However, as the original policy refers to the importance of the use of an up to date evidence base, and the fact that the modified policy is based upon the most

up to date Housing Needs Survey (undertaken in 2005), then the modified policy is still relevant and used by staff within Development Management processes at the Borough Council.

Moreover, as both the evidence base and approach taken within policy RES.7 (As Modified), reflects the advice in Planning Policy Statement 3, then its continued use is justifiable. In fact the Government Office for the North West, specifically stated:

**DIRECTION UNDER PARAGRAPH 1(3) OF SCHEDULE 8 TO THE PLANNING
AND COMPULSORY PURCHASE ACT 2004
POLICIES CONTAINED IN THE MACCLESFIELD BOROUGH PLAN (JANUARY
2004)**

The Secretary of State for Communities and Local Government in exercise of the power conferred by paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 directs that for the purposes of the policies specified in the Schedule to this direction, paragraph 1(2)(a) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 does not apply.

Signed by authority of the
Secretary of State

Steven Fyfe
Head, Local Planning Team
Government Office for the North West
18 September 2007

SCHEDULE

**POLICIES CONTAINED IN MACCLESFIELD BOROUGH LOCAL PLAN (ADOPTED
JANUARY 2004)**

CHAPTER 3 – ENVIRONMENT

Natural Environment

- Policy NE1 - Areas of Special County Value
- Policy NE2 - Protection of Local Landscapes
- Policy NE3 - Landscape Conservation
- Policy NE5 - Conservation of Parkland Landscapes
- Policy NE7 - Woodland Management
- Policy NE8 - Promotion and Restoration of Woodland
- Policy NE9 - Protection of River Corridors
- Policy NE10 - Conservation of River Bollin
- Policy NE11 - Nature Conservation
- Policy NE12 - SSSI's, SBI's and Nature Reserves
- Policy NE13 - Sites of Biological Importance
- Policy NE14 - Nature Conservation Sites
- Policy NE15 - Habitat enhancement
- Policy NE16 - Nature Conservation Priority Areas
- Policy NE17 - Nature Conservation in Major Developments
- Policy NE18 - Accessibility to Nature Conservation

Built Environment

- Policy BE1 - Design Guidance
- Policy BE2 - Preservation of Historic Fabric
- Policy BE3 - Conservation Areas
- Policy BE4 - Design Criteria in Conservation Areas
- Policy BE6 - Macclesfield Canal Conservation Area
- Policy BE7 - High Street Conservation Area
- Policy BE8 - Christ Church Conservation Area
- Policy BE9 - Barracks Square Conservation Area
- Policy BE12 - The Edge Conservation Area
- Policy BE13 - Legh Road Conservation Area
- Policy BE15 - Listed Buildings
- Policy BE16 - Setting of Listed Buildings

Policy BE17 - Preservation of Listed Buildings
Policy BE18 - Design Criteria for Listed Buildings
Policy BE19 - Changes of Use for Listed Buildings
Policy BE20 - Locally Important Buildings
Policy BE21 - Sites of Archaeological Interest
Policy BE22 - Scheduled Monuments
Policy BE23 - Development Affecting Archaeological Sites
Policy BE24 - Development of Sites of Archaeological Importance

CHAPTER 4 – GREEN BELT AND COUNTRYSIDE

Policy GC1 - Green Belt – New Buildings
Policy GC4 - Major Developed Sites in the Green Belt
Policy GC5 - Countryside Beyond the Green Belt
Policy GC6 - Outside the Green Belt, Areas of Special County Value and Jodrell Bank Zone
Policy GC7 - Safeguarded Land
Policy GC8 - Reuse of Rural Buildings – Employment and Tourism
Policy GC9 - Reuse of Rural Buildings - Residential
Policy GC10 - Extensions to Residential Institutions
Policy GC12 - Alterations and Extensions to Houses
Policy GC14 - Jodrell Bank

CHAPTER 5 – RECREATION AND TOURISM

Recreation

Policy RT1 - Protection of Open Spaces
Policy RT2 - Incidental Open Spaces/Amenity Areas
Policy RT3 - Redundant Educational Establishments
Policy RT5 - Open Space Standards
Policy RT6 - Recreation/Open Space Provision
Policy RT7 - Cycleways, Bridleways and Footpaths
Policy RT8 - Access to Countryside
Policy RT9 - Restoration of Danes Moss Tip
Policy RT10 - Canals and Water Recreation
Policy RT11 - Canal Mooring Basins

Tourism

Policy RT13 - Promotion of Tourism

Policy RT15 - Hotel Development

Policy RT17 - Reuse of Rural Buildings

Policy RT19 - Dairy House Lane Recreational Allocation

CHAPTER 6 – HOUSING AND COMMUNITY USES

Housing

Policy H1 - Phasing Policy

Policy H2 - Environmental Quality in Housing Developments

Policy H4 - Housing Sites in Urban Areas

Policy H5 - Windfall Housing Sites

Policy H6 - Town Centre Housing

Policy H8 - Provision of Affordable Housing in Urban Areas

Policy H9 - Occupation of Affordable Housing

Policy H11 - Existing Housing Stock

Policy H12 - Low Density Housing Areas

Policy H13 - Protecting Residential Areas

Community Uses

Policy C2 - Macclesfield District General Hospital

CHAPTER 7 – EMPLOYMENT

Policy E1 - Retention of Employment Land

Policy E2 - Retail Development on Employment Land

Policy E3 - B1 (Business) Uses

Policy E4 - General Industrial Development

Policy E5 - Special Industries

Policy E6 - Land to the west of Lyme Green Business Park

Policy E7 - Land at Hurdsfield Road

Policy E8 - Parkgate Industrial Estate

Policy E11 - Mixed Use Areas

Policy E14 - Relocation of Businesses

CHAPTER 8 – TRANSPORT

Policy T1 - General Transportation Policy

Policy T2 - Public Transport

Policy T3 - Pedestrians

Policy T4 - Access for People with Restricted Mobility

Policy T5 - Provision for Cyclists

Policy T6 - Highway Improvement Schemes

Policy T7 - Safeguarded Routes

Policy T8 - Traffic Management and Environmental Improvements

Policy T9 - Traffic Management and Traffic Calming

Policy T10 - South Macclesfield Distributor Road

Policy T11 - Improvements to Strategic Highways Network

Policy T13 - Public Car Parks

Policy T14 - Lorry Park Proposals

Policy T15 - Lorry Parking

Policy T18 - Restrictions on Development within NNI Zones

Policy T19 - Public Safety Zone

Policy T20 - Control of Airport Infrastructure

Policy T21 - Airport Related Development

Policy T22 - Restoration of Land to the East of Satellite Fire Station

Policy T23 - Airport Operational Area

CHAPTER 9 SHOPPING

Policy S1 - Town Centre Shopping Development

Policy S2 - New Shopping, Leisure and Entertainment Developments

Policy S3 - Congleton Road Development Site

Policy S4 - Local Shopping Centres

Policy S5 - Class A1 Shops

Policy S7 - New Local Shops

CHAPTER 10 – MACCLESFIELD TOWN CENTRE

Policy MTC1 - Prime Shopping Area

Policy MTC2 - Exchange Street Redevelopment

Policy MTC3 - Development in Prime Shopping Areas

Policy MTC4 - Secondary Shopping Areas

Policy MTC5 - Waters Green Area

Policy MTC6 - Improvement of Sunderland Street

Policy MTC7 - Redevelopment Area – West of Churchill Way

Policy MTC8 - Redevelopment Area – Samuel Street/Park Lane

Policy MTC9 - Redevelopment Area – Duke Street
Policy MTC11 - Redevelopment Area – Macclesfield Station
Policy MTC12 - Mixed Use Areas
Policy MTC13 - Park Green Regeneration Area
Policy MTC14 - Conservation of Park Green
Policy MTC15 - King Edward Street Regeneration
Policy MTC16 - Pedestrian Routes/Links
Policy MTC17 - Jordangate and Market Place
Policy MTC18 - George Street Mill Regeneration Area
Policy MTC19 - Housing
Policy MTC20 - Christ Church Housing Area
Policy MTC21 - Reuse of Christ Church
Policy MTC22 - Office Development
Policy MTC23 - Pedestrianisation
Policy MTC24 - Car Parks
Policy MTC25 - Car Parking Provision
Policy MTC26 - Car Parking Provision
Policy MTC27 - River Bollin Recreational Route

CHAPTER 11 - WILMSLOW TOWN CENTRE

Policy WTC3 - Kings Close Shopping Proposal
Policy WTC4 - Development in the Shopping Area
Policy WTC5 - Upper Floor Development
Policy WTC6 - Green Lane/Alderley Road Redevelopment Area
Policy WTC7 - Mixed Use Areas
Policy WTC8 - Housing and Community Uses
Policy WTC9 - Offices
Policy WTC10 - Environmental Improvement of Bank Square Area
Policy WTC11 - Pedestrian Priority Measures
Policy WTC12 - Car Parks
Policy WTC13 - Car Park Proposal – Spring Street

CHAPTER 12 - HANDFORTH DISTRICT CENTRE

Policy HDC1 - Shopping Area
Policy HDC2 - Upper Floor Development

Policy HDC3 - Mixed Use Area

Policy HDC4 - Housing and Community Uses

Policy HDC5 - Office Development

Policy HDC6 - Car Parking

Policy HDC7 - Redevelopment of the Paddock

CHAPTER 13 – ALDERLEY EDGE VILLAGE CENTRE

Policy AEC1 - Shopping Area

Policy AEC3 - Upper Floor Development

Policy AEC4 - Mixed Use Areas

Policy AEC5 - Office Development

Policy AEC6 - Housing Development

Policy AEC7 - Car Parking

CHAPTER 14 - KNUTSFORD TOWN CENTRE

Policy KTC1 - Conservation of Historic Character

Policy KTC2 - Design Guidance

Policy KTC3 - Design Guidance

Policy KTC4 - Design Guidance

Policy KTC5 - Redevelopment Criteria for “The Yards”

Policy KTC6 - Red Cow Yard

Policy KTC8 - Silk Mill Street

Policy KTC9 - Shopping Areas

Policy KTC10 - Shopping Area Development

Policy KTC11 - Upper Floor Development

Policy KTC12 - Housing and Community Uses

Policy KTC13 - Housing Development

Policy KTC14 - Mixed Use Areas

Policy KTC16 - Office Development

Policy KTC17 - King Street Link Road

Policy KTC18 - Pedestrian Priority Measures

Policy KTC19 - Car Parks

Policy KTC20 - Additional Car Parking

Policy KTC21 - Car Parking Provision

CHAPTER 15 – POYNTON DISTRICT CENTRE

Policy PDC1 - Prime Shopping Area

Policy PDC2 - Development in the Prime Shopping Area

Policy PDC3 - Secondary Shopping Area

Policy PDC4 - Upper Floor Development

Policy PDC5 – Housing and Community Uses

Policy PDC6 - Office Development

Policy PDC7 - Car Parking

Policy PDC8 - Car Parking at Park Lane

CHAPTER 16 – IMPLEMENTATION

Policy IMP1 - Development Sites

Policy IMP2 - Transport Measures

Policy IMP3 - Land Ownership

Policy IMP4 - Environmental Improvements in Town Centres

CHAPTER 17 – DEVELOPMENT CONTROL

Design and Amenity

Policy DC1 - Design and Amenity

Policy DC2 - Design and Amenity

Policy DC3 - Design and Amenity

Policy DC5 - Design and Amenity

Policy DC6 - Design and Amenity

Policy DC8 - Landscaping and Tree Protection

Policy DC9 - Landscaping and Tree Protection

Policy DC10 - Landscaping and Tree Protection

Policy DC13 - Noise

Policy DC14 - Noise

Provision of Facilities

Policy DC15 - Provision of Facilities

Policy DC16 - Provision of Facilities

Water Resources

Policy DC17 - Water Resources

Policy DC18 - Water Resources

Policy DC19 - Water Resources

Policy DC20 - Water Resources

Temporary Buildings and Uses

Policy DC21 - Temporary Buildings and Uses

Policy DC22 - Temporary Buildings and Uses

Green Belt and Countryside

Policy DC23 - Agricultural Dwellings

Policy DC24 - Agricultural Dwellings

Policy DC25 - Agricultural Dwellings

Policy DC27 - Caravans

Policy DC28 - Agricultural Buildings

Policy DC29 - Agricultural Buildings

Policy DC31 - Gypsies

Policy DC32 - Equestrian Facilities

Policy DC33 - Outdoor Commercial Recreation

Residential Development

Policy DC35 - Materials

Policy DC36 - Road Layouts and Circulation

Policy DC37 - Landscaping

Policy DC38 - Space, Light and Privacy

Policy DC40 - Children's Play Space

Policy DC41 - Infill Housing Development

Policy DC42 - Subdivision

Policy DC43 - Side Extensions

Policy DC44 - Residential Caravans

Policy DC45 - Playgroups and Nurseries

Policy DC46 - Demolition

Policy DC47 - Demolition

Retail Development

Policy DC48 - Shop Front Design etc

Policy DC49 - Shop Front Design etc

Policy DC50 - Shop Front Design etc

Policy DC51 - Adverts

Policy DC52 - Adverts

Policy DC53 - Adverts

Policy DC54 - Restaurants etc

Policy DC55 - Amusement Centres

Community Uses

Policy DC57 - Residential Institutions

Policy DC60 - Telecommunications Equipment

Policy DC61 - Telecommunications Equipment

Policy DC62 - Renewable Energy

Policy DC63 - Contaminated Land

Policy DC64 - Floodlighting

Appendix 2: Local Development Document Profiles

Title:	Core Strategy
Status:	DPD
Role:	To set out the Vision, Objectives, Core Strategy and Core Policies for the spatial development of the area.
Geographical Area:	Authority wide
Conformity Chain:	Conformity with the PPG / PPS and RSS
Produced by:	Expected to be produced by Cheshire East LDF Section
Resources:	Expected to be provided by Cheshire East LDF Section
Management Arrangements:	LDF Section Manager is expected to be responsible for the management of this document. It is expected that Full Council will approve the publication, submission and adoption of the DPD based on recommendations from the Cabinet ² .
Community Involvement:	Community involvement will be encouraged throughout the process, with consultation during the Regulation 25 consultation stage and when the document is published prior to being submitted to the Secretary of State.
Sustainability Appraisal:	Simultaneous consultation with the Development Plan Document. To be assessed through the Sustainability Appraisal, including the Strategic Environmental Assessment.
Monitoring & Review:	The Core Strategy is intended to be a long term strategy and will be reviewed with that in mind. Monitoring will take place through the contextual section of the AMR.

Timetable	Commencement:	November 2008
	Sustainability Appraisal Scoping Report:	April 2009
	Regulation 25 Consultation:	November 2008 – October 2010
	Publication of the DPD:	November 2010
	Submission to Secretary of State:	April 2011
	Pre-hearing Meeting:	June 2011
	Commencement of Examination Hearing:	September 2011
	Inspectors Binding Report:	January 2012
	Adoption:	April 2012

² To be confirmed

Title:	Site Specific Allocations
Status:	DPD
Role:	Contains detailed policies and proposals to deliver and guide land allocated for specific purposes.
Geographical Area:	Authority wide
Conformity Chain:	Conformity with the PPG / PPS, RSS and the Core Strategy
Produced by:	Expected to be produced by Cheshire East LDF Section
Resources:	Expected to be provided by Cheshire East LDF Section
Management Arrangements:	LDF Section Manager is expected to be responsible for the management of this document. It is expected that Full Council will approve the publication, submission and adoption of the DPDs based on recommendations from the Cabinet. ³
Community Involvement:	Community involvement will be encouraged throughout the process, with consultation during the Regulation 25 consultation stage and when the document is published prior to being submitted to the Secretary of State.
Sustainability Appraisal:	Simultaneous consultation with the Development Plan Document. To be assessed through the Sustainability Appraisal, including the Strategic Environmental Assessment.
Monitoring & Review:	The Annual Monitoring Report (AMR) will monitor the take up of the allocations and other residential, employment and retail development. The document will be reviewed as and when required as highlighted by the AMR.

Timetable	Commencement:	April 2010
	Sustainability Appraisal Scoping Report:	September 2010
	Regulation 25 Consultation:	April 2010 – March 2012
	Publication of the DPD:	April 2012
	Submission to Secretary of State:	September 2012
	Pre-hearing Meeting:	November 2012
	Commencement of Examination Hearing:	January 2013
	Inspectors Binding Report:	May 2013
	Adoption:	September 2013

³ To be confirmed

Title:	Minerals Policies and Allocations
Status:	DPD
Role:	Contains the detailed development control policies and allocations for Minerals development, where applicable.
Geographical Area:	Authority wide / pan Cheshire
Conformity Chain:	Conformity with the PPG / PPS, RSS and the Core Strategy
Produced by:	Still to be determined
Resources:	Still to be determined
Management Arrangements:	Still to be determined
Community Involvement:	Community involvement will be encouraged throughout the process, with consultation during the Regulation 25 consultation stage and when the document is published prior to being submitted to the Secretary of State.
Sustainability Appraisal:	Simultaneous consultation with the Development Plan Document. To be assessed through the Sustainability Appraisal, including the Strategic Environmental Assessment.
Monitoring & Review:	The Annual Monitoring Report (AMR) will monitor the take up of the allocations and other minerals development. The document will be reviewed as and when required as highlighted by the AMR.

Timetable	Commencement:	
	Sustainability Appraisal Scoping Report:	
	Regulation 25 Consultation:	
	Publication of the DPD:	
	Submission to Secretary of State:	
	Pre-hearing Meeting:	
	Commencement of Examination Hearing:	
	Inspectors Binding Report:	
	Adoption:	

- Title:** MMU Campus Development Brief
- Status:** SPD
- Role:** Development Brief for the proposed mixed use allocation at the MMU Campus in Alsager.
- Geographical Area:** As defined within the SPD.
- Conformity Chain:** General conformity with the PPGs/PPSs and RSS. Linked to saved policies within the Congleton Local Plan.
- Produced by:** Expected to be produced by Cheshire East LDF Section
- Resources:** Expected to be provided by Cheshire East LDF Section and external consultants.
- Management Arrangements:** LDF Section Manager is expected to be responsible for the management of this document. It is expected that Cabinet will approve the draft SPD for consultation and that Council will adopt the SPD based on recommendations from the Cabinet.⁴
- Community Involvement:** Community involvement will be encouraged throughout the process, with formal consultation at the draft consultation stage.
- Sustainability Appraisal:** Consultation for the Sustainability Appraisal will take place simultaneously with the production of the document.
- Monitoring & Review:** The Annual Monitoring Report (AMR) will assess the extent to which this guidance is being implemented successfully. The document will be reviewed as and when required as highlighted by the AMR.

Timetable	Sustainability Appraisal Scoping Report:	April 2005
	Public participation on Draft Supplementary Planning Document:	August – September 2008
	Adoption and Publication:	December 2008

⁴ To be confirmed

Title:	Alsager Town Centre
Status:	SPD
Role:	Provides the context for the future development of Alsager Town Centre.
Geographical Area:	As defined within the SPD.
Conformity Chain:	General conformity with the PPGs/PPSs and RSS. Linked to saved policies within the Congleton Local Plan.
Produced by:	Expected to be produced by Cheshire East LDF Section
Resources:	Expected to be provided by Cheshire East LDF Section.
Management Arrangements:	LDF Section Manager is expected to be responsible for the management of this document. It is expected that Cabinet will approve the draft SPD for consultation and that Council will adopt the SPD based on recommendations from the Cabinet. ⁵
Community Involvement:	Community involvement will be encouraged throughout the process, with formal consultation at the draft consultation stage.
Sustainability Appraisal:	Consultation for the Sustainability Appraisal will take place simultaneously with the production of the document.
Monitoring & Review:	The Annual Monitoring Report (AMR) will assess the extent to which this guidance is being implemented successfully. The document will be reviewed as and when required as highlighted by the AMR.

Timetable	Sustainability Appraisal Scoping Report:	October – November 2008
	Public participation on Draft Supplementary Planning Document:	January – February 2009
	Adoption and Publication:	May 2009

⁵ To be confirmed

- Title:** Local List
- Status:** SPD
- Role:** Identifies locally important buildings (non-listed buildings and other structures of architectural or historic interest, which do not enjoy the full protection of statutory listing) deemed worthy of retention.
- Geographical Area:** Authority wide
- Conformity Chain:** General conformity with the PPGs/PPSs and RSS. Linked to saved policies within the Congleton, Crewe and Nantwich and Macclesfield Local Plans.
- Produced by:** Expected to be produced by Cheshire East LDF Section.
- Resources:** Expected to be provided by Cheshire East LDF Section.
- Management Arrangements:** LDF Section Manager is expected to be responsible for the management of this document. It is expected that Cabinet will approve the draft SPD for consultation and that Council will adopt the SPD based on recommendations from the Cabinet.⁶
- Community Involvement:** Community involvement will be encouraged throughout the process, with formal consultation at the draft consultation stage.
- Sustainability Appraisal:** Consultation for the Sustainability Appraisal will take place simultaneously with the production of the document.
- Monitoring & Review:** The Annual Monitoring Report (AMR) will assess the extent to which this guidance is being implemented successfully. The document will be reviewed as and when required as highlighted by the AMR.

Timetable	Sustainability Appraisal Scoping Report:	Already Complete
	Public participation on Draft Supplementary Planning Document:	December 2008 – January 2009
	Adoption and Publication:	March 2009

⁶ To be confirmed

Title:	Heritage and Conservation
Status:	SPD
Role:	Provides detailed advice on heritage and conservation in the built environment.
Geographical Area:	Authority wide.
Conformity Chain:	General conformity with the PPGs/PPSs and RSS. Linked to saved policies within the Congleton, Crewe and Nantwich and Macclesfield Local Plans.
Produced by:	Expected to be produced by Cheshire East LDF Section
Resources:	Expected to be provided by Cheshire East LDF Section.
Management Arrangements:	LDF Section Manager is expected to be responsible for the management of this document. It is expected that Cabinet will approve the draft SPD for consultation and that Council will adopt the SPD based on recommendations from the Cabinet. ⁷
Community Involvement:	Community involvement will be encouraged throughout the process, with formal consultation at the draft consultation stage.
Sustainability Appraisal:	Consultation for the Sustainability Appraisal will take place simultaneously with the production of the document.
Monitoring & Review:	The Annual Monitoring Report (AMR) will assess the extent to which this guidance is being implemented successfully. The document will be reviewed as and when required as highlighted by the AMR.

Timetable	Sustainability Appraisal Scoping Report:	October – November 2008
	Public participation on Draft Supplementary Planning Document:	March – April 2009
	Adoption and Publication:	September 2009

⁷ To be confirmed

Title:	Smallwood Village Design Statement
Status:	SPD
Role:	Sets out design guidance within the Parish.
Geographical Area:	As defined within the SPD.
Conformity Chain:	General conformity with the PPGs/PPSs and RSS. Linked to saved policies within the Congleton Local Plan.
Produced by:	Expected to be produced by Cheshire East LDF Section
Resources:	Expected to be provided by Cheshire East LDF Section.
Management Arrangements:	LDF Section Manager is expected to be responsible for the management of this document. It is expected that Cabinet will approve the draft SPD for consultation and that Council will adopt the SPD based on recommendations from the Cabinet. ⁸
Community Involvement:	Community involvement will be encouraged throughout the process, with formal consultation at the draft consultation stage.
Sustainability Appraisal:	Consultation for the Sustainability Appraisal will take place simultaneously with the production of the document.
Monitoring & Review:	The Annual Monitoring Report (AMR) will assess the extent to which this guidance is being implemented successfully. The document will be reviewed as and when required as highlighted by the AMR.

Timetable	Sustainability Appraisal Scoping Report:	October – November 2008
	Public participation on Draft Supplementary Planning Document:	March – April 2009
	Adoption and Publication:	September 2009

⁸ To be confirmed

Title:	Prestbury
Status:	SPD
Role:	Sets out planning policy guidance within the Parish.
Geographical Area:	Prestbury Parish.
Conformity Chain:	General conformity with the PPGs/PPSs and RSS. Linked to saved policies within the Macclesfield Local Plan.
Produced by:	Expected to be produced by Cheshire East LDF Section in conjunction with Prestbury Parish Plan Group
Resources:	Expected to be provided by Cheshire East LDF Section.
Management Arrangements:	LDF Section Manager is expected to be responsible for the management of this document. It is expected that Cabinet will approve the draft SPD for consultation and that Council will adopt the SPD based on recommendations from the Cabinet. ⁹
Community Involvement:	Community involvement will be encouraged throughout the process, with formal consultation at the draft consultation stage.
Sustainability Appraisal:	Consultation for the Sustainability Appraisal will take place simultaneously with the production of the document.
Monitoring & Review:	The Annual Monitoring Report (AMR) will assess the extent to which this guidance is being implemented successfully. The document will be reviewed as and when required as highlighted by the AMR.

Timetable	Sustainability Appraisal Scoping Report:	October – November 2008
	Public participation on Draft Supplementary Planning Document:	March – April 2009
	Adoption and Publication:	September 2009

⁹ To be confirmed

Title:	Over Peover Supplementary Planning Document
Status:	SPD
Role:	Sets out planning policy guidance within the Parish.
Geographical Area:	Over Peover Parish.
Conformity Chain:	General conformity with the PPGs/PPSs and RSS. Linked to saved policies within the Macclesfield Local Plan.
Produced by:	Expected to be produced by Cheshire East LDF Section in conjunction with Over Peover Parish Plan Group
Resources:	Expected to be provided by Cheshire East LDF Section.
Management Arrangements:	LDF Section Manager is expected to be responsible for the management of this document. It is expected that Cabinet will approve the draft SPD for consultation and that Council will adopt the SPD based on recommendations from the Cabinet. ¹⁰
Community Involvement:	Community involvement will be encouraged throughout the process, with formal consultation at the draft consultation stage.
Sustainability Appraisal:	Consultation for the Sustainability Appraisal will take place simultaneously with the production of the document.
Monitoring & Review:	The Annual Monitoring Report (AMR) will assess the extent to which this guidance is being implemented successfully. The document will be reviewed as and when required as highlighted by the AMR.

Timetable	Sustainability Appraisal Scoping Report:	October – November 2008
	Public participation on Draft Supplementary Planning Document:	March – April 2009
	Adoption and Publication:	September 2009

¹⁰ To be confirmed

Title:	Open Space
Status:	SPD
Role:	Provides guidance that will lead to an appropriate level and design of open space within development.
Geographical Area:	Authority wide.
Conformity Chain:	General conformity with the PPGs/PPSs and RSS. Linked to saved policies within the Congleton, Crewe and Nantwich and Macclesfield Local Plans.
Produced by:	Expected to be produced by Cheshire East LDF Section
Resources:	Expected to be provided by Cheshire East LDF Section.
Management Arrangements:	LDF Section Manager is expected to be responsible for the management of this document. It is expected that Cabinet will approve the draft SPD for consultation and that Council will adopt the SPD based on recommendations from the Cabinet. ¹¹
Community Involvement:	Community involvement will be encouraged throughout the process, with formal consultation at the draft consultation stage.
Sustainability Appraisal:	Consultation for the Sustainability Appraisal will take place simultaneously with the production of the document.
Monitoring & Review:	The Annual Monitoring Report (AMR) will assess the extent to which this guidance is being implemented successfully. The document will be reviewed as and when required as highlighted by the AMR.

Timetable	Sustainability Appraisal Scoping Report:	December 2008 – January 2009
	Public participation on Draft Supplementary Planning Document:	May – June 2009
	Adoption and Publication:	November 2009

¹¹ To be confirmed

Title:	Congleton Town Centre
Status:	SPD
Role:	Provides the context for the future development of Alsager Town Centre.
Geographical Area:	As defined within the SPD.
Conformity Chain:	General conformity with the PPGs/PPSs and RSS. Linked to saved policies within the Congleton Local Plan.
Produced by:	Expected to be produced by Cheshire East LDF Section
Resources:	Expected to be provided by Cheshire East LDF Section.
Management Arrangements:	LDF Section Manager is expected to be responsible for the management of this document. It is expected that Cabinet will approve the draft SPD for consultation and that Council will adopt the SPD based on recommendations from the Cabinet. ¹²
Community Involvement:	Community involvement will be encouraged throughout the process, with formal consultation at the draft consultation stage.
Sustainability Appraisal:	Consultation for the Sustainability Appraisal will take place simultaneously with the production of the document.
Monitoring & Review:	The Annual Monitoring Report (AMR) will assess the extent to which this guidance is being implemented successfully. The document will be reviewed as and when required as highlighted by the AMR.

Timetable	Sustainability Appraisal Scoping Report:	September – October 2009
	Public participation on Draft Supplementary Planning Document:	February – March 2010
	Adoption and Publication:	September 2010

¹² To be confirmed

Title:	Planning Obligations
Status:	SPD
Role:	Provides guidance on the approach to negotiating planning obligations arising from development.
Geographical Area:	Authority wide.
Conformity Chain:	General conformity with the PPGs/PPSs and RSS. Linked to saved policies within the Congleton, Crewe and Nantwich and Macclesfield Local Plans.
Produced by:	Expected to be produced by Cheshire East LDF Section
Resources:	Expected to be provided by Cheshire East LDF Section.
Management Arrangements:	LDF Section Manager is expected to be responsible for the management of this document. It is expected that Cabinet will approve the draft SPD for consultation and that Council will adopt the SPD based on recommendations from the Cabinet. ¹³
Community Involvement:	Community involvement will be encouraged throughout the process, with formal consultation at the draft consultation stage.
Sustainability Appraisal:	Consultation for the Sustainability Appraisal will take place simultaneously with the production of the document.
Monitoring & Review:	The Annual Monitoring Report (AMR) will assess the extent to which this guidance is being implemented successfully. The document will be reviewed as and when required as highlighted by the AMR.

Timetable	Sustainability Appraisal Scoping Report:	November – December 2009
	Public participation on Draft Supplementary Planning Document:	March – April 2010
	Adoption and Publication:	September 2010

¹³ To be confirmed

Appendix 3: Evidence Base

	Congleton	Crewe and Nantwich	Macclesfield	Cheshire
Annual Monitoring Report	AMR Available online	AMR Available online	AMR Available online	AMR Available online
Housing Land Availability Report	June 2008 Available online	April 2007 Summary Document Available online	April 2007 Available online	N/A
Employment Land Monitoring Report	March 2007 Available online	2007 Hard copies available on request	On going process which now forms part of the Annual Monitoring Report	N/A
Employment Land Study	Drivers Jonas 2005 Available online	N/A	N/A	N/A
Housing Needs Study	David Couttie Associates 2004 and Desktop update 2006 Available online	David Couttie Associates, 2005 Available online	August 2005 Available online	N/A
Strategic Housing Market Assessment (SHMA)	N/A	N/A	April 2008 Available online	N/A
Strategic Housing Land Availability Assessment (SHLAA)	N/A	N/A	Draft May 2008 Available online	N/A
PPG17 Open Space Assessment	PMP, 2005 Summary Available online Hard copies available on request at cost.	Work has been undertaken on this assessment but is not yet complete.	March 2007 Available online	N/A

	Congleton	Crewe and Nantwich	Macclesfield	Cheshire
Sustainable Community Strategy	2007-2016 Available online	January 2006 Available online	February 2007 Available online	February 2002 Available online
Neighbourhood Renewal Strategy	N/A	2006 Available online	N/A	
Transport Studies	Study in relation to Middlewich Eastern Bypass	Saturn Model	Paramics Model	Available online Also Multi Modal Transport Model
Housing Strategy	Available online	2005 - 2008 Available online	July 2006 Available online	N/A
Homelessness Strategy	Available online	June 2003 Available online	Summer 2003 Available online	N/A
Older People's Housing Strategy	N/A	Summer 2007 Available online	March 2004 Available online	
Corporate Strategy	2008-2012 Available online	2007-2012 Available online	2004-2009 Available online	2008-2009 Available online
Strategic Flood Risk Assessment	JBA Consulting, 2007 Available online	January 2008 Available online	June 2008 Available online	September 2007 Available on line
Cheshire Town Centres Study	N/A	N/A	N/A	May 2007 Available online
Conservation Area Appraisal	Macclesfield Canal Corridor; Alsager; Astbury Available online	Nantwich Conservation Area Appraisal (May 2006) Available online	Alderley Edge; Bollington and Kerridge; Cross Town (Knutsford); Disley; Gawsworth; Heathfield Square (Knutsford); Knutsford; Legh Road (Knutsford); Macclesfield Canal Corridor; Macclesfield Town Centre;	N/A

	Congleton	Crewe and Nantwich	Macclesfield	Cheshire
			Mobberley; Prestbury. Available online	
Quality of Life Survey	N/A	N/A	N/A	2005 Available online
Cheshire Community Report	N/A	N/A	N/A	2006 Available online
Customer Satisfaction and Citizens' Panels Surveys	N/A	Available online	N/A	Annual Available on line
Cheshire Omnibus Survey Environment 2007	N/A	N/A	N/A	2007 Available on Line
Cheshire County Council Local Statistics	N/A	N/A	N/A	Available online
Housing Potential Study	2006 Available online	2001 Hard copies available on request	March 2006 Available online	N/A
Landscape Character Assessment	Chris Blandford Associates, 1999 Available online	N/A	N/A	Pan Cheshire study Draft 2008
Economic Strategy	2007-2016 Available online	2003-2006 Available online	2006 Summary Available online	N/A
Air Quality Management Area	Available online	Available online	Available online	N/A
Hierarchy of Settlements	N/A	N/A	Available online	N/A
Local Futures The State of the Borough	N/A	N/A	October 2005 Available online	N/A

	Congleton	Crewe and Nantwich	Macclesfield	Cheshire
NHS Consultations on the Future Provision of Health Services	N/A	N/A	Available online at both: www.macclesfield.gov.uk ; www.ecpct.nhs.uk	N/A
Regional Aggregate Working Party reports	N/A	N/A	N/A	Annual Available on line
Cheshire Community Survey	N/A	N/A	N/A	Annual Available on Line
Study to fill Evidence Gaps for Commercial & Industrial Waste Streams in the North West Region of England. (2 studies)	N/A	N/A	N/A	2007 Available on line
South Cheshire Sub-Regional Study				
Local Transport Plan	As County	As County	As County	July 2005 Available on line

Appendix 4: Glossary

AMR	Annual Monitoring Report	A report which is published to show how the authority is performing against all relevant targets and to show what changes may be required to the Local Development Framework (LDF).
AAP	Area Action Plan	Area Action Plans (AAPs) may be used to provide a planning framework for areas of change and areas of conservation. AAPs are a type of Development Plan Document (DPD).
CLG	Communities and Local Government	Communities and Local Government is a department of Central Government that sets policy on local government, housing, urban regeneration, planning and fire and rescue.
-	Core Strategy	This Development Plan Document (DPD) sets out the vision for the area and the primary policies for meeting that vision together with housing and employment provisions in accordance with the Regional Spatial Strategy (RSS).
-	Development Plan	The Development Plan is the statutory element of the Local Development Framework. It consists of Development Plan Documents (DPDs) and the Regional Spatial Strategy (RSS).
DPD	Development Plan Document	A Local Development Document (LDD) with significant weight in the determination of planning applications. Independent scrutiny is required before its adoption.
-	Independent Examination	All Development Plan Documents (DPDs) will be subject to independent examination by a person (the Inspector) appointed by the Secretary of State. The purpose of the examination is to determine the 'soundness' of the plan. Following the examination the Inspector will produce a report which will be binding.
LAA	Local Area Agreement	Local Area Agreements (LAAs) are made between central and local government in a local area. Their aim is to achieve local solutions that meet local needs, while also contributing to national priorities and the achievement of standards set by central government.
LDD	Local Development Document	There are two types of Local Development Document (LDD): Development Plan Documents (DPD) and

		Supplementary Planning Documents (SPD)
LDF	Local Development Framework	The Local Development Framework (LDF) will contain a portfolio of Local Development Documents (LDDs) which will provide policies for meeting the community's economic, environmental and social aims for the future of the area, where this effects the development and use of land.
LDS	Local Development Scheme	The Local Development Scheme (LDS) will set out what Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs) the Council propose to prepare over a three year period and the timetable for their production.
LSP	Local Strategic Partnership	Local Strategic Partnerships (LSPs) are bodies with representatives of the community, public, private sector and other agencies that work to encourage greater public participation in local governance by drawing together local community plans and producing an overall community strategy for each local authority area. Local Development Frameworks (LDFs) must have regard to, and should be the spatial expression of, the community strategy.
PPS	Planning Policy Statements	A series of statements issued by the Government, setting out policy on different aspects of planning. Local Planning Authorities must take their content into account in preparing their Local Development Framework (LDF).
RSS	Regional Spatial Strategy	Planning policy produced at a regional level to tackle issues of strategic importance that can be best dealt with over a larger area. The Regional Spatial Strategy (RSS) is part of the Development Plan.
SA	Sustainability Appraisal	Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) seek to inform decision-making by providing information on the potential implications of policies.
SCI	Statement of Community Involvement	The Statement of Community Involvement (SCI) will set out how the Council intends to achieve continuous community involvement in the preparation of Local Development Documents (LDDs) in their area.
SCS	Sustainable Community Strategy	A Plan or Strategy for enhancing the quality of life of the local community which each local authority has a duty to prepare under the Local Government Act 2000. The plan is developed and implemented by the Local

		Strategic Partnership.
SPD	Supplementary Planning Document	Supplementary Planning Documents (SPDs) are not subject to independent examination but the matters covered must be directly related to policy in the Development Plan Documents (DPDs).