

Strategic Planning Board

Agenda

Date: Wednesday, 30th January, 2019
Time: 10.30 am
Venue: The Capesthorne Room - Town Hall, Macclesfield SK10 1EA

Please note that members of the public are requested to check the Council's website the week the Strategic Planning Board meeting is due to take place as Officers produce updates for some or all of the applications prior to the commencement of the meeting and after the agenda has been published.

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 top of each report.

It should be noted that Part 1 items of Cheshire East Council decision meetings are audio recorded and the recordings are uploaded to the Council's website.

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

1. **Apologies for Absence**

To receive apologies for absence.

2. **Declarations of Interest/Pre Determination**

To provide an opportunity for Members and Officers to declare any disclosable pecuniary and non-pecuniary interests and for Members to declare if they have a pre-determination in respect of any item on the agenda.

3. **Minutes of the Previous Meeting** (Pages 3 - 12)

To approve the minutes of the meeting held on 19 December 2019 as a correct record.

Please Contact: Sarah Baxter on 01270 686462
E-Mail: sarah.baxter@cheshireeast.gov.uk with any apologies or request for further information
Speakingatplanning@cheshireeast.gov.uk to arrange to speak at the meeting

4. **Public Speaking**

A total period of 5 minutes is allocated for each of the planning applications for the following:

- Ward Councillors who are not members of the Strategic Planning Board
- The relevant Town/Parish Council

A period of 3 minutes is allocated for each of the planning applications for the following individuals/groups:

- Members who are not members of the Strategic Planning Board and are not the Ward Member
- Objectors
- Supporters
- Applicants

5. **17/4705C Land At Junction With Centurion Way, Holmes Chapel Road, Middlewich: Outline application for the erection of up to 370 dwellings a new church with ancillary facilities and associated parking, landscaping, public open spaces and play areas for Persimmon Homes** (Pages 13 - 40)

To consider the above application.

6. **18/2662M Land To The North Of Black Lane, Macclesfield, Cheshire: Reserved matters application for appearance, landscaping layout and scale for existing outline permission 15/5676M as amended by 18/2665M for Whateley, Cedar Invest Limited** (Pages 41 - 54)

To consider the above application.

7. **18/5582M Land North Of Glasshouse , Alderley Park, Congleton Road, Nether Alderley SK10 4TF: Full planning application for demolition of Block 156; the erection of a multi-storey car park; the creation of a mini-roundabout and other internal estate road works; landscaping and public realm; and other associated works including any necessary infrastructure for C/o Agent, Alderley Park Limited** (Pages 55 - 72)

To consider the above application.

8. **Revised Draft Local Validation Checklist for Planning Applications** (Pages 73 - 98)

To consider the above report.

9. **Adoption of the Community Infrastructure Levy (CIL)** (Pages 99 - 162)

To consider the above report.

10. **Crewe Station Hub Area Action Plan - Development Strategy** (Pages 163 - 228)

To consider the above report.

CHESHIRE EAST COUNCIL

Minutes of a meeting of the **Strategic Planning Board**
held on Wednesday, 19th December, 2018 at The Capesthorne Room - Town
Hall, Macclesfield SK10 1EA

PRESENT

Councillor G Merry (Chairman)

Councillors B Burkhill, M Deakin (Substitute), S Edgar, T Fox, P Groves,
S Hogben, J Jackson and J Macrae

OFFICERS IN ATTENDANCE

Mr J Baggaley (Nature Conservation Officer), Mr A Crowther (Major Applications-Team Leader), Ms S Dillon (Planning Lawyer), Mr A Fisher (Head of Planning Strategy), Mr P Hurdus (Highways Development Manager), Mr R Law (Principal Planning Officer), Mr D Malcolm (Head of Planning (Regulation)), Mr J Owens (Development Planning Manager), Mr P Wakefield (Principal Planning Officer) and Miss E Williams (Principal Planning Officer)

69 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors D Brown, B Roberts and J Weatherill.

70 DECLARATIONS OF INTEREST/PRE DETERMINATION

It was noted that the majority of Members had received correspondence and in respect of application 18/3245M. In addition Councillors P Groves, S Edgar and J Macrae each declared that they had received a telephone call in respect of the same application.

In the interest of openness in respect of applications 15/0016M and 18/3245M, Councillor S Hogben declared that he was a Director of ANSA who had been a consultee, however he had not made any comments nor discussed the application.

In the interest of openness in respect of application 18/3766N, Councillor S Edgar declared that he was a member of Weston and Basford Parish Council who had been a consultee.

In respect of item 11, Councillor J Macrae declared that in order to avoid bias and pre determination in respect of the Handforth village planning document he stated that he would not take part in the debate and would leave the meeting when this item was considered.

71 MINUTES OF THE PREVIOUS MEETING

RESOLVED

That the minutes of the meeting held on 21 November 2018 be approved as a correct record and signed by the Chairman.

72 PUBLIC SPEAKING

RESOLVED

That the public speaking procedure be noted.

73 18/3766N-DUALLING OF THE EXISTING 3.3KM STRETCH OF THE A500 BETWEEN JUNCTION 16 & MEREMOSS ROUNDABOUT, A500 NEWCASTLE ROAD, BARTHOMLEY FOR MR C HINDLE, CHESHIRE EAST COUNCIL

Consideration was given to the above application.

(Daniel Teasdale, representing the applicant attended the meeting and spoke in respect of the application).

RESOLVED

That the Board be minded to approve subject to the referral to the Secretary of State and the receipt of the financial off-set payment to Ecology of £32,144.86. In the event that the consented development is not implemented the payment would be returned to the applicant.

And subject to the following conditions:-

1. Time limit
2. Plans
3. Materials
4. Drainage strategy
5. Contaminated land
6. Remediation strategy
7. Verification report
8. Ongoing contamination
9. Foundation Design / Piling
10. Management scheme of the PROW
11. Landscaping scheme provided
12. Landscaping scheme implementation
13. Tree Protection measures
14. Retention of existing trees/shrubs
15. Detailed tree felling / pruning specification
16. Programme of archaeological work
17. The provision and management of proposed compensatory habitat creation Englesea Brook and Barthomley Brook
18. 30 year landscape and ecological management plan

19. Full design and construction details of any required improvements to M6 junction 16
20. Carried out in accordance with the Flood Risk Assessment
21. Construction Management Plan to include temporary “unsuitable for HGV” signage at Snape Lane, Radway Green Road and Main Road
22. Liaison Committee with Parishes to be established for construction phase

74 15/0016M-DEMOLITION OF EXISTING BUILDINGS AND CONSTRUCTION OF 14 DETACHED FAMILY DWELLINGS WITH ASSOCIATED HARD AND SOFT LANDSCAPING, LINDOW MOSS PETE FARM , MOOR LANE, WILMSLOW FOR MR BOND AND ROWLAND

Consideration was given to the above application.

(Councillor E Brooks, the Ward Councillor, Stuart Nixon, representing Saltersley Common Preservation Society, an objector, John Handley, representing Transition Wilmslow, a supporter and Alistair Yates, the agent for the applicant attended the meeting and spoke in respect of the application).

RESOLVED

That the Board be minded to approve subject to the completion of a Section 106 Agreement securing the following:-

- Affordable housing contribution of £300,000 on commencement of development
- Restraint on commencement of development until the Council has approved a scheme of measures to secure the twenty year aftercare scheme approved under application 15/0064M including:-
 - Mutually compatible phasing of the aftercare plan and the housing;
 - Reservation of private access rights through the housing development to the land behind;
 - Financial bond guaranteeing implementation of the aftercare scheme to the value of £254,000;
 - Implementation of the scheme
- Written notice of development
- Restraint of commencement of the housing development until planning permission 15/0064 has commenced
- Overage review of interim and final costings of the development, applying any surplus towards local education provision up to £32,685.38.

And subject to the following conditions:-

1. - Commencement of development (3 years)
2. - Development in accord with approved plans
3. - Materials as application
4. - Removal of permitted development rights
5. - Tree retention
6. - Tree protection
7. - Landscaping - submission of details to include under-planting of woodland to north
8. - Landscaping (implementation)
9. - Details of any required Pile Driving to be submitted
10. - Details of ground levels to be submitted
11. - Obscure glazing requirement
12. - Implementation of noise mitigation measures
13. - Scheme to minimise dust emissions arising from demolition / construction activities to be submitted
14. - Travel plan to be submitted
15. - Electric vehicle infrastructure to be provided
16. - Contaminated land Phase I report to be submitted
17. - Scheme of supervision for the approved arboricultural protection measures to be submitted
18. - Development to be carried out in accordance with the recommendation made by the submitted Bat Survey report
19. - Updated badger survey to be submitted
20. - Nesting birds survey to be submitted
21. - Scheme for the incorporation of features into the development suitable for use by breeding birds including house sparrow and roosting bats to be submitted
22. - Details of sustainable design features to be submitted
23. - Written scheme of archaeological investigation to be submitted
24. - Foul and surface water shall be drained on separate systems
25. - Surface water drainage details to be submitted
26. Scheme submitted/approved/implemented for removal of Knotweed and Himalayan Balsam

In the event of any changes being needed to the wording of the Board's decision (such as to delete, vary or add conditions / informatives / planning obligations or reasons for approval/refusal) prior to the decision being issued, the Head of Planning (Regulation) has delegated authority to do so in consultation with the Chairman of the Strategic Planning Board, provided that the changes do not exceed the substantive nature of the Board's decision.

(This application was considered after application 15/0064M. The Meeting was adjourned for lunch from 2.50pm until 3.10pm).

75 15/0064M-VARIATION OF CONDITIONS OF PLANNING PERMISSION 5/97/0758P FOR RESTORATION OF PEAT EXTRACTION SITE, PEAT FARM, MOOR LANE, WILMSLOW FOR MESSRS BOND & ROWLAND

Consideration was given to the above application.

(Councillor E Brooks, the Ward Councillor, Town Councillor Christopher Dodson, representing Wilmslow Town Council, Stuart Nixon, representing Saltersley Common Preservation Society, an objector, John Handley, representing Transition Wilmslow, a supporter and Ben Malin, the agent for the applicant attended the meeting and spoke in respect of the application).

RESOLVED

That the application be approved subject to the completion of a Section 106 Agreement securing the following:-

- Written notification of commencement of development
- Following completion of restoration works, each restored compartment shall be subject to 20 years aftercare comprising of five years statutory period and an additional fifteen year period

And subject to the following conditions:-

- (1) following implementation, no further commercial peat extraction to take place
- (2) submission of bird hazard risk assessment and management plan within 6 weeks of implementation
- (3) written notification of implementation
- (4) development in accordance with approved documents including the restoration scheme version 4
- (5) submission of detailed compartment specific restoration scheme in accordance with the timescales set out in the restoration Scheme version 4
- (6) written approval from the MPA of each restored compartment
- (7) submission of detailed management and aftercare plan six months prior to each compartment being restored
- (8) continuation of groundwater monitoring through restoration and aftercare and additional monitoring points where necessary
- (9) periodic bund top level surveys
- (10) comply with HGV route scheme
- (11) hours of operation
- (12) vehicular access from Moor Lane only
- (13) sheeting of vehicles
- (14) restrictions on number of HGV movements
- (15) records of HGV movements
- (16) no materials imported other than for restoration purposes
- (17) no disturbance or removal of sand
- (18) no burning of material
- (19) pollution control for stored substances
- (20) height restrictions on stockpiled material
- (21) machinery and vehicles properly silenced
- (22) noise level limits
- (23) best practicable means to control dust

- (24) archaeological recording and access for archaeologists
- (25) five year aftercare
- (26) water vole management scheme
- (27) detailed plans for parking area
- (28) Liaison Committee to be provided in accordance with a submitted scheme/schedule

In the event of any changes being needed to the wording of the Board's decision (such as to delete, vary or add conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Head of Planning (Regulation) has delegated authority to do so in consultation with the Chairman/Vice Chairman of the Strategic Planning Board, provided that the changes do not exceed the substantive nature of the Board's decision.

(This application was considered prior to application 15/0016M. The meeting was adjourned for a short break).

76 18/3245M-OUTLINE PLANNING APPLICATION WITH ALL MATTERS RESERVED EXCEPT ACCESS FOR RESIDENTIAL DEVELOPMENT OF UP TO 330 DWELLINGS, A SITE FOR A COMMUNITY BUILDING, PUBLIC OPEN SPACE INCLUDING A CHILDRENS PLAY AREA AND ALLOTMENTS, ASSOCIATED DEMOLITION AND INFRASTRUCTURE, LAND AT, GAW END LANE, LYME GREEN FOR MISS LUCY ATKINS, BOVIS HOMES AND HENSHAW'S FARMING LLP

Consideration was given to the above application.

(Councillor H Gaddum, the Ward Councillor, Pater Yates, representing Sutton Parish Council and Andrew Wintersgill, representing the applicant attended the meeting and spoke in respect of the application).

RESOLVED

That for the reasons set out in the report the application be approved subject to the completion of a Section 106 Agreement securing the following:-

S106	Amount	Triggers
Affordable Housing	30% (65% Affordable Rent / 35% Intermediate)	In accordance with phasing plan. No more than 80% open market occupied prior to affordable provision in each phase.
Education	Primary £672,470 Secondary £800,792 SEN £182,000 (Macclesfield Academy or	50% Prior to first occupation 50% at occupation of 51st dwelling

	new school)	
Health	£332, 640 (Waters Green Medical Centre / development of additional primary care premises within Macclesfield) (average – based on occupancy)	50% Prior to first occupation 50% at occupation of 51st dwelling
Indoor recreation	£58,500 (Macclesfield Leisure Centre)	Prior to first occupation
Recreation Open Space	(£1000 per market dwelling and £500 per 1 / 2 bed market apartment) (Key Centre at Congleton Road Playing Fields to help deliver a 3G pitch, improve and reorganise retained grass pitches and provide a new pavilion with changing, community room and health and fitness offer)	On occupation of 51st dwelling
Public Open Space	Private Management Company for Allotments <u>and</u> other Areas of Open Space <u>or</u> transferred to the Council. Provision of a LEAP on site Provision of commuted sum in lieu of LAP towards Robin Lane Play Area (£75 per sqm of shortfall in on site provision) or provision of LAP on site	On first occupation On occupation of 51st dwelling
Highways Contribution	£2,200 per unit (towards infrastructure improvements in the Macclesfield Movement Strategy)	On commencement of development

And subject to the following conditions:-

1. Standard Outline Time limit – 3 years
2. Submission of Reserved Matters
3. Development to be limited to a maximum of 310 units

4. Access to be constructed in accordance with approved plan prior to first occupation
5. Toucan crossing on London Road to be provided prior to first occupation
6. Reserved matters application/s to include the provision of a buffer and / or bund round the perimeter of Lyme Green Depot
7. Accordance with submitted Travel Plan
8. Provision of electric vehicle infrastructure (charging points) at each property with private off road parking prior to first occupation
9. Construction Environmental Management Plan submitted, approved and implemented
10. Scheme of Piling works to be submitted, approved and implemented
11. Submission of a Phase II contaminated land survey
12. Remediation of contaminated land
13. Submission of soil verification report prior to first occupation of units to which they relate
14. Dust control scheme to be submitted, approved and implemented
15. Development to be carried out in accordance with submitted Flood Risk Assessment
16. Scheme of foul and surface water drainage to be submitted, approved and implemented. Foul and surface water drainage shall be connected on separate systems
17. Submission of a detailed drainage strategy / design, associated management / maintenance plan
18. Reserved matters application to be supported by structural information should any works be carried out within 15 metres of the canal side
19. Accordance with submitted Ecological Assessments
20. Reserved matters application/s to be supported by a strategy for the incorporation of features to enhance the biodiversity value of the proposed development (in accordance with outline) and to mitigate and compensate for any adverse effects arising from the development.
21. Long term habitat management plan to be submitted, approved and implemented
22. Reserved matters shall include the retention of wet woodland at Target Note 9
23. Reserved matters shall include details of the provision of marshy drainage feature for Snipe
24. Reserved matters application to be supported by an updated Badger Survey, and Bat and Barn Owl Survey
25. Submission and approval of a written scheme of investigation for the implementation of a programme of archaeological work
26. The drainage scheme must not discharge any water from the road network or parking area in any new or retained ponds or the existing ditch network
27. Noise survey and mitigation scheme to be submitted with the application/s for reserved matters

28. Detailed lighting scheme to be submitted in support any future reserved matters application
29. Reserved matters to be supported by detailed finished ground and floor levels
30. Nesting Birds Survey to be carried if works are to be carried out during the bird breeding season
31. Proposals for the incorporation of features into the scheme suitable for use by nesting birds to be submitted, approved and implemented
32. Reserved matters application to be supported by an updated Arboricultural Impact Assessment, Tree Protection Plan and Method Statement
33. Reserved matters to include a signage scheme directing users to local cycle and footpath routes
34. Details of boundary treatments to submitted with reserved matters (including detail of treatment with Rayswood nature Reserve)
35. Two lane exit from access to London Road
36. Reserved Matters to include access to adjacent site
37. Reserved Matters to include footpath links and access to POS

In the event of any changes being needed to the wording of the Board decision (such as to delete, vary or add conditions / informatives / planning obligations or reasons for approval/refusal) prior to the decision being issued, the Head of Planning (Regulation) delegated authority to do so in consultation with the Chairman of the Strategic Planning Board, provided that the changes do not exceed the substantive nature of the Board's decision.

(Councillor S Hogben left the meeting and did not return).

77 CHESHIRE EAST PLANNING STATEMENT OF COMMUNITY INVOLVEMENT - CONSULTATION RESPONSES

Consideration was given the consultation responses in respect of the Cheshire East Planning Statement of Community Involvement.

RESOLVED

That the Housing, Planning and Regeneration Portfolio Holder be recommended to approve the Statement of Community Involvement December 2018 attached at Appendix 2.

78 DRAFT BROOKS LANE (MIDDLEWICH) MASTERPLAN, SUPPLEMENTARY PLANNING DOCUMENT

Consideration was given to the Draft Brooks Lane (Middlewich) Masterplan, Supplementary Planning Document.

RESOLVED

That the Housing, Planning and Regeneration Portfolio Holder be recommended to approve the publication of:

- i. the Draft Brooks Lane Development Framework Supplementary Planning Document (Appendix 1) for six weeks of public consultation, and
- ii. its associated Strategic Environmental Assessment and Habitats Regulations Screening Report (Appendix 2).

(Prior to consideration of the following item, Councillors J Macrae and J Jackson left the meeting and did not return).

79 SUPPLEMENTARY PLANNING DOCUMENT - THE GARDEN VILLAGE AT HANDFORTH

Consideration was given to the Supplementary Planning Document-The Garden Village at Handforth.

RESOLVED

That the Housing, Planning and Regeneration Portfolio Holder be recommended to approve the finalised Garden Village SPD as attached at Appendix 2.

The meeting commenced at 10.30 am and concluded at 5.24 pm

Councillor G Merry (Chairman)

Application No: 17/4705C

Location: Land At Junction With Centurion Way, HOLMES CHAPEL ROAD, MIDDLEWICH

Proposal: Outline application for the erection of up to 370 dwellings a new church with ancillary facilities and associated parking, landscaping, public open spaces and play areas

Applicant: Persimmon Homes

Expiry Date: 30-Jan-2019

SUMMARY

On 27th July the Council adopted the Cheshire East Local Plan Strategy therefore the Council have demonstrated that they have a 5 year supply of deliverable housing sites.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that “where in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material consideration indicates otherwise.” The National Planning Policy Framework, which is the Secretary of State’s guidance, also advises Councils as to how planning decisions should be made. The ‘presumption in favour of sustainable development’ at paragraph 14 of the NPPF means “approving development proposals that accord with the development plan without delay”

The proposal would be contrary to Policy PG6 of the CELPS and Policy PS8 of the Congleton Borough Local Plan as it is not listed as an appropriate form of development in the open countryside and therefore represents a departure from the adopted Local Plan. Cheshire East can also demonstrate a 5 year supply of deliverable housing sites.

The benefits of the proposal would be the provision of open market housing and affordable housing, Public Open Space/community benefit and the economic benefits during construction.

The development would have a neutral impact upon, education, medical capacity, highway safety, ecology, trees, flooding, living conditions, air quality and contaminated land.

The dis-benefits would be the loss of open countryside/landscape harm and the loss of Agricultural Land.

Applying the tests within paragraph 11 it is not considered that the benefits outweigh the dis-benefits. As such, on balance, it is considered that the development does not

constitute sustainable development and should therefore be refused.

RECOMMENDATION

REFUSE

PROPOSAL

The proposal seeks outline application for the erection of up to 370 dwellings a new church with ancillary facilities and associated parking, landscaping, public open spaces and play areas.

Access is being applied for but all other matters of appearance, layout, landscaping and scale are reserved.

An indicative plan has been provided to show one way in which the site could be developed. This shows most of the housing being sited in the Cheshire West boundary with x11 dwellings, x2 apartment blocks, church and public open space in the form of a new park being sited within the Cheshire East boundary.

JURISTITION

This is a cross boundary application which crosses land within the boundaries of both Cheshire East & Cheshire West Council.

The land in Cheshire East equates to 13% of the site with the remaining 87% being in Cheshire East. The hatched white line below shows the boundary.

The applications are being dealt with separately by each Local Authority with Cheshire West Planning Committee due to consider their application in early February.



SITE DESCRIPTION

The application site comprises a parcel of land sited just off the junction of Centurian Way and Holmes Chapel Road. It is located in the Open Countryside as per the Local Plan.

The area consists of predominantly residential properties to the south and west, with open land to the north and east. Some commercial premises are also located to the south-east.

There are no significant variation in land levels noted across the site, which largely enclosed by 2-3m high planting.

RELEVANT HISTORY

16/3334S – Screening Opinion for mixed use development consisting of church/community, commercial uses (to be defined), up to 500 houses and associated open space – Environmental Impact Assessment Required

ADOPTED PLANNING POLICY

Development Plan

The Development Plan for this area comprises of the Cheshire East Local Plan Strategy (CELPS) and the Congleton Borough Local Plan First Review 2005.

Cheshire East Local Plan Strategy (CELPS):

MP1 – Presumption in Favour of Sustainable Development
SD1 – Sustainable Development in Cheshire East
SD2 – Sustainable Development Principles
SE1 – Design
SE2 – Efficient Use of Land
SE3 – Biodiversity and Geodiversity
SE4 – The Landscape
SE5 – Trees, Hedgerows and Woodland
SE6 – Green Infrastructure
SE7 – The Historic Environment
SE9 – Energy Efficient Development,
SE12 – Pollution, Land Contamination and Land Instability
SE13 – Flood Risk and Water Management
PG1 – Overall Development Strategy
PG2 – Settlement Hierarchy
PG6 – Open Countryside
PG7 – Spatial Distribution
SC4 – Residential Mix
IN2 – Developer Contributions
CO1 – Sustainable Travel and Transport
CO4 – Travel Plans and Transport Assessments
SC5 – Affordable Homes
IN1 – Infrastructure
IN2 – Developer Contributions
SC1 – Leisure and Recreation

Congleton Borough Local Plan First Review 2005 saved policies:

PS8 - Open Countryside
NR4 - Non-statutory sites
GR6 - Amenity and Health
GR7 - Amenity and Health
GR9 - Accessibility, servicing and provision of parking
GR14 - Cycling Measures
GR15 - Pedestrian Measures
GR16 - Footpaths Bridleway and Cycleway Networks
GR17 - Car parking
GR18 - Traffic Generation
NR3 - Habitats
NR5 – Habitats

Middlewich Neighbourhood Plan (MNP)

The Middlewich Neighbourhood Plan (MNP) is at regulation 17 stage examination and therefore should be given moderate weight.

Policy TC6: Locations Outside the Town Centre
Policy DH1: General Principles

Policy DH2: Sustainable Design
Policy DH5: Special Blue and Green Routes and Encouraging Walking and Cycling
Policy H1: Housing Strategy
Policy H2: House Types
Policy T1: Middlewich Eastern Bypass
Policy T2: Car Parking
Policy E4: Tourism and Visitors
Policy ECHW5: Open Spaces
Policy ECHW6: Protecting Local Biodiversity

National Planning Policy Framework (NPPF)

The relevant paragraphs include;

11. Presumption in favour of sustainable development.
59. Delivering a Sufficient Supply of Homes
124-132. Achieving well-designed places

Other Considerations

The EC Habitats Directive 1992
Conservation of Habitats & Species Regulations 2010
Circular 6/2005 - Biodiversity and Geological Conservation - Statutory Obligations and Their Impact within the Planning System
National Planning Practice Guidance

CONSULTATIONS

CEC Head of Strategic Infrastructure (Highways) – No objection subject to condition requiring a pedestrian crossing, bus stop and travel plan and preventing occupancy prior to the opening of the completed Middlewich Eastern Bypass. Also require the following contributions:

- £2,003,180 towards the provision of Middlewich Eastern Bypass secured via way of a S106 agreement.
- A travel plan monitoring fee of £5,000, secured via way of a section 106 agreement

CEC Environmental Protection – No objections, subject to a number of conditions/informatives including; piling, dust, travel plan, electric vehicle charging points and contaminated land

CEC Flood Risk – No comments received at the time of writing the report

CEC Education – No objection subject to contribution of £1,080,848 towards secondary and SEN schools

CEC Open Space (ANSA) – No objection subject to providing 40m² per family unit each of children's play, Amenity Green Space (AGS) and Green Infrastructure (GI) Connectivity and contribution of £50,000 towards indoor sport & £1,500 per family home and £750 per bed space in apartments for outdoor sport

CEC Housing – No objection subject to providing 30% affordable housing provision

CEC Public Rights of Way (PROW) – No objection subject to condition requiring a scheme of signage for pedestrians and cyclists

Historic England – No objection subject to additional screening

Natural England – No objection

United Utilities – No objections subject to conditions regarding foul and surface water drainage and surface water drainage scheme

South Cheshire Clinical Commissioning Group (NHS) – Request a contribution of £424,584 to support the development of Oaklands Medical Practice & Waters Edge Medical Practice

Cheshire Brine – Outside the consultation zone so no comments to make

Archaeology – No objection subject to condition requiring a staged programme of archaeological mitigation

Sproston Parish Council

Any development on this site will impact on the already heavily congested A54 carrying almost 20,000 vehicle movements a day with a very large proportion being HGV's Class 1 traffic going back and forth from Junction 18 off the M6, traffic regularly queues back past the Fox and Hounds Public House and with the 'Waste Handling Plant' in Middlewich now in operation this is also impacting on traffic on the A54 through Sproston, not to mention the very large industrial development in Winsford and still the possibility of the landfill site going ahead with planning permission already granted.

Sproston Parish Council and its residents are also very concerned regarding the air quality of people living alongside this road who are being subjected to noise and vibration and the fumes from stationary traffic especially in the light of recent government health findings regarding diesel pollution on congested roads.

The infrastructure in and around Middlewich is at breaking point, hundreds of houses are being erected in Warmington Lane all relying on services in Middlewich. This application will only add to the chaos

Middlewich Town Council

(i) The site is not within either the Cheshire East Local Plan or the Cheshire West Local Plan. This is therefore contrary to the National Planning Policy Framework which does not change the statutory status of the development plan as the starting point for decision making. The NPPF states that proposed development that conflicts with the Local Plan should be refused unless other material considerations indicate otherwise.

(ii) The proposed development is contrary to PG6 in that it will not retain a suitable green gap between Middlewich and Sproston and is not covered by any of the exceptions. The Town Council supports the statement within PG6 that the retention of gaps between settlements is important, in order to maintain the definition and separation of existing communities and the individual characters of such settlements.

(iii) The level of residential development proposed will have a severely detrimental impact on the local highways, which already experience congestion. Middlewich has poor public transport provision and transport problems will be exacerbated by the proposed additional housing.

(iv) The proposal will put increased pressure on existing services such as GP practices and dental practices; as well as on schools and SEN provision.

(v) The Council notes at this stage there is no reference to open space or a contribution towards a by-pass for Middlewich.

Ward Councillor – No comments received at the time of writing the report

REPRESENTATIONS

Letters of objection received 181 regarding the following:

- Pressure of existing infrastructure (doctors, shops)
- Church would be used as conference facility
- Roads already at capacity and proposal would make this worse
- Traffic issues/increase/highway safety concerns
- Impact on air quality / noise / vibration
- No need for church
- Loss of open countryside / contrary to policy
- Council has a 5 year housing land supply and does not need this housing to meet the quota
- Harm to listed building Kinder Hall & Scheduled Ancient Monument
- No justification for the church
- Contributions put forward are not sufficient
- Not enough residents consulted
- Harm to the landscape
- Harm to wildlife
- Impact on broadband signal
- Houses will likely be leasehold
- Light pollution
- No pavements for future users
- No consultation with Jodrell Bank
- Mining risk assessment required
- No safe routes to schools
- Cheshire West will get the Council Tax benefits not Cheshire East
- Impact on archaeology
- Harm to rural character of the area
- Land allocated for future development is on land not owned by the applicant
- Development should not be considered until the bypass has been built
- Cheshire East and Cheshire West websites show different amounts of information for the same scheme

APPRAISAL

Principle of Development

Housing

The site lies largely in the Open Countryside as designated by the Adopted Cheshire East Local Plan, where policy PG6 states that within the Open Countryside only development that is essential for the purposes of agriculture, forestry, outdoor recreation, public infrastructure, essential works undertaken by public service authorities or statutory undertakers, or for other uses appropriate to a rural area will be permitted. Exceptions may be made where there is the opportunity for limited infilling in villages; the infill of a small gap with one or two dwellings in an otherwise built up frontage elsewhere, re-use of existing rural buildings, replacement buildings, extensions to dwellings, re-development of previously developed sites, essential for preservation of a heritage asset, affordable housing or where the dwelling is exceptional in design and sustainable development terms.

The proposed housing development would not fall within any of the categories of exception to the restrictive policy relating to development within the open countryside. As a result, it constitutes a “departure” from the development plan and there is a presumption against the proposal, under the provisions of sec.38(6) of the Planning and Compulsory Purchase Act 2004 which states that planning applications and appeals must be determined *“in accordance with the plan unless material considerations indicate otherwise”*.

The issue in question is whether there are other material considerations associated with this proposal, which are a sufficient material consideration to outweigh the policy objection.

Church

The church building would also not fall into any of the categories or exceptions listed in PG6. Whilst it would see the existing church building replaced, this would not be on the same site nor has any detail been provided in which to compare the size of the existing building to assess if the replacement would be materially larger than the one it replaces.

Similarly it is also questionable whether or not a church could be considered to constitute essential for the purposes of public infrastructure. Unfortunately there is no definition of what constitutes public infrastructure in the local plan whilst there is a definition of what constitutes infrastructure, a church is not listed here. Notwithstanding whether or not a church could be considered to constitute public infrastructure, the proposal fails to justify why the replacement church is considered essential for the purposes of public infrastructure as no detail has been given to advise whether or not any other sites have been considered and why these sites were not considered suitable. The Council would have expected that a list of sites would have been provided and evaluated accordingly with priority given to sites in the settlement boundary.

The only justification provided relates to the need for the a replacement church due to the existing church only being on a short lease, the site being submitted for housing and the suitability of the existing site and building. However this only justifies a need for a replacement building and does not justify the proposed location on this site in open countryside.

Housing Land Supply

The Cheshire East Local Plan Strategy was adopted on the 27th July 2017 and forms part of the statutory development plan. The plan sets out the overall strategy for the pattern, scale and quality of development, and makes sufficient provision for housing (36,000 new dwellings over the plan period, equating to 1,800 dwellings per annum) in order to meet the objectively assessed needs of the area.

Planning law requires that applications for planning permission be determined in accordance with the development plan. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted.

The National Planning Policy Framework (NPPF) identifies the circumstances in which relevant development plan policies should be considered out-of-date. These are:

- Where a local planning authority cannot demonstrate a five year supply of deliverable housing sites (with appropriate buffer) or:
- Where the Housing Delivery Test Result indicates that the delivery of housing was substantially below 25% of housing required over the previous three years. This result will be published in November by the Ministry of Housing, Communities and Local Government (MHCLG).

In accordance with the NPPF, the council produces an annual update of housing delivery and housing land supply. The council's most recent Housing Monitoring Update (base date 31 March 2018) was published on the 6th November 2018. The report confirms:

- A five year housing requirement of 12,630 net additional dwellings. This includes an adjustment to address historic shortfalls in delivery and the application of an appropriate buffer.
- A deliverable five year housing land supply of 7.2 years (18,250 dwellings).
- Housing delivery over the previous three years (5,556 dwellings) has exceeded both the Cheshire East adopted housing requirement (5,400 dwellings) and the Local Housing Need figure (3,100 dwellings).

Relevant policies concerning the supply of housing should therefore be considered up-to-date and consequently the 'tilted balance' at paragraph 11 of the NPPF is not engaged.

SOCIAL SUSTAINABILITY

Housing Mix

Paragraph 61 of the Framework states that 'the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes'.

Policy SC4 of the submission version of the Local Plan requires that developments provide an appropriate mix of housing (however this does not specify a mix). This is echoed within the SNP Policies H3 (Housing Mix and Type) which states that housing should be designed to provide a mix of houses to meet identified need (e.g. affordable housing, starter homes and provision for housing an ageing population) and Policy H4 (Housing and an Ageing Population) which states that developments will be supported that provide suitable, accessible houses.

The exact mix of properties will be determined at reserved matters stage. However, the planning statement advises that housing will comprise of 1-4 bedroom dwelling either detached, semi-detached or mews style properties.

A condition could therefore be imposed to secure a mix of house types at the reserved matters stage.

Affordable Housing

This is a full application for up to 370 dwellings and there is a requirement for 30% of dwellings to be provided as affordable dwellings. In order to meet the Council's Policy on Affordable Housing there is a requirement for 111 dwellings to be provided as affordable dwellings.

The SHMA 2013 shows the majority of the demand in Middlewich is for 26x 1 bedroom, 22x 2 bedroom, 8x 3 bedroom General Needs dwellings. The SHMA is also showing a requirement for 4x 1 bedroom and 4x 2 bedroom dwellings for Older Persons. These can be via Bungalows, Flats, Cottage Style Flats or Lifetime Homes.

The current number of those on the Cheshire Homechoice waiting list with Middlewich as their first choice is 272. This can be broken down to 66x 1 bedroom, 114x 2 bedroom, 77x 3 bedroom, 14x 4 bedroom and 1x 5 bedroom dwellings.

The Cheshire East part of the site is the bottom area that has the roundabout and Centurion Way and Holmes Chapel Road to each side of the site. This is shown on the Illustrative Master Plan as being the car park for the Church with housing on the Border with Chester West and Chester Council land. If this housing is to be above 15 dwellings or the area is larger than 0.4 Hectares, the Council would require 30% of the dwellings to be Affordable Housing. This 30% would be split to 65% Affordable/Social Rent and 35% Intermediate Tenure such as Shared Ownership or Shared Equity. Across both sites 111 affordable units should be provided with of those 72 units being provided as Affordable/Social rent and 39 units as Intermediate tenure.

The exact mix and location of the affordable dwellings can be detailed in the Reserved Matters application.

The affordable housing provision would be secured as part of a S106 Agreement.

Open Space

POS evidence

The Open Space Survey identifies the lack of accessible amenity greenspace especially in the North West of Middlewich going beyond 5 – 10 walking threshold. Formal children's play facilities also fall short at 0.49 ha per 1000 population giving and overall shortage in Middlewich of 6.5ha.

An assessment of existing public Open Space within 800m of the site has identified a deficit in both amenity green space and children's play provision. In addition to the aforementioned land typologies (in line with Table 13.1 contained within the CELP) Green Infrastructure Connectivity is also required along with allotment provision.

POS contribution

The development creates the need for 24,050sqm of Public Open Space (POS). The area being provided on site is 71,200sqm, however only 3,800sqm is identified as formal POS the remainder being

buffer planting, soft verge, visibility splays and SUD's mitigation. Amenity greenspace must be functional, varied and flexible space, to serve the current and future needs of the community that it serves. Therefore, amenity greenspace should be a minimum width of 40m. Areas/buffers of less than 40m wide will not be considered amenity greenspace. A "proportion" of the overall Green Infrastructure (G.I.) could be accepted as G.I. Connectivity and buffer planting to protect Kinderton Hall shown on the Parameters Masterplan to the North West of the site lends itself to a community orchard this could be accepted in lieu of the allotment provision, but there is still a requirement for a minimum of 14,800sqm formal/informal recreational land including formal play. This application appears to fall far short of this requirement.

There is a lack of formal play facilities, only one small area identified for formal play lies between parcel 3 and 4 shown on the Parameters Masterplan. This would be accepted as a combined LAP/LEAP with sufficient buffers in line with Fields in Trust but a large NEAP catering for all ages located as central as possible for both sides of Byley Lane should also be provided. The NEAP should be a minimum 1000sq.m with addition amenity greenspace adjacent for informal games, should be designed to European and Fields in Trust standards taking note of a 30m buffer zone embracing the DDA inclusive ethos.

Indoor sport evidence

The Indoor Built Facility Strategy has identified that any existing shortfalls Middlewich should look to focus on improvement of provision at Middlewich Leisure Centre as set out in the attached Strategy (pages 43). Whilst new developments should not be required to address an existing shortfall of provision, they should ensure that this situation is not worsened by ensuring that it fully addresses its own impact in terms of the additional demand for indoor leisure provision that it directly gives rise to. Furthermore, whilst the strategy acknowledges that the increased demand is not sufficient to require substantial indoor facility investment through capital build there is currently a need to improve the quality and number of health and fitness stations at Middlewich Leisure Centre to accommodate localised demand for indoor physical activity.

Indoor sport contribution

- 370 houses at 1.61 people per residence = a population increase of 596. The calculation below has been based on 370 units, this would change if Cheshire East were only allocated a pro rata contribution
- The annual Sport England Active People Survey Results for 2016 showed 42.7% participation rate for Cheshire East. = 250 additional "active population" due to the new development in Wilmslow
- Based on an industry average of 25 users per piece of health & fitness equipment this equates to an additional ten (10) stations equivalent. Requirement for – x4 running machines (£6,500 per treadmill) , x 4 spin bikes (£4,500 per bike) and x 2 resistance / weight pieces (£3,000 per piece). Total £50,000

Outdoor sport evidence

The Playing Pitch Strategy identifies that Sutton Lane playing fields requirement to be upgraded to sustain the pitches for current and increased future use. Whilst new developments should not be required to address an existing shortfall of provision, they should ensure that this situation is not worsened by ensuring that it fully addresses its own impact in terms of the additional demand. This site has also been identified as a potential for a community hub.

Outdoor sport contribution

There is a requirement for Recreation and Outdoor Sport contributions. This should be calculated at £1,500 per family home and £750 per bed space in apartments.

Policy IN 2 allows for ongoing revenue costs. If members are minded to accept the application they may wish to request a com sum for the ongoing maintenance of the upgraded facilities. This will be based on actual life costs over 25 years based on current Policy.

The concerns of the open space officer are noted and these features can be conditioned to secure the details at the reserved matters stage.

Education

A development of up to 370 dwellings is forecast to generate 68 primary children, 55 secondary children and 4 Special Educational Needs children

The details of this forecast are contained within the table below:

To alleviate forecast pressures, the following contributions would be required:

$55 \times £17,959 \times 0.91 = £898,848$ (secondary)

$4 \times £50,000 \times 0.91 = £182,000$ (SEN)

Total education contribution: £1,080,848

As such there is a requirement for a contribution from this development towards secondary school and the sum of £1,080,848 will be secured as part of a S106 Agreement.

Any requested contributions could be secured by way of section 106 agreement.

Health

The South Cheshire Commissioning Group (SCCG) have devolved powers to act on behalf of the NHS. In this instance they have requested a contribution of £261,900 to support the development of Oaklands Medical Practice & Waters Edge Medical Practice

Having considered the contents of the response from the SCCG, officers are satisfied that the requested contribution of £424,584 is CIL compliant. This is because the NHS plan is at an advanced stage. The comments from the SCCG also provides calculations of how the requested contribution was derived and a specific scheme has been noted as to where the money will be spent which is to support the existing medical practice.

As a result the contribution is considered to be both reasonable and necessary and should be secured by way of section 106.

Location of the site

Both policies SD1 and SD2 of the CELPS refer to supporting development in sustainable locations. Within the justification text of Policy SD2 is a sustainable development location checklist.

In this instance the design and access statement has done a brief appraisal of the location in terms of sustainability. This concludes that a range of local services and facilities can be found within close proximity of the site in Middlewich.

As a result it is considered that the site would be locationally sustainable.

ENVIRONMENTAL SUSTAINABILITY

Residential Amenity

The main residential properties affected by this development are properties on Centurion Way to the south and properties off Byley Lane to the east.

The illustrative site plan suggests that the proposed properties would provide in excess of the required 13m and 21m interface distances to existing residential properties.

Environmental Protection have also raised no objections subject to conditions regarding piling, dust, travel plan, electric vehicle charging points and contaminated land.

The plan also suggests that all plots would provide in excess of the recommended 50sqm minimum garden area as per the Supplementary Planning Guidance on residential development.

As a result the layout suggests that the proposal could be provided without significant harm to living conditions of neighbouring properties. In any event, the final layout would be determined at reserved matters stage.

Highways

Site description and current application proposal

The site is being served by vehicular accesses from a new roundabout on Byley Lane. A secondary vehicular access is proposed from the south side of Byley Lane to serve the church and approx. 85 dwellings. Pedestrian access will be taken from Holmes Chapel Road and Centurion Way for the southern site and Byley Lane for the northern portion of the site.

The site and its transportation impacts straddle the Cheshire East and Cheshire West and Chester (CWaC) administrative boundaries. As the site access falls within Cheshire West and Chester Council's jurisdiction their engineers will assess the suitability of the proposed vehicular access arrangements along with the traffic impact at the A530/B5309 junction which again falls within CWaC. Cheshire East Council will be assessing the transport impact of the development on Cheshire East's highway network.

The proposed internal layout is considered to be indicative at this stage and will be considered, in conjunction with CWaC, on the submission of a reserved matters application.

Sustainable access

The site is approximately 1200m from Middlewich town centre hence is within walking and cycling distance. Continuous footways are available from the proposed site to nearby destinations including

employment opportunities and into the town centre - albeit the footway along the A54 towards the town centre is of limited width in places.

To ensure the development connects into this existing network, new pedestrian links are proposed by the applicant including a new footway along the north side of Holmes Chapel Road. To further facilitate this access the provision of a controlled pedestrian crossing is required at this location.

A bus service currently runs at hourly intervals (0800 – 1800 Mon to Fri less frequently on Sat) along Centurion Way and Holmes Chapel Road (A54) linking Crewe/Middlewich/Holmes Chapel/Congleton; to provide access to this service the applicant has proposed the provision of two new bus stops along Holmes Chapel Road.

Safe and suitable access

The access arrangements and adjoining footways are contained within Cheshire West and Chester's jurisdiction hence colleagues at this authority will make comment on these proposals.

Network Capacity (trip rates/distribution/jn modelling etc)

The applicant has acknowledged that the proposed development will produce an adverse impact on current traffic conditions along the A54 towards Middlewich town centre particularly at the junction with Leadsmithy Street (A533) which suffers from congestions and associated delay.

Given the current situation the applicant has agreed to make a financial contribution to the Middlewich Eastern Bypass which is a key capital scheme of Cheshire East Council benefiting from Government funding with a planning application due to be submitted before the end of 2018.

Accordingly a financial contribution equating to £5,414 per dwelling unit secured by Section 106 will mitigate the highway impact of the development on Cheshire East's network subject to a condition being levied that the bypass being opened prior to the first occupation of the development.

Conclusion

The provision of the Middlewich Eastern Bypass is predicted to reduce the traffic flow along the A54 in Middlewich by approximately 30% hence improving the traffic flow conditions at this location and providing the opportunity to enhance pedestrian crossing facilities. This reduction in vehicular flow will improve travel conditions for pedestrian and cyclists along the A54 between the site and the town centre.

Accordingly the provision of this piece of infrastructure is considered to be sufficient mitigation to make the proposed development acceptable from a highway perspective. In addition new linkages to existing sustainable modes are being provided by the applicant

Landscape

As part of the application a Landscape and Visual Impact Appraisal (LVIA) has been submitted, based upon the recommendations and methodology in Guidelines for Landscape and Visual Impact Assessment 3rd Edition published by The Landscape Institute and the Institute of Environmental Management & Assessment in April 2013 (GLVIA3). The LVIA identifies that the site straddles the

boundary between Cheshire East and Cheshire West and Chester, although the majority of the site is located within the boundary of Cheshire west and Chester.

The LVIA identifies the baseline landscape character at the national, regional and county and district level, in this case Landscape Type 7: East Lowland Plain, and specifically the Wimboldsley Character area (ELP5). The site is agricultural land, adjacent to the existing settlement edge of Middlewich. The A54 bounds the south of the site and Centurion Way runs along the southwest boundary, with Byley Lane running through the site. Kinderton Hall is located to the west of the site, within the boundary of Cheshire West and Chester. There is a hedgerow network across the site, as well as hedgerow and scattered trees across the site; those hedgerows within Cheshire East are identified in the Ecology Report as being 'species poor intact hedges', and the current land use as being a mix of improved grassland and arable.

The LVIA identifies that the nature of effects on the physical fabric of the site at construction stage will be medium/high and that the nature of the effect will be major, as will the significance of effect and that at the operation phase the sensitivity will be medium/high and the significance will remain major, reducing to minor/moderate after 15 years. The effects on the landscape setting of the site are identified as being of medium/high sensitivity, with a nature of effect as Major and a significance as Major, reducing to minor/moderate after 15 years. The visual assessment identifies the reduction in open countryside that forms the setting for Kinderton Hall, for residential amenity, commercial properties and road and footpaths. While the Councils Landscape Officer broadly agrees with the landscape assessment at the construction phase he considers that the effects after 15 years would be greater than identified.

The Design and Access Statement indicates that 38% of the site has been retained as open space, with opportunities for tree planting and landscape works and identifies a landscape strategy, which includes retention of the site's existing green infrastructure, replacement native hedgerows, a hierarchy of public open spaces, landscape buffers and the size of rear gardens and recognition of the wider landscape and views into and out of the site.

If permission is granted the proposed development would bring about a major transformation in the landscape, which would change from agricultural fields to a residential development with a church; the church element of the development would take up the majority of the site that is located within Cheshire East.

While mitigation may reduce the effects over time, this will ultimately be dependant on overall design and also landscape design across the whole development. The submission does include an Illustrative masterplan, but it does not appear to reference the Cheshire East Design Guide. This study identifies that the area lies within the boundary of the settlement type identified as salt and Engineering Towns and identifies positive rural transitions as well as information on traditional materials and detailing.

It is suggested that if permission is granted and the design process continues, that it would be prudent to refer to this study to achieve and create distinctive character and a sense of place.

Landscape features

Trees

There are hedgerows on field boundaries and a small number of trees in the vicinity.

The submission includes an Arboricultural Impact Assessment. The associated tree survey covers a larger site than the current application site. The survey records 1 category A, 5 category B, 1 category C trees and groups. The trees include two veteran specimens, T1 a mature apple and T2 a mature Oak. These are the only two trees associated with the current application site. 11 hedgerows were recorded 9 of which are on the application site.

On the basis of the Illustrative Masterplan, the executive summary in the Arboricultural Impact Assessment indicates that it would be possible to develop the site retaining all high and medium value trees. A 10 metre stand off is recommended for T1 and 15 metres for T2. Sections of two hedgerows would require removal in order to accommodate a new roundabout and site access points off the B 5081 Byley Lane. The report indicates that a detailed Arboricultural Impact Assessment would be required to support a reserved matter/full application.

It appears that a layout could be designed to respect the existing trees on the periphery of the site. Protection measures would be required. Some lengths of hedgerow could be retained however, it appears a greater amount of hedgerow would be lost than identified in the report. (See Hedgerow section below).

The Masterplan suggests that additional framework planting would be provided. The detail of new planting would need to be secured as part of a comprehensive landscape plan at reserved matters stage. A management plan would also be required to cover all areas of POS and associated site boundary hedgerows.

Hedgerows

There are significant lengths of hedgerow associated with the site. As indicated above, the Arboricultural Impact Assessment indicates that there would be hedgerow loss to accommodate the proposed new roundabout and other vehicular access points. Whilst not made clear in the submission, on the basis of Plan 3 in the Traffic Assessment, it would appear that in order to provide 2 metre wide roadside footpaths along the B5081 Byley Lane and the B 5309 Centurion Way between Centurion Way and the new roundabout, there would be further extensive hedge loss. This is not clear on the Masterplan which shows internal footways along the Byley Lane boundaries.

Where proposed development is likely to result in the loss of existing agricultural hedgerows which are more than 30 years old, it is considered that they should be assessed against the criteria in the Hedgerow Regulations 1997 in order to ascertain if they qualify as 'Important'. The Regulations require assessment on various criteria including ecological and historic value. Should any hedgerows be found to be 'Important' under any of the criteria in the Regulations, this would be a significant material consideration in the determination of the application. Hedgerows are also a habitat subject of a Biodiversity Action Plan.

The Ecology section (9) of the EIA states in para 9.4.18 that none of the hedgerows meet the criteria for 'important' classification in the Hedgerow Regulations 1977.

The Heritage Impact Assessment Report July 2016, para 5.5, indicates that a hedge to the north west boundary has been found to be 'important' under Regulation 4a Criteria 11.2a and Criteria 11.3a of the Regulations Regulations. (Hedge associated with an ancient monument and forms part of a pre-enclosure field pattern). This hedge is shown for retention on the Masterplan.

As a result the Councils Arborist concludes that the development proposals should allow the retention of significant trees but would result in hedgerow loss. To combat this various conditions are suggested including:

- Reserved matters layout to reflect the design parameter of the Illustrative Masterplan. (Once footpath issue has been clarified)
- Reserved matters application to include a landscape and ecological management plan to include the management of retained trees and hedgerows and details of a mechanism for implementation.
- Tree / hedge retention and protection
- The development shall proceed in accordance with the approved Arboricultural Impact Assessment and Method Statement and the scheme shall be retained throughout the period of the construction phase.

As a result it is considered that the development could be accommodated without significant impact to landscape features and the full impacts would be addressed at reserved matters stage.

Design

As this is outline, then the masterplan is illustrative and because the illustrative proposal for CEC land has largely non-residential components, then it would be difficult to require the full requirements of the Design Guide SPD for this site, which would necessitate a spatial design code and appropriately detailed design and access statement.

Based on the proposed master plan the Councils Urban Design Officer has raised concerns that the proposal as shown does not show an imaginative or high quality development. In particular he has raised concerns that the church/community building would have to be a very striking and high quality design to appropriately fulfil the potential of its location as a key landmark on the main roundabout junction.

As the proposal has been submitted in outline form, the detailed design would not be addressed until reserved matters stage however the applicant should be made aware of the comments raised from the Urban Design Officer regarding the prominence this building would take in the street scene which should be addressed before any application comes forward.

Below is a brief assessment of the layout as provided on the illustrative plan:

- Connections

The proposed scheme is bound by Centurion Way/Holmes Chapel Road to the south and Byley Lane to the centre of the site. Access to the site serving both the Cheshire West and Cheshire East sites would be taken to the south west and north-eastern sections. Pedestrian access into the Site off Byley Lane is provided at two locations: one at the north-east corner and a second close to the south-west, close to the existing access road to Kinderton Hall. These access points are linked by a footpath/cycleway extending along the full length of southern boundary. Pedestrian access is also provided onto Holmes Chapel Road and Centurion Way.

- Facilities and Services

The site has good access to a range of local services and facilities. As well as benefitting from good access to the town centre, there are a number of facilities close to the Site including a Harvester public

house and restaurant, situated to the south of the site off Holmes Chapel Road. There is also a branch of Subway, Starbucks and petrol station filling station, located within easy walking distance of the Site.

The nearest large supermarkets are found in Middlewich Town Centre. Other key amenities located within the Middlewich Town Centre include a Post Office, Medical Centre, Leisure Centre and Library.

There are also a number of schools close by, the nearest being Middlewich High School on Queen Street, approximately 1.2km west of the Site.

- Public Transport

The nearest bus stops to the site are located to the northwest on Centurion Way. These bus stops are located approximately 650 metres from centre of the application site and provide up to 3 services (nos. 42, 37 & 37A) in peak periods to destinations such as Crewe, Sandbach, Winsford, Holmes Chapel and Congleton. Each service operates an hourly service from Monday to Saturday. The most accessible train station to the Site is Winsford train station, approximately 4.7km to the west.

- Meeting Local Housing Needs

The indicative plan shows a mixture of detached, semi-detached properties and apartments. The exact mix of properties will be determined at Reserved Matters stage, however the supporting statement also advises that the proposed dwellings will consist of 1-4 bedroom properties.

- Character

The proposed scheme is for up to 370 new dwellings within a total site area of 18.15 hectares, a density of approximately 19 dwellings per gross hectare, which is consistent with that of existing development to the south. The indicative plan shows that the aesthetic of the proposed scheme reflect local vernacular and street scenes with reference to the existing residential development to the south. The layout also shows that the plots to the northern, western and eastern boundaries would have an active frontage with the open countryside as they would have their front elevations facing the open countryside to the north, west and east. Details of appearance will be addressed at reserved matters stage. The design and access statement advises that heights would not exceed 3 storey. A church building is also shown as being located to the southern boundary fronting the junction of Centurion Way and Holmes Chapel Road with area of POS being located to the north of the church and towards the northern and north-western boundaries. Concern is raised of the need for the church building to be high quality design to appropriately fulfil the potential of its location as a key landmark on the main roundabout junction.

- Working with the Site and its Context

The proposal will develop an existing greenfield site just outside the settlement boundary of middlewich. Therefore it is inevitable that the proposal would be out of context in this location as it seeks to development a site that is currently free from development and physically located outside the settlement. All high and medium value trees are shown as being retained. Further trees/planting is also proposed to the northern boundary as part of the green infrastructure, enhancing the visual value and relationship between the development and open agricultural land beyond.

- Creating Well Defined Streets and Spaces

The plans show that the buildings will face the public realm and the front doors and/or habitable room windows will give natural surveillance and active frontages will define areas of public space. The plan does not however indicate use of double frontages to help properties turn corners however design/appearance would be addressed at reserved matters stage. It is considered that new trees will also help define the boundary between dwelling and street, with private gardens, where possible, located to the rear of properties.

- Easy to Find Your Way Around

The development would appear capable of being categorised onto 3 different sections with each section having a sole access point for ease of navigation, with a clear hierarchy defining pedestrian and vehicular routes.

The hierarchy of routes is simple and legible and hierarchy consists of a series of interconnected avenues, streets, lanes, shared drives and footpaths.

The proposed street hierarchy will be reinforced through the design, planting strategy and an appropriate palette of hard landscape materials. The avenues and main streets for example will be designed as traditional roads, with a defined carriageway and pavements. In contrast, shared drives will typically be designed as paved spaces for a more domestic character. Larger specimen trees will be planted within private front gardens along the main Avenues to provide an appropriate sense of scale and hierarchy to this route.

- Streets For All

Road widths serving properties to the site boundaries are narrower to promote slower vehicle speeds and allow for functional social space. A pavement is also shown running through the site.

- Car Parking

The Illustrative Masterplan shows a range of parking solutions including a mixture of on-street, on-plot (some to frontage, some to the side of properties and some garaged or integral) and small parking courts.

All parking is provided close to, and visible from, people's homes. Street trees, planting within front gardens and landscape strips between adjacent driveways will assist in providing a degree of screening to parked vehicles, reducing their visual dominance on the streetscene. Whilst parking occurring to the front of properties is a concern, details of this would only be addressed at reserved matters stage.

Parking for the Church/Community facility will be located close to the building and could be divided into a series of smaller car parks separated by landscaped areas in order to reduce its visual impact. It is set back within the site and is largely screened from view of surrounding streets by the Church building and landscaping/tree planting around the edges of the car park.

- Public and Private Spaces

Public and private spaces will be clearly defined throughout the site, with the use of active frontages and careful landscaping. Natural surveillance is permitted by front doors and habitable room windows overlooking public space, ensuring the safety of residents and visitors moving around the site. Clear

thresholds, road and paving hierarchy and fencing will further indicate the distinction between public and private space and maintain security for residents.

- External Storage and Amenity Space

Storage for amenity will be provided within the curtilage of each individual dwelling, with direct accessed designed to connect rear gardens to the street to allow for rubbish collection. A number of properties will also have detached garages to provide additional external storage.

Ecology

Statutory Designated Sites

Whilst the application site is located within Natural England's Site of Special Scientific Interest (SSSI) Impact Risk Zone, Natural England have been consulted and responded confirming that proposed development will not have an adverse effect on the SSSI.

Breeding Birds

The bird survey undertaken to inform the ES (Environmental Statement) has identified the presence of a number of priority species. Priority species are a material consideration for planning. Priority species recorded included: Bullfinch (not breeding), House Sparrow, Dunnock, Reedbunting (not breeding), Skylark, Starling (not breeding), Yellowhammer (only possible breeding), Song Thrush (only possible breeding), Yellow Wagtail (single pair) recorded.

The regular presence of 'probably' breeding Yellow Wagtail would be sufficient for the site to qualify as a Local Wildlife Site. As only a single year of breeding bird data is available it is not possible to fully assess the importance of this site for this species.

The retention of the majority of the existing hedgerows and the addition of further planting would help to reduce the impacts of the proposed development upon some of these species. However it is likely that skylark and yellow wagtail, which are ground nesting open country species, would be adversely affected as a result of the proposed development. It is estimated that habitat used by three breeding pairs of skylark would be lost and the available habitat for Yellow Wagtail would be significantly reduced as part of the proposed development.

The previously submitted ground nesting bird mitigation strategy was found to be acceptable.

The applicant has now submitted a revised ground nesting bird mitigation strategy (Centurian Way Skylark Mitigation, August 2018 TEP). The Councils Ecologist has discussed this revised strategy with the ecologist at Cheshire West and whilst the proposed habitat management prescriptions are acceptable, his preference is for the habitat creation to be located in the originally proposed location for the following reasons:

- The revised location of the habitat mitigation is extensively crossed by overhead powerlines which would reduce 'openness' of the habitat for ground nesting birds and also provide perches for birds of prey.
- Locating the mitigation area in its original location would also provide some separation from the proposed development and so reduce the effects of disturbance and predation by pets.

The Councils Ecologist therefore recommends that the submitted strategy be amended to ensure the mitigation area is delivered in its original location.

As the proposed mitigation would take place on land outside the red line of the current application a legal agreement may be required to secure the implementation of the submitted strategy. The legal agreement should also include the requirement for the applicant to submit a monitoring strategy to ensure the agreed mitigation is implemented effectively.

The proposed mitigation is also located within Cheshire West and Chester so would need to be secured under the application they are dealing with. This will be clarified in the update report.

Hedgehog

Hedgehogs are a biodiversity action plan priority species and hence a material consideration. There are records of hedgehogs in the broad locality of the proposed development and so the species may occur on the site of the proposed development. If planning consent is granted The Councils Ecologist suggests a condition is attached requiring proposals for the incorporation of gaps for hedgehogs into any garden or boundary fencing proposed.

Hedgerows

Hedgerows are a priority habitat and hence a material consideration. The proposed development is likely to result in the loss of sections of existing hedgerows to facilitate the roundabout proposed in the interior of the site. These losses are however located within Cheshire West and Chester administrative area.

The Councils Ecologist recommends that if planning permission is granted a condition should be attached which requires the provision of replacement hedgerows as compensation for any lost to be submitted with any future reserved matters application.

Other Protected Species (OPS)

A minor OPS sett was recorded outside the site boundary during an initial survey but this was not apparent on the follow up survey. The Councils Ecologist advises that based on the known current levels of badger activity on site the proposed development is not likely to have a significant adverse impact upon this species.

However in the event that outline planning permission is granted it is recommended that a condition be attached which requires an updated detailed badger survey to be submitted in support of any future reserved matters application.

Bats and trees

Two trees were identified as being veteran trees and two trees were identified as having negligible and low bat roost potential. Based on the submitted layout plan it appears feasible for all of these trees to be retained as part of the proposed development. None of these trees occur in the Cheshire East part of the site.

In accordance with the BCT Guidance Note 08/18 (Bats and Artificial Lighting in the UK), prior to the commencement of development details of the proposed lighting scheme should be submitted as part of any future reserved matters application.

Amphibians

No evidence of great crested newts was recorded during the submitted surveys and so the Councils Ecologist advises that this protected species is unlikely to be affected by the proposed development. Common Toad, a priority species, was however recorded in two of the three ponds surveyed. The proposed development will result in the loss of some terrestrial habitat likely to be used by this species.

In order to compensate for the loss of terrestrial habitat for this species the Councils Ecologist recommends that a specifically designed wildlife pond be included as part of the proposed development. This matter may be dealt with as part of the ecological enhancement strategy detailed below.

Ecological Enhancement

This planning application provides an opportunity to incorporate features to increase the biodiversity value of the final development. The Councils Ecologist therefore recommends that if outline planning permission is granted a condition should be attached which requires the submission of an ecological enhancement strategy in support of any future reserved matters application. The strategy should include proposals for the provision of features for nesting birds including house sparrow and swift and roosting bats, brash/wood piles, a wildlife pond and native species and fruit tree planting.

The above conditions are considered to be both reasonable and necessary to mitigate and off-set the impact of the proposal on local wildlife.

Air Quality

Policy SE12 of the Local Plan states that the Council will seek to ensure all development is located and designed so as not to result in a harmful or cumulative impact upon air quality.

This proposal is for the residential development of up to 370 dwellings. Air quality impacts have been considered within the air quality assessment submitted in support of the application by RSK Environmental Ltd. dated 11th August 2017.

The assessment concludes that the impact of the future development on the chosen receptors will be negligible with regards to both NO₂ and PM₁₀ concentrations, with four of the receptors experiencing a minor adverse effect for NO₂ and the rest a negligible effect.

Also there is a need for the Local Planning Authority to consider the cumulative impact of a large number of developments in a particular area. In particular, the impact of transport related emissions on Local Air Quality. Taking into account the uncertainties with modelling, the impacts of the development could be significantly worse than predicted.

Poor air quality is detrimental to the health and wellbeing of the public and also has a negative impact on the quality of life for sensitive individuals. It is therefore considered appropriate that mitigation should be sought in the form of direct measures to reduce the adverse air quality impact.

The Environmental Health Officer has requested the following conditions in relation to air quality;

- Dust Control
- Travel Plan
- Electric Vehicle Infrastructure

Subject to the imposition of these conditions the impact upon air quality from this development is considered to be acceptable.

Flood Risk

The application site is located within Flood Zone 1 (low probability of river/tidal flooding) according to the Environment Agency Flood Maps. As the site is greater than 1 hectare in size a Flood Risk Assessment (FRA) has been submitted in support of this planning application.

The FRA concludes that:

- The site is located within a Flood Zone 1 with low risk of flooding
- Far enough inland to be at risk from tidal flooding
- Flood risk from surface water is low
- Flood risk from other sources such as groundwater, sewers, reservoirs etc is considered to be low
- No impact from other forms of flooding

United Utilities have been consulted as part of this application and have raised no objection to the proposed development subject to conditions regarding foul and surface water drainage and a drainage strategy. These conditions are considered reasonable and can be added to any decision notice.

The Councils Flood Risk Team have also been consulted however no comments have been received at the time of writing the report. These will be provided in the update report.

The above conditions are considered both reasonable and necessary and will be added to any decision notice.

Therefore subject to conditions, the proposal would not pose significant concerns from a flood risk/drainage perspective.

ECONOMIC SUSTAINABILITY

With regard to the economic role of sustainable development, the proposed development will help to provide new housing with indirect economic benefits to Middlesbrough including additional trade for local shops and businesses, jobs in construction and economic benefits to the construction industry supply chain.

Agricultural Land Quality

Policies SE2, SD1, SD2 advise that development should safeguard natural resources including high quality agricultural land.

The National Planning Policy Framework highlights that the use of such land should be taken into account when determining planning applications. It advises local planning authorities that, 'significant developments' should utilise areas of poorer quality land (grades 3b, 4 & 5) in preference to higher quality land.

In this instance an Agricultural Land Classification report has been provided. This concludes that of the 27 hectare site the split is as follows:

Grade 2 – 6.6%

Grade 3a – 77.7%

Grade 3b – 15.7%

The proposal would therefore result in the loss of Grade 2 and Grade 3a agricultural land which weights against the proposal.

Archaeology

The archaeological significance of the area is considered in a Heritage Impact Assessment and an Archaeological Desk Based Assessment which have been prepared by ArchHeritage and which appear as Technical Appendices to the Environmental Impact Assessment (EIA) that has been submitted in support of the application.

This has been assessed and accepted by Cheshire Archaeology subject to condition requiring a programme of archaeological work be provided before development commenced.

COMMENTS ON REPRESENTATIONS

Representations with neighbouring properties have raised a number of issues. The majority of these have been covered in the report above. Some issues remain and these are discussed below:

- Impact on air quality / noise / vibration – this has been considered by the Councils Environmental Protection Team who have suggested conditions to deal with air quality and noise arising from construction
- Not enough residents consulted – residents have been consulted in line with Council consultation guidance
- Impact on broadband signal – any impact on existing broadband signal would be the provider to rectify
- Houses will likely be leasehold – this is not an issue relevant to the determination of a planning application
- Light pollution – a condition has been attached requiring details of any lighting to be provided
- No pavements for future users – new footpath is proposed outside the development
- No consultation with Jodrell Bank – the site is outside the consultation zone
- Mining risk assessment required – Cheshire Brine Board have been consulted but have advised that the site sits outside of their area in which they would have jurisdiction over
- Cheshire West will get the Council Tax benefits not Cheshire East – this is not an issue relevant to the determination of a planning application
- Land allocated for future development is on land not owned by the applicant – whilst the plans do indicate an area highlighted for future development to the east of the site, this is not part of the application boundary edged in red and as such is not being considered as part of this

application, in any case this land is sited in Cheshire West and would not be the jurisdiction of Cheshire East

- Cheshire East and Cheshire West websites show different amounts of information for the same scheme – Cheshire East have all relevant information visible on their public website. It is not possible to control what information Cheshire West may or may not show

CIL Compliance

In order to comply with the Community Infrastructure Regulations 2010 it is necessary for planning applications with planning obligations to consider the issue of whether the requirements within the S106 satisfy the following:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

The development would result in increased demand for primary, secondary and SEN places in the area and there is very limited spare capacity. In order to increase capacity of the schools which would support the proposed development, a contribution of £1,080,848 towards secondary and SEN schools is required. This is considered to be necessary and fair and reasonable in relation to the development.

The proposal would result in a requirement for the provision of 111 affordable units across the site which would be split on a social rented/intermediate basis. This is considered to be necessary and fair and reasonable in relation to the development.

The proposal would result in increased demand for medical care usage in Middlewich. Evidence has been put forward by the CCG that a contribution of £424,584 to support the development of Oaklands Medical Practice & Waters Edge Medical Practice. The NHS plan is also at an advanced stage and calculations of how the requested contribution was derived have been provided and have been linked to the expansion of the existing medical practice. This is considered to be necessary and fair and reasonable in relation to the development.

As explained within the main report, the area of open space/LEAP/NEAP is identified on the submitted plans. It is necessary to secure these works and a scheme of management. Along with a contribution of Total £50,000 towards indoor sport and £1,500 per family home and £750 per bed space in apartments for outdoor sport. This is directly related to the development and is fair and reasonable

On this basis the S106 recommendation is compliant with the CIL Regulations 2010 and a Deed of Variation will be required to the original S106 Agreement.

PLANNING BALANCE

The proposal would be contrary to Policy PG6 of the CELPS and Policy PS8 of the Congleton Borough Local Plan as it is not listed as an appropriate form of development in the open countryside and therefore represents a departure from the adopted Local Plan. Cheshire East can also demonstrate a 5 year supply of deliverable housing sites.

The benefits of the proposal would be the provision of open market housing and affordable housing, POS/community benefit and the limited economic benefits during construction.

The development would have a neutral impact upon, education, medical capacity, ecology, trees, flooding, living conditions, air quality and contaminated land.

The dis-benefits would be the loss of open countryside/landscape harm and the loss of Agricultural Land.

Applying the tests within paragraph 11 it is not considered that the benefits outweigh the dis-benefits. As such, on balance, it is considered that the development does not constitute sustainable development and should therefore be refused.

RECOMMENDATION:

Refuse for the following reasons:

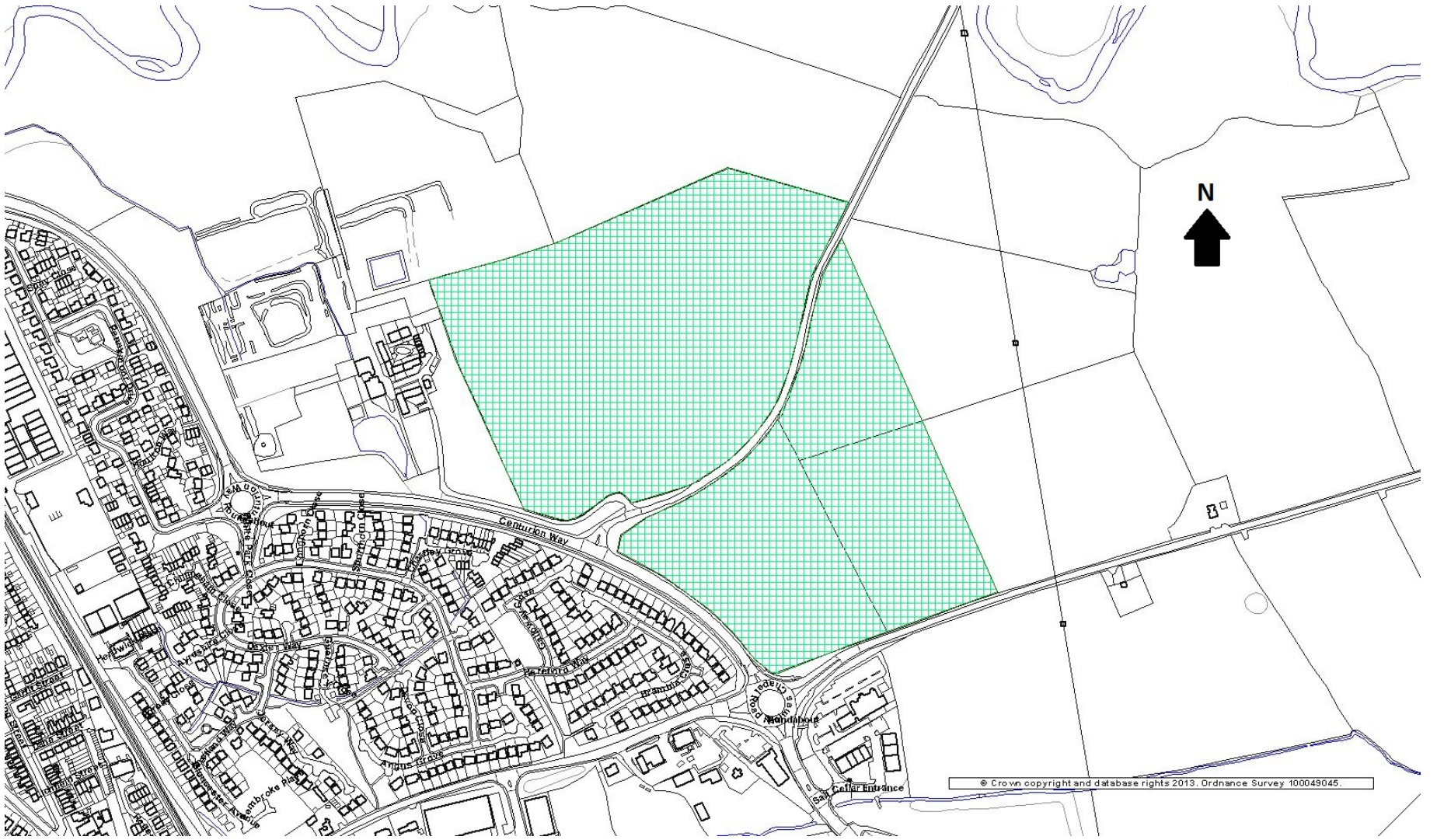
- 1) The proposed development is unsustainable because it is located within the Open Countryside and would result in an adverse impact on appearance and character of the area and the loss of Grade 2 and 3a agricultural land contrary to Policies PG2 (Settlement Hierarchy), PG6 (Open Countryside), SD1 (Sustainable Development in Cheshire East) and SD2 (Sustainable Development Principles), SE2 (Efficient Use of Land) of the Cheshire East Local Plan Strategy, saved PS8 (Open Countryside) of the Congleton Borough Local Plan and the principles of the National Planning Policy Framework, which seek to ensure development is directed to the right location and open countryside is protected from inappropriate development and maintained for future generations enjoyment and use. As such it creates harm to interests of acknowledged importance.

In order to give proper effect to the Board's/Committee's intent and without changing the substance of its decision, authority is delegated to the Head of Planning (Regulation) in consultation with the Chair (or in their absence the Vice Chair) to correct any technical slip or omission in the resolution, before issue of the decision notice.

Should the application be subject to an appeal, the following Heads of Terms should be secured as part of any S106 Agreement:

S106	Amount	Triggers
Affordable Housing	30% (65% Affordable Rent / 35% Intermediate)	In accordance with phasing plan
Health	Contribution to support the development of Oaklands Medical Practice & Waters Edge Medical Practice using the below formula:	50% Prior to first occupation 50% at occupation of 185th dwelling

	<p>Occupancy Assumptions Based on Size of Unit</p> <p>Health Need/Sum Requested per unit</p> <p>Size of Unit</p> <p>1 bed unit 1.4 persons £504 per 1 bed unit</p> <p>2 bed unit 2.0 persons £720 per 2 bed unit</p> <p>3 bed unit 2.8 persons £1,008 per 3 bed unit</p> <p>4 bed unit 3.5 persons £1,260 per 4 bed unit</p> <p>5 bed unit 4.8 persons £1,728 per 5 bed unit</p>	
Public Open Space	<p>Provision of Public Open Space of 40m2 per dwelling combined amenity green space and children and young person provision for on site provision</p> <p>Contribution of £50,000 towards indoor sport facilities to improve the quality and number of health and fitness stations at Middlewich Leisure Centre to accommodate localised demand for indoor physical activity</p> <p>Contribution of £1,500 per family home and £750 per bed space in apartments for outdoor sport</p>	<p>50% Prior to first occupation</p> <p>50% at occupation of 185th dwelling</p>
Education	<p>Contribution to support school provision using the below formula:</p> <p>$55 \times £17,959 \times 0.91 = £898,848$ (secondary)</p> <p>$4 \times £50,000 \times 0.91 = £182,000$ (SEN)</p> <p>Total education contribution: £1,080,848</p>	<p>50% Prior to first occupation</p> <p>50% at occupation of 185th dwelling</p>
Highways	<p>Contribution of £2,003,180 towards the provision of Middlewich Eastern Bypass</p> <p>A travel plan monitoring fee of £5,000</p>	<p>Bypass</p> <p>50% Prior to first occupation</p> <p>50% at occupation of 185th dwelling</p> <p>Travel plan 100% on first occupation</p>



Application No: 18/2662M

Location: LAND TO THE NORTH OF, BLACK LANE, MACCLESFIELD, CHESHIRE

Proposal: Reserved matters application for appearance, landscaping layout and scale for existing outline permission 15/5676M as amended by 18/2665M

Applicant: Whateley, Cedar Invest Limited

Expiry Date: 30-Aug-2018

SUMMARY:

This is a reserved matters application pursuant to outline planning permission 15/5676M which was allowed at appeal. It relates to the approval of details of appearance, landscaping, layout and scale for an 'out of centre' retail scheme on the site of Barracks Mill, Macclesfield. Vehicular access from the Silk Road with a left in left out arrangement was approved at outline stage.

This proposal would bring economic benefits through the delivery of new retail jobs, investment in the area and by bringing a vacant brownfield site into viable use on one of the key gateways to Macclesfield, which is one of the principal growth areas of the Borough where national and local policies support sustainable development.

The layout of the proposed retail units have been re-orientated from that shown on the indicative plans. It is considered that this re-orientation to face the western boundary with the Silk Road would respond better to the gateway location and open up pedestrian access and views to Black Lane. The appearance of the building would be acceptable with its massing successfully broken up with glazing and a change in materials. The scale of the development would be acceptable in its context where it would be read against other industrial and commercial buildings on Hurdsfield Industrial Estate.

Owing to its brownfield nature, the application site is not sensitive from a landscape perspective. The landscaping of the site would be acceptable with pockets of soft landscaping proposed within the internal layout, which will assist in softening some views from the Silk Road. Retaining structures would be tucked away where they are dominant and elsewhere would be modest.

The impact on neighbouring residential amenity can be adequately safeguarded by conditions ensuring that any external plant is appropriately attenuated and the provision of an appropriate boundary treatment with neighbouring properties.

The proposed car parking provision is acceptable for the size of development proposed and the detailed layout would allow better connectivity for pedestrians with Black Lane than the indicative plans shown at outline stage.

Matters relating to air quality, flood risk and drainage were found to be acceptable by the Inspector and conditioned accordingly.

On the basis of the above, it is considered that the proposal represents sustainable development in accordance with the Development Plan and is recommended for approval.

RECOMMENDATION:

APPROVE with Conditions

REASON FOR REFERRAL

This item has been 'called in' for determination to the Strategic Planning Board by Councillor Carter. Cllr Carter considers the application should be determined by committee and that new fencing to the boundary with neighbouring properties should be made a stipulation of any planning approval. Cllr Carter also expressed concerns that the service road runs below neighbouring gardens and will produce too much noise and air pollution.

DESCRIPTION OF SITE AND CONTEXT

This reserved matters application relates to the site known as 'Barracks Mill', located to the east of The Silk Road (A523) directly to the north of the existing Tesco Store and car park which lies on the opposite side of the River Bollin and Middlewood Way, Macclesfield. In 2017, an appeal was allowed for outline planning permission with details of access for the demolition of the existing buildings and the erection of an 'out of centre' retail scheme (appeal ref; APP/R0660/W/16/3161527 refers).

The site was formerly occupied by a factory, which was damaged by a fire in 2004. Works to clear the site commenced last year. The site occupies a prominent position and is an important gateway location to the town (from the north). The site is presently accessed via Black Lane and Withyfold Drive. There are some residential properties on Black Lane and Withyfold Drive to the east of the site. Alongside the River Bollin runs the Middlewood Way, which is used by walkers, cyclists and horse riders.

The site covers an area of 2.74 hectares in size and is located outside of the boundary of Macclesfield Town Centre which is located to the west. The site falls within an Existing Employment Area as defined in the Macclesfield Borough Local Plan.

DETAILS OF PROPOSAL

This is the reserved matters application for the development allowed at appeal under planning ref; 15/5676M (subsequently varied by planning ref; 18/2665M), which comprised of the demolition of existing buildings and the erection of four Class A1 retail units, two units for Class A1/A3/A5 and works to create a new vehicular access from The Silk Road. The details which are to be determined under this application are the appearance, landscaping, layout and scale. Details of access were approved under the outline scheme.

RELEVANT HISTORY

08/0409P - DEMOLITION OF EXISTING FACTORIES AND ERECTION OF A RETAIL DEVELOPMENT – Finally Disposed of 02-Jun-2011

79925P - CHANGE OF USE OF PART OF FACTORY TO RETAIL SHOP – Approved 18-Jan-1995

97/1157P - DEMOLITION OF VACANT BUILDINGS & ERECTION OF CLASS A1 RETAIL PARK DEVELOPMENT & ASSOCIATED ALTERATIONS TO BLACK LANE – Not determined

12/0112M - Part detailed/part outline application for a replacement Tesco superstore and the erection of retail warehouse units. Detailed permission is sought for the demolition of buildings on the former Barracks Mill site to facilitate the development of a Tesco superstore of 14,325 sq. m gross internal area and a roundabout on the Silk Road, vehicles and pedestrian bridges over the River Bollin, a petrol filling station and associated internal road, car parking areas, servicing and landscaping. Outline permission is sought for a retail warehouse building and associated parking and servicing on the site of the existing Tesco store. Approval of details is sought for means of access, with all other matters reserved – Withdrawn 05-Dec-2013

15/5676M - Outline planning application with all matters reserved except for access for the demolition of existing buildings and the erection of three units with mezzanine floors for Class A1 retail use (c12,000 square metres GIA) plus external sales area; one food retail unit (Class A1) including mezzanine (c1,200 square metres GIA); two units for Class A1/A3/A5 uses (c450 square metres GIA); and works to create new access from The Silk Road, pedestrian/cycle bridge, car parking, servicing facilities and associated works – Allowed at appeal - 27-Sep-2017

17/6361M - Non-material amendment to planning appeal APP/R0660/W/16/3161527 relating to planning application 15/5676M – Approved 15-Jan-2018

18/0325M - Non material amendment to appeal reference APP/R0660/W/16/3161527 – Approved 31-Jan-2018

18/1724M - Erection of new 2.5m high timber close boarded fence following demolition of existing building forming boundary wall – Approved 01-Jun-2018

18/2665M - Variation of conditions 6 and 9 of existing permission Planning Ref: 15/5676M – Approved 15-Nov-2018

POLICIES

Cheshire East Local Plan Strategy (CELPS)

SD 1	Sustainable Development in Cheshire East
SD 2	Sustainable Development Principles
PG 1	Overall Development Strategy
EG 3	Existing and Allocated Employment Sites
EG 5	Promoting a Town Centre First Approach to Retail & Commerce
SC3	Health and wellbeing
SE1	Design
SE2	Efficient use of land
SE3	Biodiversity and geodiversity
SE4	The Landscape
SE5	Trees, Hedgerows and Woodland
SE6	Green Infrastructure
SE7	The Historic Environment
SE9	Energy Efficient development
SE12	Pollution, land contamination and land stability

SE13	Flood risk and water management
CO1	Sustainable travel and transport

Macclesfield Borough Local Plan – Saved Policies

Environment

NE9	Protection of River Corridors
NE10	Conservation of River Bollin
NE11	Nature Conservation
NE15	Create or enhance habitats in reclamation schemes, public open spaces, education land and other land held by LPA's
BE21-BE24	Archaeology

Recreation & Tourism

RT7	Cycleways, bridleways and footpaths
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Employment

E2	Retail Development on Employment Land
E4	Mixed use areas

Shopping

S4	Local Shopping Centres
S5	Class A1 Shops

Development Control

DC3	Amenity
DC6	Circulation & Access
DC8	Landscaping
DC9	Tree Protection
DC13-DC14	Noise
DC15-DC16	Provision of facilities
DC17	Water resources
DC20	Contamination
DC50	Shop Canopies, Awnings etc
DC54	Restaurants, Cafes and Hot Food Takeaways
DC63	Contamination

Other Material Considerations

National Planning Policy Guidance:
National Planning Policy Framework (2018)

CONSIDERATIONS (External to Planning)

Cadent Gas – No objection but advise that there is operational gas apparatus on the site. The applicant may need to divert such apparatus.

Environment Agency – No objection subject to conditions relating to drainage and land contamination.

Environmental Protection - No objection subject to conditions relating to noise, piling, floor floating, dust control and external lighting. An informative is recommended in relation to hours of construction.

Flood Risk Team – No objection subject to conditions relating to surface water drainage and run-off rates.

Health and Safety Executive (HSE) – Object on the basis that the site is within the consultation zones of gas pipelines associated with the Macclesfield Holder Station.

Highways – No objection subject to a condition that vehicular access to Black Lane is limited to use by servicing vehicles and staff only

Highways England - No objection

National Grid – No objection

VIEWS OF THE MACCLESFIELD TOWN COUNCIL

Object - the proposal should abide by the planning approval allowed at appeal.

REPRESENTATIONS

Objections have been received from 1 neighbouring property, Macclesfield Civic Society, The Emerson Group and Savills acting on behalf of Eskmuir Securities Limited who operate the Grosvenor Shopping Centre in Macclesfield Town Centre. The grounds for objection are summarised as follows:

- The proposals are at odds with the conditions that were found necessary to make the development acceptable in planning terms by the Inspector
- The proposal would change a recent appeal decision both in terms of layout and the relationship between convenience and comparison goods
- Proposal should abide by the scheme allowed at appeal
- Changes are being made prior to the units even being built so why are they necessary
- This is recognition that Barracks Mill is not a realistic commitment in its current form and do not believe the scheme can be commercially constructed given current market conditions
- The application should be determined by the Strategic Planning Board
- Proposes a make-up and balance of floorspace that would not be in accordance with the outline planning permission
- Legal advice should be sought regarding the HSE objection
- Impact on wellbeing and quality of life of residents backing onto the proposed service road by reason of noise, vibration, pollution, light pollution and security
- Delivery vehicles will be seen from neighbouring gardens and houses as the fence is not high enough
- Black Lane is unsuited to use by delivery vehicles and could cause subsidence to the River Bollin which runs alongside

- Inadequate provision within the scheme for landscaping with the layout plans at variance with drawings
- Insufficient regard for the amenities of nearby residents from the layout of service provision and dominance of the extensive parking areas in public views of and from the site
- Insufficient information of the treatment of the retaining walls within the site, both at the rear and adjacent to the River Bollin
- Uncertainty regarding the relationship of the scheme to proposals for alterations to the Hibel Road/Silk Road junction given the limitations on programming imposed at the outline application stage
- Inadequate provision for access by non-car modes through the omission of the intended footbridge access across the River Bollin – this would not be possible with the layout as currently proposed - conclude that access is not sustainable for non-car users.
- Incomplete and inadequate acoustic assessment resulting in potential harm to the amenities of nearby residents
- Layout has changed substantially from original scheme with buildings repositioned and re-orientated
- Elevations utilitarian and will impact on amenities of area
- Service areas will be visible from neighbouring properties
- Contaminated Land Assessment still not been carried out
- Site is highly inaccessible by non car modes
- Rail access is poor with few services
- Noise Impact Assessment applies wrong test and does not account for other noise sources arising from the development

OFFICER APPRAISAL

Background

The principle of developing the site for retail purposes has already been accepted by a Planning Inspector who allowed an appeal for some 12,880 square metres (Gross Internal Area (GIA)) of retail floor-space inclusive of other A1/A3/A5 uses. The purpose of this application is to consider the approval of the reserved matters (appearance, landscaping, layout and scale). Details of access were considered and approved at outline stage.

This detailed scheme would comprise of four large retail units, three of which would benefit from mezzanine floors accommodated within a single building and a coffee shop and fast food outlet would be provided within their own buildings set within the car park to the front of the site. This application does not offer the opportunity to revisit the principle of developing the site for retail uses or indeed its access as this has already been found to be acceptable.

This proposal would bring economic benefits through the delivery of new retail jobs, investment in the area and by bringing a vacant brownfield site into viable use on one of the key gateways to Macclesfield, which is one of the principal growth areas of the Borough where national and local policies support sustainable development.

Design - Layout, Scale and Appearance

Outline planning approval established the principle of siting a large retail building on the application site. CELPS Policy SE 1 advises that new development will only be permitted so long as it would achieve a high standard of design. In particular development should have due regard to the site and wider setting in respect to layout, movement and connections, scale and height, landscape character, townscape character and in their appearance both in terms of architectural quality and materials.

The site occupies a key gateway location on the approach to Macclesfield. The proposed retail units have been re-orientated from that shown on the indicative plans considered as part of the outline scheme. The units would now be pushed towards the eastern boundary and would face the Silk Road where as the indicative scheme showed the units pushed back onto the southern boundary with Black Lane. It is considered that this re-orientation, to face the western boundary with the Silk Road would respond better to the gateway location by providing an active frontage for views to terminate on. Thus, the proposed layout appears to be acceptable.

The proposed retail floorspace of 12,729 square metres would be distributed across 4 large units and 2 smaller units which would be of typical steel portal construction with metal cladding to the facing elevations and glazed features denoting the main entrances to the units facing a surface level car park. The key elevations facing the car park and the Silk Road would be well broken up with large areas of glazing. Lower levels of the building would be finished with facing brickwork. It is considered that the use of stone (or a good quality artificial stone cladding) would better reflect the materials of the site and area. It is recommended that this be secured by condition.

There is a clear precedent for large industrial buildings on the adjacent Hurdsfield Industrial Estate and the site would also be read in the context of the existing Tesco store located to the southwest. Whilst there are smaller residential properties to the east on Withyfold Drive, the proposal would be lower than the houses on Withyfold Drive which are positioned on higher ground. The retail units would be higher than the two storey residential properties on Black Lane to the east. Having regard to the scale of the adjacent industrial buildings to the north and the separation between the proposed retail units and adjacent properties, it is considered that the scale, mass and height of the proposed buildings would be sympathetic to the surrounding buildings in this area. This would reflect the existing mix of residential and commercial properties of varying styles, scales and designs.

It is considered that the overall design, layout, scale, form and appearance of the proposals would be acceptable subject to the use of good quality materials and would therefore accord with Policies SD 2 and SE 1 of the Local Plan.

Landscaping

Owing to the previously developed nature of the site, comprising of large areas of hard landscaping and built form (now demolished), the application site is not particularly sensitive from a landscape perspective. The site is partially screened from the Silk Road by vegetation along the roadside. Whilst this will be opened up with the construction of the new access serving this development, the rest of the vegetation will remain. There are pockets of soft landscaping proposed within the internal layout, centred around the mouth of the entrance to

the site which will assist in softening some views from the Silk Road. Elsewhere, the development will be read against the backdrop of existing development.

With regard to the western boundary of the site, which borders the River Bollin, the existing wall will be maintained. Some change in levels to accommodate the surface level car park will result in the provision of a retaining structure; however, this structure along the riverside will be very modest in scale (500mm at its greatest point) with metal hoop top railings provided above. Retaining structures proposed elsewhere within the site will be tucked away and will not appear dominant from public view. The Council's Principal Landscape Officer has offered no objection to the proposals. Subject to a condition securing a detailed landscaping and planting scheme, landscaping is found to be acceptable.

Boundary Treatments

There is a fence situated at the end of the gardens of No's 2-28 Withyfold Drive which stretches a distance of 81 metres in length along the eastern boundary of the site. The fence measures 2.5 metres in height as measured from the garden side of the fence. The application site occupies lower ground where at its most, the levels difference is approximately 3.5 metres between the ground level of the adjoining gardens. The levels difference reduces down to 1 metre in parts.

Following concerns raised by the Local Ward Councillor and neighbouring residents, the applicant proposes to increase the height of the proposed fence in parts to ensure that any HGVs servicing the rear of the retail units are not able to view the rear gardens of the properties along Withyfold Drive. Whilst this would in part lead to the provision of taller boundary treatment as viewed from the west, the fence and associated wall are located approximately 120 metres distance from the Middlewood Way and 170 metres distance from the Silk Road to the west and would be screened by the proposed building. Accordingly, the prominence of the fence would not be significant and would be lower than the wall which was previously demolished. In time, the fence will 'silver-off' once it weathers and will further recede into the backdrop.

Taking the above into account, the height (having regard to previously developed nature of the site) and design of the fence and its impact on the character and appearance of the area is considered to be acceptable.

Highways and Parking

The existing access to the site is from Black Lane to the south, which junctions with Hurdsfield Road at an existing traffic signal junction beyond the exit to Tesco car park. The vehicular access to the site will be from the Silk Road and will be a left in and left out arrangement only. This detail has already been approved. Pedestrian access will be maintained from Black Lane with only delivery Lorries serving Units 2, 3 and 4 exiting via Black Lane. All other vehicle movements will be via the new access onto the Silk Road.

In terms of highways considerations, it is only the internal road layout and level of car parking provision which must be considered as part of this application. The car parking is a standard layout and provides adequate aisle width between spaces with a total of 327 spaces provided. An additional 42 parking spaces would be allocated for staff. The Council's Head of Strategic

Infrastructure (HSI – Highways) has confirmed that the level of car parking proposed is acceptable and has a mix of public car parking, disabled, parent and child spaces. Cycle parking is also provided for 24 cycles.

Turning to other matters, The HSI has stated that it is important that only servicing vehicles and staff have access to the service road that links to Black Lane and although access to this route is shown gated, a condition is required to state only service/staff vehicles can exit the site using Black Lane. Subject to this, the Head of Strategic Infrastructure has offered no objection to the application.

Accessibility

Given the site location, the predominate transport mode to the site will be by car. The site is capable of being accessed by foot using the existing pedestrian facilities on Black Lane and at Hurdsfield Road. There are no pedestrian facilities proposed on the Silk Road as part of the application.

Whilst the outline scheme indicated the provision of a pedestrian bridge from the site across the River Bollin onto the Middlewood Way, the Inspector did not see it prudent to require its provision and therefore it was not made a requirement of the scheme. The Inspector considered that details regarding a footbridge could be considered at the reserved matters stage.

It is important to note that the suggestion of a pedestrian footbridge was made in the context of the indicative layout, which showed the buildings pushed back deep into the southern end of the site prioritising access from Black Lane for servicing the rear of the retail units. The effect of this would have been to serve as a major barrier to pedestrian movement from Black Lane and therefore the footbridge would have circumvented this. The main change in the detailed layout compared with the indicative layout is that the main building has been reoriented at 90 degrees to Black Lane to open up both views and movement. This is considered a positive of the detailed scheme. In turn, this would allow free pedestrian movement onto Black Lane and Middlewood Way rendering a footbridge unnecessary. Thus, the lack of a footbridge is not a negative of the scheme and a refusal could not be sustained on its omission.

In regards to accessibility to cycle and public transport, there are cycle tracks available in the vicinity of the site and bus services are available on Hurdsfield Road. Cycle parking for 24 cycles will be provided. Overall, whilst there are opportunities to use non-car modes to access the site, by far the most dominate mode of travel to retail parks is by car.

Residential Amenity

Local plan policies DC3 and DC38 seek to protect the residential amenity of nearby properties, having regard to privacy, light, overbearing impact and spacing distances.

The nearest residential properties are located on Black Lane and Withyfold Drive. The layout would allow a separation distance in excess of 40 metres to be achieved between the backside of the proposed retail block and the nearest neighbouring properties. The height of the retail building would measure 8.5 metres at its greatest to the edge of the proposed

parapet roof and 9.7 metres to the highest part of the pitched roof at the centre of the units. Coupled with the fact that the neighbouring properties situated to the east on Withyfold Drive all occupy an elevated position relative to the site, it is not considered that the layout or the scale of the proposed buildings would result in material harm to neighbouring amenity by reason of loss of light or visual intrusion.

With respect to overlooking, the buildings themselves would not directly overlook neighbouring properties as there are no first floor openings proposed in the rear of the main retail building. However, officers have expressed concern at the potential for overlooking from the cabs of HGVs servicing the rear of the retail units into neighbouring rear gardens. Accordingly, amended plans have been received proposing revisions to the existing boundary fence with the rear of the gardens of Withyfold to increase it in height (in part) to impede any view. Subject to this, the scheme would not result in any direct overlooking.

Noise

The application is supported by an Acoustic Report which has been assessed by the Council's Environmental Protection Unit (EPU). The impact of the noise from externally mounted plant and equipment attached to the proposed retail units, noise from deliveries to the site, and noise from the public car park have been assessed in accordance with 'BS4142:2014 Methods for rating and assessing industrial and commercial sound'. This is an agreed methodology for assessing noise of this nature.

The Acoustic Report recommends that maximum operational noise levels are incorporated into the selection and installation of the plant and equipment which are to be attached to the units - to ensure that occupants of nearby properties are not adversely affected by the operational noise generated by the development. The Council's EPU has confirmed that the methodology used and conclusions of the report are acceptable including the relationship between the service yard and neighbouring properties.

Residents, the Local Ward Councillor and Macclesfield Civic Society had all previously expressed concern that the fence separating the rear gardens of the properties on Withyfold Drive and the rear of the site does not absorb road noise from the Silk Road as much as a previous wall which has been partly demolished and replaced with a timber fence. However, there is no evidence of the acoustic qualities of the previously demolished wall and it is considered that the positioning of the building would assist in softening some road noise. The relationship between the properties on Withyfold Drive and the proposed service yard would be eased by the boundary treatment and the separation distance and the fact that only Units 2, 3 and 4 would make use of the eservice road. No objection has been raised by the Council's Environmental Protection Unit on the basis of noise and accordingly, a refusal would not be sustainable.

It is also important to note that the lawful use of the site and the previous built form across the site had the potential to harm neighbouring amenity to a greater degree than the proposed operations which would be mitigated. This is a benefit of the scheme. As such, the proposal complies with Local Plan policies DC3 and SC 3.

Air Quality

The Environmental Protection Unit has raised no objections to the proposals on the basis that air quality issues were fully addressed at the outline stage given the agreed assumptions and estimates of traffic movements as set out in the transport assessment. Conditions for the provision of electric vehicle infrastructure and the approval of a travel plan were imposed on the outline approval to mitigate air quality impact. The proposal complies with CELPS Policy SE 12

Flood Risk and Drainage

The majority of the site is located within Flood Zone 1 as defined by the Environment Agency indicative flood maps and as a result the chance of flooding from rivers is 0.1% (1 in 1000) or less (low risk). However, parts of the site near to the River Bollin are located within Flood Zone 2, having between a 1 in 100 and 1 in 1,000 annual probability of river flooding (moderate risk).

The outline application was supported by a Flood Risk Assessment (FRA). Subject to the proposed mitigation recommended in the FRA, the proposed development will adequately mitigate the residual risk of flooding of surface water and will not increase the risk of flooding to neighbouring properties. The Environment Agency has offered no objection to proposal nor has the Council's Flood Risk Manager (subject to drainage conditions). Drainage conditions were attached to the appeal decision / outline consent and do not need to be repeated. The development is considered to be acceptable in terms of its flood risk and drainage impact and will comply with CELPS Policy SE 12 and MBLP Policy DC17.

Health and Safety Executive (HSE)

The HSE have objected to this application owing to the proximity of the site to gas pipelines associated with the Macclesfield Holder Station which lies to the south of the site. However, the HSE acknowledges that the Macclesfield Holder Station is no longer operational and therefore would not object to the proposals if the existing hazardous consents are revoked by the Local Planning Authority (LPA). The LPA are currently in the process of revoking the subsisting hazardous consents. However, the principle of developing the site has already been established at appeal and whilst the HSE did not comment during the appeal proceedings, they were consulted on the original application. Given that the nearby Holder Station has already been decommissioned and the above ground gas storage holders removed, it is not considered that a refusal could be sustained on the basis of this objection. National Grid / Cadent Gas have requested that hazardous consents be revoked.

Other Issues Raised by Representation

Whilst objectors have referenced concern that this proposal does not comply with the outline consent, particularly the balance of retail floorspace, the outline consent has been varied by planning ref; 18/2665M to allow minor revisions to the convenience floorspace. This reserved matters scheme does comply with the scheme as varied.

CONCLUSIONS

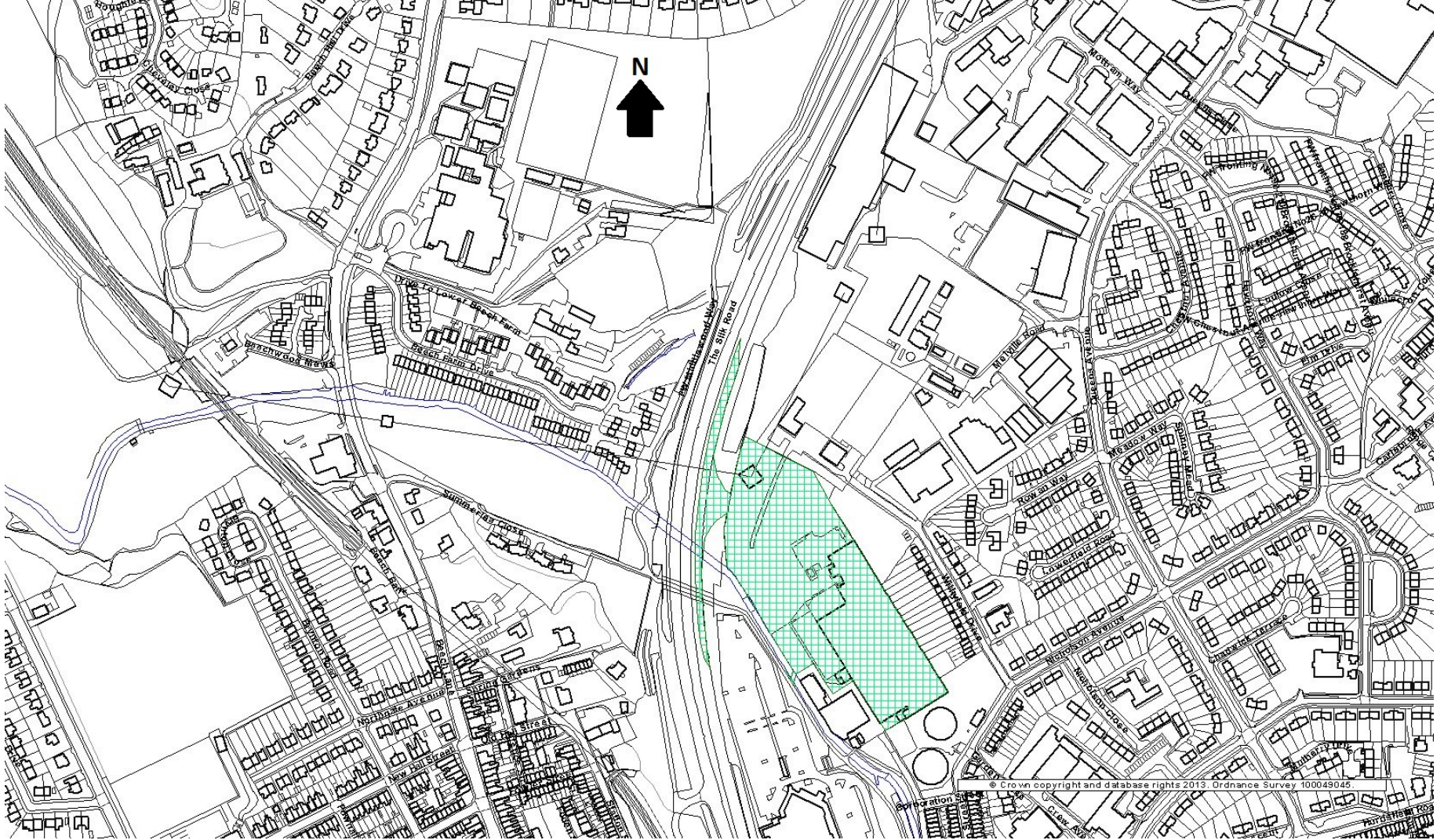
The principle of developing the site for retail uses has already been accepted at appeal. The proposal would make efficient use of this brownfield site on a key gateway into Macclesfield.

The proposal would have an acceptable impact on the character of the area and would be commensurate with the area in terms of appearance, scale and design. It is considered that the extent to which the proposals would impact on neighbouring residential amenity would be acceptable owing to separation distance, the context of the site and noise attenuation. The proposed car parking provision is acceptable for the size of development proposed and the detailed layout would allow better connectivity for pedestrians with Black Lane than the indicative plans shown at outline stage. Matters relating to air quality and flood risk were found to be acceptable by the Inspector and conditioned accordingly. The scheme is acceptable in all other respects and is found to be sustainable in the social, economic and environmental sense and is recommended for approval.

APPROVE subject to the following conditions:

- 1. Details of external materials to be submitted and approved (areas of brickwork to be stone clad)**
- 2. Provision of an acoustic fence to the boundary with the properties on Withyfold Drive in accordance with amended plans. Fence to be completed prior to the first use of the retail units hereby permitted**
- 3. Surfacing materials to be submitted and approved**
- 4. Landscaping scheme to be submitted and approved**
- 5. Implementation of landscaping scheme**
- 6. Development to be carried out in accordance with submitted acoustic assessment**
- 7. Vehicular access to Black Lane for use by vehicles servicing Units 2, 3 and 4 only**
- 8. Scheme for dust control to be submitted, approved and implemented**
- 9. Piling Method Statement to be submitted, approved and implemented**
- 10. Floor Floating Method Statement to be submitted, approved and implemented**
- 11. Parking provided prior to first use of development hereby permitted**
- 12. Details of boundary treatments and retaining structures to be submitted, approved and implemented**
- 13. Details of levels to be submitted, approved and implemented**

In order to give proper effect to the Board's/Committee's intent and without changing the substance of its decision, authority is delegated to the Head of Planning (Regulation) in consultation with the Chair (or in their absence the Vice Chair) to correct any technical slip or omission in the resolution, before issue of the decision notice.



Application No: 18/5582M

Location: LAND NORTH OF GLASSHOUSE , ALDERLEY PARK, CONGLETON ROAD, NETHER ALDERLEY, SK10 4TF

Proposal: Full planning application for demolition of Block 156; the erection of a multi-storey car park; the creation of a mini-roundabout and other internal estate road works; landscaping and public realm; and other associated works including any necessary infrastructure.

Applicant: C/o Agent, Alderley Park Limited

Expiry Date: 28-Feb-2019

SUMMARY

The development is proposed on this brownfield site within the existing Mereside area of Alderley Park, on previously developed land which has planning permission for office development. The proposals are materially larger than the consented scheme and as a precautionary approach it is considered there is an impact on openness and as such would constitute inappropriate development on this Green Belt site. However as the report sets out, the impact is only slight, and in any event Very Special Circumstances exist to outweigh any possible harm.

The proposed development will assist in rationalising the car parking on the site, and allowing it to be concentrated in two locations at the entrance points to Mereside. This allows for the central site area to be pedestrianised and as a consequence the improving of its general environment for visitors and users alike, re-enforcing the unique nature of this site.

The proposals will therefore have positive benefits for pedestrians and site users, which will have knock-on benefits for the site and help build on the success of the site to the area and Borough as a whole. There are also considered to be traffic management benefits from the scheme.

The proposals will have a neutral impact on most other issues, including, Amenity, Ecology and Environmental impacts including air quality and contaminated land.

There is a slight adverse impact on trees/woodlands, and very minor landscape impacts.

RECOMMENDATION

Approve with conditions

SITE DESCRIPTION

This application relates to a now cleared site in the far north eastern corner of the main Mereside complex in Alderley Park. The site measures some 1.63 hectares and is currently “undulating” in form with substantial areas of crushed demolition waste and soils forming mounds in areas of the site, together with storage of building materials for an adjacent project. There are some existing trees within the site area, and a relatively small structure (Block 156).

The roughly square shaped site is bound by significant areas of woodland to the north and east, to a woodland belt separating the site from the existing open car parks to the west, and by the recently completed “Glass House” development to the south. This development involved retention of the main former office block but with a series of extensions and alterations to modernise it for a new occupier. In the approved development, the site subject to this application was to be developed with additional pavilion type structures as a further phase in the development, but the original structures were not to be refurbished as they were unsuitable for conversion.

The site is at the extreme eastern end of a walkway that runs the complete way through the Mereside complex to the main entrance at the Nether Alderley end of the site.

Also included within the site edged red is the access road to the south leading to a junction with the main internal link road.

The whole of Alderley Park lies entirely within the North Cheshire Green Belt, but is a Major Developed Site within the Green Belt.

PROPOSAL

The application title reads:

“Full planning application for demolition of Block 156; the erection of a multi-storey car park; the creation of a mini-roundabout and other internal estate road works; landscaping and public realm; and other associated works including any necessary infrastructure.”

Block 156 consists of a pump house switch room. The proposed multi storey car park building is a substantial structure, measuring between some 22 and 24.8 metres high (due to ground level differences), by 80 metres by 106 metres, and providing 2280 parking spaces (including 43 disabled spaces and 12 motorcycle spaces). The building would amount to 62,702 sq m of gross internal floor-space spread over 7 floors, with the ground floor being effectively below ground to take advantage of the site topography. The roof would be utilized to provide PV panels.

The building would be faced in aluminium cladding on the “ends”, with a more open structure in the middle, with a series of projecting fins to help break up the structure. A green wall is proposed on the southern most prominent frontage extending to the first 3 floors.

In addition to the building itself, the proposals include the widening of the access road to the south, and the provision of a mini roundabout linking to the main internal circulation road.

RELEVANT PLANNING HISTORY

Alderley Park has been the subject of a significant number of planning applications in recent years, including a series of applications associated with the residential development of the southern campus, re development of the Parklands office block (soon to be occupied by Royal London), a new leisure complex and more minor developments in the Mereside area. Of particular relevance to this application are:

15/4472M The refurbishment and partial redevelopment of Block 15 with laboratory, office and manufacturing (assembly) spaces for research and development and associated uses (Use Class B1) - Block 15 Former CTL, Alderley House, Alderley Park, Congleton Road, Nether Alderley - APPROVED MARCH 2016

This application included the site subject to this application, but only the southern part of the site has been developed.

15/5401M Full planning permission for the demolition of a number of specified buildings; and outline planning permission with all matters reserved for a mixed-use development comprising the following: • Up to 38,000 sqm of laboratory, offices and light manufacturing floorspace (Use Class B1); • Up to 1,500 sqm of retail, café, restaurant, public house and / or crèche floorspace (Use Classes A1, A3, A4 and D1); • Up to 275 residential dwelling-houses, where up to 60 units could be for retirement / care (Use Classes C2 and C3); • Up to a 100 bed hotel (Use Class C1); • Sport and recreational facilities including an indoor sports centre of up to a 2,000 sqm (Use Class D2); • Up to 14,000 sqm of multi-storey car parking providing up to 534 spaces (sui generis); • A waste transfer station of up to 900 sqm of (sui generis); • Public realm and landscaping; • Other associated infrastructure – APPROVED June 2016

This application covered the whole of the Alderley Park Site, with this area shown as being developed as the approval above. Importantly the planning approval set volume limits on developments at Alderley Park.

POLICIES

Cheshire East Local Plan Strategy – 2010-2030

PG 3	Green Belt
SE 1	Design
SE 3	Biodiversity and Geodiversity
SE 4	The Landscape
SE 5	Trees, Hedgerows and woodland
SE 9	Energy Efficient Development
SE13	Flood Risk and Water Management
CO 1	Sustainable Travel and Transport

LPS 61 Alderley Park Opportunity Site
Appendix C (Parking Standards)

Macclesfield Local Plan (Saved policies)

NE 3 Landscape Conservation

NE11 Nature Conservation
GC 1 Green Belt – New Buildings
GC 4 Major Developed Sites in the Green Belt
DC3 Design – Amenity
DC8 Design – Landscaping
DC9 Design – tree protection
DC13 Design – Noise

Other Material Considerations

The National Planning Policy Framework

Alderley Park Development Framework

The EC Habitats Directive 1992
Conservation of Habitats & Species Regulations 2010
Circular 6/2005 - Biodiversity and Geological Conservation - Statutory Obligations and their Impact within the Planning System
National Planning Practice Guidance

CONSULTATIONS (External to Planning)

United Utilities - No objections, but recommended conditions relating to foul and surface water drainage being on separate systems, approval of a surface water drainage scheme and advice on management/maintenance of SUDS.

Environment Agency - No comments received at the time of writing the report.

Natural England - They have no comments to make.

Highways - There are no highway objections to the application.

Environmental Protection – Comments on amenity/quality of life, air quality and contaminated land have been received, but no objections have been raised subject to conditions/informative.

VIEWS OF THE PARISH COUNCILS

Nether Alderley Parish Council – No comments received at the time of writing the report.

OTHER REPRESENTATIONS

None received

OFFICER APPRAISAL

Principal of Development/Green Belt

As mentioned above, the whole of Alderley Park falls within the Green Belt, but as set out in the policy section above, the built up areas of the site, which include the application site, are covered by policies

LPS 61 Alderley Park Opportunity Site in the Cheshire East Local Plan, and Saved Policy GC 4 Major Developed Sites in the Green Belt of the Macclesfield Local Plan. The Alderley Park Development Framework, which builds on the LPS policy, clearly identifies the site as Previously Developed Land, which under policy LPS 61 allows for the construction of new buildings (Criteria 3) so long as they meet the criteria set out at 1. Which reads:

1. Development shall be:

- i. For human health science research and development, technologies and processes; or*
- ii. For residential (around 200 to 300 new homes) or other high value land uses demonstrated to be necessary for the delivery of the life science park(96) and not prejudicial to its longer term growth; or*
- iii. For uses complementary to the life science park and not prejudicial to its establishment or growth for this purpose.”*

The provision of a multi storey car park is considered to be complementary to the life science park and is not prejudicial to it.

The second relevant policy test (Criteria 2 having been met as the development is in accordance with the Development Framework) is:

4. Development would not have a greater impact on the openness and visual amenity of the Green Belt and the purposes of including land within it than existing development.

Criteria 5 is primarily concerned with impact on Listed Buildings or other heritage impacts which are not relevant on this site, but does reference landscape assets which are considered further in this report.

These policies are reflected in the NPPF which at Paragraphs 143-147 considers development in the Green Belt. Whilst the construction of new buildings in the Green Belt should be regarded as inappropriate development – which is by definition harmful, there are exceptions listed at Para 145 including:

“g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

- not have a greater impact on the openness of the Green Belt than the existing development; or
- not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.”

In summary then the proposed development of this site can be considered to be appropriate development in the Green Belt, on condition that it does not have a greater impact on openness than existing development. In this case this should consider the buildings approved on this site, but not yet constructed.

Visual impact is further considered below, but as ever there is an overlap with the concept of openness. The applicant's agent considers this issue at length in their Supporting Planning Statement (Page 15), where they give compare the volume of the proposed development to previous development (8,496 sqm to 7,085 sqm respectively), which they consider to be a modest increase in the context of the site, although acknowledge that when height is considered the new building will be

materially larger than the one it replaces. They go on to look at case law on the subject of openness, and look at the site in the context of Alderley Park as a whole, and conclude that:

“the physical increase on footprint, volume and height would not have any greater harmful impact on the openness of the Green Belt.”

They therefore consider that the policy text is met and as such the development is appropriate. The Statement then goes on to examine the Very Special Circumstances that should be considered in the event that Cheshire East council disagrees with their assessment and these are set out at para 5.34 of their report.

Whilst it is agreed the proposed multi storey car park will be materially larger than the buildings it will replace, and on the face of it will therefore have a greater impact on openness, the applicant's agent is right to look at the context of the site, not just at a local level, but in the context of the Mereside Development as a whole – an area as already set out clearly defined in the planning policies.

The site in question is very self contained at the eastern end of the Mereside complex and entirely screened by substantial areas of Woodland to the north and east, and significantly screened by a woodland belt to the west. This only leaves the southern elevation which will be seen in the context of the existing glass house development which is similar in scale and will again substantially screen the building from the south with only a narrow vista of the building being evident from the south west. Whilst the building will be clearly visible, especially as you get closer to the “vista” it needs to be remembered that this is only a very small part of the development and would have been seen in the context of a pavilion building (as approved in this location) with a wooded backdrop. However this is a material consideration as it is not implemented, and as such the current situation in terms of harm needs to be addressed. In this context the building in question can be seen as having an impact on openness and as a precautionary approach the scheme is assessed as being inappropriate. As such Very Special Circumstances do need to be demonstrated in this case.

The NPPF advises that substantial weight must be given to the harm to the Green Belt. Any other harm additional to that of inappropriateness must also be considered. The proposal, due to its scale and nature, will have a significant impact on the openness of the Green Belt, but cause no other harm to the purposes of Green Belt (NPPF para. 143) Never the less substantial weight must still be attributed to the loss of openness.

As noted in the report, there would also be additional (albeit very minor) harm to the landscape and trees/woodland which carries moderate weight against the proposal.

The question then is whether there are other considerations in favour of the development that clearly outweigh the identified harm. If so, then very special circumstances (VSC's) may exist to justify granting planning permission. The applicant sets them out in their supporting statements. In brief these are:

Continuing the success of Alderley Park

- The development enables the first limb of the new public realm within the Mereside campus as part of the movement strategy.
- Improve the quality of car parking provision, which even with the travel plan in place is still required - including EVCP's.

- The development will assist with travel planning being undertaken introducing pay-to-park measures to discourage car use.
- The slight increase in parking is needed to meet the demands from both current and future occupiers including Royal London.
- Alderley Park must compete in the global market for Life Sciences which is highly competitive.
- Allow for a pedestrian focus at Mereside.
- Assist in the delivery of the wider objectives of the site as set out in the Framework and Local Plan.

Other Economic and Environmental Benefits

- The MCCP allows for a consolidation of surface car parking which has significant visual benefits.
- The MSCP has been designed with PV panels which significantly improves the renewable energy production on site.
- The development is on an area of PDL which is strongly supported by the NPPF, and result in significant visual improvement of this site.
- The development enables improvements to landscaping and the public realm.
- The development will result in considerable expenditure and job creation during and after construction.
- As discussed above, the site has planning permission for new build office accommodation which whilst smaller in scale, would certainly have had a similar visual impact in the most prominent part of the site as outlined above.

In conclusion then, the development is considered to fully comply with the Development Plan, and should, under the precautionary approach, the site be seen as inappropriate by virtue of its's impact on openness, then it is considered that the very special circumstances set out above clearly outweigh any harm to the Green Belt. There are therefore no objections in principle to the development.

Site wide context/future proposals

Since the planning permission was granted for the “re-purposing” of Alderley Park (Ref: 15/5401M) proposals have evolved, and the master plan approved at the time did not include the provision of a multi storey car park – hence the need for this full application rather than a Reserved Matters submission. It must be stressed however that the overall objectives of Alderley Park – to create a Life Science Park remain unchanged. Since the original permission it is considered that the overall provision of parking was inadequate for the Park's needs, especially considering the loss of open car parks to other developments, and it was felt that a new multi storey car park on the eastern end of the site, to mirror those at the western end, was the best way to address this need.

Having the car park in this location has two distinct advantages:

- It allows for all the vehicles entering the site from the south to converge on one location, reducing the need for vehicles to drive to multiple locations in the central areas of the site.
- This allows for the re-enforcing of the car free pedestrian link from east to west cross the Mereside area creating a more pleasant and safer environment for users of the Park.

Highway Impacts

It is proposed to construct a new multi storey car park consisting of 2,227 spaces and 41 external visitor spaces. There is a new mini roundabout proposed on the internal spine road.

It is important to note that these are not all new parking spaces on the site as some of the existing car parks are being removed, there is a slight increase overall in the number of spaces on the site. There are no objections to the provision of the MSCP within the site, this will be a privately operated car park within Alderley Park.

The applicant has assessed whether there would be any impact on traffic generation to Alderley Park as part of the proposals, there is slight reduction in trips compared to the consented application.

The proposed mini roundabout on the internal road network is acceptable in design terms, all of the road network within the Alderley Park site is private and the Highway Authority has no liability in regards to its operation.

In terms of sustainable travel, Alderley Park already has a range of measures in place to promote alternatives to the private car. These include

- Shuttle bus services
- Car sharing
- Cycle facilities including free bike hire and changing/showers
- Staggered start and finish times and
- Retail facilities on site to reduce the need to travel off site.

Finally it is the intention to charge for parking at Alderley Park which should prove a very useful management tool.

Landscape and visual Impact

The application is for a multi-storey car park (MSCP) located on previously developed land on the north-eastern edge of the Mereside Campus at Alderley Park. The proposed MSCP is a large scale building consisting of seven storeys plus a basement level. The site is located within the Green Belt and the Alderley Edge and West Macclesfield Wooded Estates Local Landscape Designation Area (LLDA). The site is immediately surrounded to the north, west and east by mature woodland and to the south by a new large-scale office block known as the Glasshouse. The Mereside campus generally comprises large scale commercial buildings.

Landscape and Visual Impacts

The Environmental Statement includes a Landscape and Visual Impact Assessment prepared by Tyler Grange in accordance with current guidelines i.e. the Guidelines for Landscape and Visual Impact Assessment, third edition, Landscape Institute & IEMA, 2013 (GLVIA).

In accordance with GLVIA potential landscape and visual impacts are considered separately. The effects on all receptors were assessed for both the construction phase and the long-term 'occupation stage'.

Landscape Effects

The LVIA identifies that in the Cheshire East Landscape Character Assessment (2018) the site lies with the Urban Character Type (i.e. the Mereside area of Alderley Park) and is surrounded by the Wooded Estates and Meres Character Type and Capesthorpe Character Area.

The Landscape Character Assessment provides Landscape Guidance for the Wooded Estates and Meres Landscape Character Type including:

“Avoid siting development (including buildings and other structures) in visually prominent areas or areas of complex landform”.

Unfortunately, the LVIA fails to identify that the site also lies within the Alderley Edge and West Macclesfield Wooded Estates Local Landscape Designation Area (LLDA). This is not a recent designation - it was previously within the Parklands Area of Special County Value (ASCV). This is therefore a ‘locally valued’ landscape (in accordance with GLVIA) and this should be taken in to consideration when judging both landscape and visual sensitivity.

The following two landscape receptors were assessed:

Alderley Park Urban Character Type

The significance of effect for the Construction Phase was assessed as Minor Adverse and for the Occupation Phase Minor Adverse

Wooded Estates and Meres Character Type

The significance of effect for the Construction Phase was assessed as Minor Adverse and for the Occupation Phase Negligible

Visual Effects

Fifteen fairly close range viewpoints from within Alderley Park were initially selected for assessment by Tyler Grange. Due to the height and scale of the proposed MSCP and the sensitive location within the LLDA, additional medium to long range viewpoints were requested to determine whether the proposed development would be prominent in the wider landscape. Four additional viewpoints were then selected - three to the north-east (VPs 16, 17 & 18) and one to the west in Chelford (VP 19)

Effects on views/user groups were assessed as follows:

Views from users both within and outside Alderley Park have been considered both for construction and also operation. The document summarises the effects for the Construction Phase as follows:

“The receptors are considered of either Low or Medium sensitivity and generally constitute a Negligible to Medium magnitude of change, aside from users experiencing the local footpaths and surrounding landscape for recreational purposes who will potentially experience a high magnitude of change during construction. Overall, these result in either Negligible or Minor Adverse effects aside from the previously mentioned local footpath users who will experience a Moderate Adverse impact during construction. This receptor is considered to experience a Moderate Adverse impact due to the close proximity to the site and the open views towards the site and MSCP development. There are no significant effects considered for the construction phase”

The document summarises the effects for the Occupation Phase as follows:

“The receptors are considered of either Low or Medium sensitivity and all experience a magnitude of change between Negligible and Medium. Overall, these result in either Negligible or Minor Adverse effects for the occupation phase.

There are no significant effects considered for the occupation phase. Effects can be summarised as being limited and localised"

Impacts on Visual Openness

Recent case law has established that when considering the impacts of development in the Green Belt, both the spatial and visual aspects of openness should be taken into account. The spatial aspects of the proposed development on the openness of the Green Belt are considered separately in the submission..

The LVIA considers visual openness and concludes:

"Although the height of the proposed development is greater than the previous or consented development, given the massing, height and scale of other existing development across the site, the new car park will not appear to be out of scale or incongruous within the built context. The visual impacts of the proposal will therefore result in minimal change, with the openness of the Green Belt both within Alderley Park and the context of the adjacent landscape and wooded backdrop remain largely unaltered. Impacts of the proposed development upon the perceived visual openness of the Green Belt within and adjacent to Alderley Park will be maintained. Views along movement corridors and along pedestrian routes within the park and the woodland edge will remain, as will the context within which existing and proposed development is experienced."

Mitigation

The following mitigation measures have been 'embedded' into the completed development:

- Siting of the proposed development to enable the retention of mature vegetation to the north west, north, east and south where possible
- A consistency of elevational treatments with the surrounding buildings, including the Glasshouses
- Mass and scale of development nestled into the existing wooded backdrop
- Location of the access road broadly consistent with the existing and established route to reduce impact

Further mitigation measures include:

- The inclusion of both a Living Wall and Vegetated Wire Line system. This element assists in breaking up the mass of the building and provides 'green' visual connectivity with the retained off-site trees
- Additional landscaping, including pleached trees in association with the southern elevation and tree planting within the surface car park areas.

Locations for enhancement of the existing woodland are detailed within the Arboricultural Impact Assessment report and summarised below.

- Understorey planting along the route of the decommissioned high pressure pipeline to the east of the MSCP within W1;
- New planting of standard trees along the woodland edge, across from the north western corner of the Glasshouse building where removals have previously taken place;
- Removal of Poplar trees and replacement with native broad leaved woodland species within W1B and adjacent to W1C; and
- Woodland wildflower mix and woodland bulb planting adjacent to W1C.

Officer conclusions

Although the LVIA fails to take the LLDA designation into consideration, which would tend to increase the sensitivity of both landscape and visual receptors, the overall conclusion is broadly accepted, that the development is not likely to result in any significant landscape or visual effects.

Views of the development from within the Mereside campus would be in the context of other very large buildings. The photomontages illustrate how the MSCP would sit alongside the existing buildings. Longer distance views indicate that the development would be screened in views from the north and east by the mature woodland along the Alderley Park boundary and also by intervening vegetation. The MSCP would be visible in this long distance view from Chelford to the west. However, it would be viewed in proximity to the Glasshouse and tall chimney which are currently visible and, at a distance of 3 kilometres, this would have only a minor adverse effect.

The Council's Landscape Officer is therefore satisfied that the development would not be conspicuous in the wider landscape.

Suggested Conditions

The landscape scheme submitted with the application is not fully detailed. If the application is recommended for approval it is suggested that an appropriate landscape condition so that the full hard and soft landscape details must be submitted for approval within a specified timescale. The landscape scheme should also include the woodland enhancement proposals outlined above unless this is required under a separate condition. The standard landscape implementation and 5 year replacement condition should also be applied.

Trees/Woodland

Selected individual trees, groups of trees and woodlands within the site are protected by the Cheshire East Borough Council (Nether Alderley– Alderley Park No.3) Tree Preservation Order 2018.

Woodland (W6) of the TPO stands to the south east of the application site

The application is supported by an Arboricultural Impact Assessment (TEP Report Number 11784_R04_CG_JW)

Woodland adjacent to the site to the east known as Beech Wood is replanted Ancient Woodland as part of the Ancient Woodland Inventory which is protected through the NPPF (para 175 (c)). Other woodland beyond the northern and western boundaries are listed as part of the National Forest Inventory 2014.

The application has no direct impact on Ancient Woodland and the Council's Nature Conservation Officer would concur with the applicant's comments regarding the impact on Ancient Woodland.

The Assessment identifies four low (C) category trees (3 Silver Birch and a Maple) that will require removal to accommodate the proposed new roundabout. A mature High (A) category Beech, a moderate (B) category Beech, Three low (C) category trees (a Yew and two Hornbeam) and four low (C) category groups of trees require removal to accommodate the MSCP.

The two Beech trees are prominent individual specimens standing outside the boundaries of the protected woodland. Both trees are not protected by the TPO, nevertheless their loss will have a moderate adverse impact within the immediate area.

Retention of both trees was considered as assessed as part of the pre-application consultation process and dismissed as significant adjustments to the MSCP and other infrastructure provision would be required to accommodate root protection areas and allow adequate working space around the trees which is not considered feasible.

The Assessment refers to the roundabout location requiring the partial removal of a small section of Woodland W1 to the north west and a small area of young trees on an existing embankment and 2 Silver Birch to accommodate the western façade of the MSCP.

The small section of woodland (W1) forms part of the woodland (W3) of the Tree Preservation Order and appears to lie just outside the Ancient Woodland boundary. The removal of this small section of protected woodland presents only a slight adverse impact within the immediate area; impact on the woodland and its contribution to the wider landscape is not considered to be significant.

The removal of a small area of unprotected trees located on the embankment and two Silver Birch has been agreed as part of pre-application discussions on site. The trees are not protected by the TPO and their loss has no significant adverse impact on the wider landscape.

The loss of protected woodland and two mature Beech trees of High and Moderate category having regard to Policy SE 5 requires a net environmental gain by appropriate mitigation, compensation or offsetting where there are clear overriding reasons for allowing the development and impacts are unavoidable.

As part of pre-application discussions, the matter of mitigation and replacement planting was discussed with an emphasis on enhancement of the existing woodlands through management with more favoured broadleaved species and understorey planting. A basis for the scope of mitigation proposed for the loss of trees and a Boundary Enhancement and Mitigation Strategy (Tyler Grange 11784/P10) has been produced (although does not appear to have been submitted).

The Assessment suggests potential impacts on the Root Protection Areas (RPA) of a mature unprotected Silver Birch (T8), Oak (T9), Sycamore (T10) and a protected Sycamore (T11) due to the alignment of the access road and roundabout. Impacts do not appear to be significant however with a proposed footpath (north of T11) potentially requiring a no dig and permeable surface.

Some access facilitation pruning is required along the access road adjacent to the woodland and for adequate working space for scaffolding etc for construction of the MSCP. The pruning, to allow for high sided vehicle access and installation of the footpath adjacent to the proposed roundabout comprises of minor crown lifting work and is broadly in accordance with accepted arboricultural practice.

The proposed drainage scheme presents no significant impacts for trees.

If planning consent is granted conditions relating to tree protection/retention and submission of an AIA are recommended.

Building design

There is no doubt that the proposed building will be a substantial structure, but as set out above, will only be readily seen from the Glasshouse development and from the pedestrian walkway from the south west. As such the design has focused on these elevations where a green wall is proposed on the 3 lower floors, and the “end” of each elevation will be treated in an aluminium cladding system, and the whole structure faced with projecting aluminium “fins”. This design very much echoes the design of Glass house and will give the building a modern, but simple appearance which is considered to be appropriate in this context, and for a building of this nature.

Amenity

The site is a considerable distance from the nearest residential property (on or off site), but is in relatively close proximity to adjacent office accommodation where there could be some amenity impacts if not properly controlled. Environmental Protection have recommended an informative regarding construction hours and the various controls outlined in the submission with regards to light pollution etc. should be conditioned as part of any approval.

Ecology

Badgers

Whilst badgers are known to occur in the wider Alderley Park Site, no evidence of badger activity was recorded on or adjacent to the application site. It is advised that based on the current status of badgers on site the proposed development is not likely to have an adverse impact upon this species.

However as the status of badgers on a site over a short time scale it is advised that if planning consent is granted a condition should be attached which requires the submission of an updated badger survey if works on site have not commenced by the 6th August 2019.

Roosting bats

It is advised that roosting bats are unlikely to be directly affected by the removal of the remaining buildings on site or the proposed tree removal.

Great Crested Newts

Recorded in ponds a number of ponds during the latest surveys. Considering the distance between the known breeding ponds, the poor quality of the on-site habitats and the presence of higher quality intervening habitat, it is advised that the proposed development is not reasonably likely to have an adverse effect on this species.

Common Toad

This priority species was recorded in all ponds subject to detailed amphibian surveys. The application site is however likely to be of limited value for this species and it is advised that accordingly the proposed development is unlikely to have a significant impact upon this species.

Local Wildlife Site and Ancient Woodland

The application site is located immediately adjacent to Radnor Mere and Woods Local Wildlife Site (LWS) and an extensive area of replanted ancient woodland. Ancient woodlands receive specific protection through the NPPF.

It is advised that the proposed development would not have a direct impact upon the LWS or ancient woodland.

Ancient woodlands are however sensitive to a range of indirect effects. Natural England standing advice advises that a minimum buffer of 15 m should be provided between the development and the edge of the woodland. This has not been provided as part of the current proposals.

Compensatory planting is proposed in the margins of the retained woodland. It is recommended that proposals for the introduction of woodland wildflower seed mix should be removed from the proposals as this is not appropriate in an ancient woodland.

It is advised that it must be ensured that the drainage strategy for the site does not allow the discharge of any surface water into the adjacent woodland. Gully pots should also be offset from kerb edges to prevent entrapment of wildlife this matter may be dealt with by means of a planning condition.

The ES states that a Construction Environmental Management Plan (CEMP) would be produced to mitigate the risk of damage from pollution, the storage of materials and construction stage lighting. It is recommended that the CEMP be submitted prior to the determination of the application, or if planning consent is granted the submission of the CEMP should be subject to a pre-commencement condition.

Lighting

It is advised that lighting associated with the proposed car park has the potential to have a significant impact upon foraging bats and wildlife in general associated with the adjacent woodland/LWS habitats. The ES states that measures have been put in place to reduce light spill.

A light spill plan which better illustrates the lux levels upon the surrounding woodlands has been requested and was anticipated shortly at the time of writing this reports. Comments on this matter will be reported in the update report.

Nesting Birds

If planning consent is granted then a condition would be required to safeguard nesting birds.

Enhancement for biodiversity

The provision of features for breeding birds, such as commercially available swift bricks, at this site would be beneficial for biodiversity. The provision of these features would contribute to the aims of Local Plan Core Strategy Policy SE 3. It is therefore recommended that the applicant provides detailed proposals for the incorporation of these types of features. An annotated plan showing the number, type and location of proposed would be sufficient.

Conditions

If planning consent is granted the following conditions are required:

- Submission of updated badger survey if works not commenced by 6th August 2019.
- Submission of Construction Environment Management Plan
- Safeguarding nesting birds
- Off set gully pots.

Flood Risk/Drainage

Comments from the Flood Risk Team are awaited, however no significant issues are anticipated as the drainage systems at Alderley Park have been the subject of extensive discussions on various

applications in recent times, and subject to appropriate mitigation measures (which are proposed in the application) to control flows all matters should be capable of being addressed.

Air Quality

As the Electric Vehicle Charging Points are already shown on the drawings and the existing Travel Plan will be implemented, Environmental Protection has no comments to make.

Contaminated Land

The Contaminated Land team has no objection to the above application subject to the following comments with regard to contaminated land:

- The application area has a history of pharmaceutical research use and therefore the land may be contaminated.
- The report, Phase I and Phase II Site Investigation Report, reference NX347, NX Consulting, September 2018 submitted in support of the application recommends no remedial works. We are in agreement with this.
- It was noted that during the site investigation works access was limited due to large stockpiles of demolition material. There is the potential for unexpected contamination to be encountered during the build.

As such, and in accordance with the NPPF, Environmental Protection recommends a condition and an informative be attached should planning permission be granted:

CONCLUSIONS

The development is proposed on this brownfield site within the existing Mereside area of Alderley Park, on previously developed land which has planning permission for office development. The proposals are materially larger than the consented scheme and as a precautionary approach it is considered there is an impact on openness and as such would constitute inappropriate development on this Green Belt site. However as the report sets out, the impact is only slight, and in any event Very Special Circumstances exist to outweigh any possible harm.

The proposed development will assist in rationalising the car parking on the site, and allowing it to be concentrated in two locations at the entrance points to Mereside. This allows for the pedestrianisation of the central site area and as a consequence the improving of its general environment for visitors and users alike, re-enforcing the unique nature of this site.

The proposals will therefore have positive benefits for pedestrians and site users, which will have knock-on benefits for the site and help build on the success of the site to the area and Borough as a whole. There are also considered to be traffic management benefits from the scheme.

The proposals will have a neutral impact on most other issues, including, Amenity, Ecology and Environmental impacts including air quality and contaminated land.

There is a slight adverse impact on trees/woodlands, and very minor landscape impacts.

Accordingly the application is recommended for approval.

RECOMMENDATION

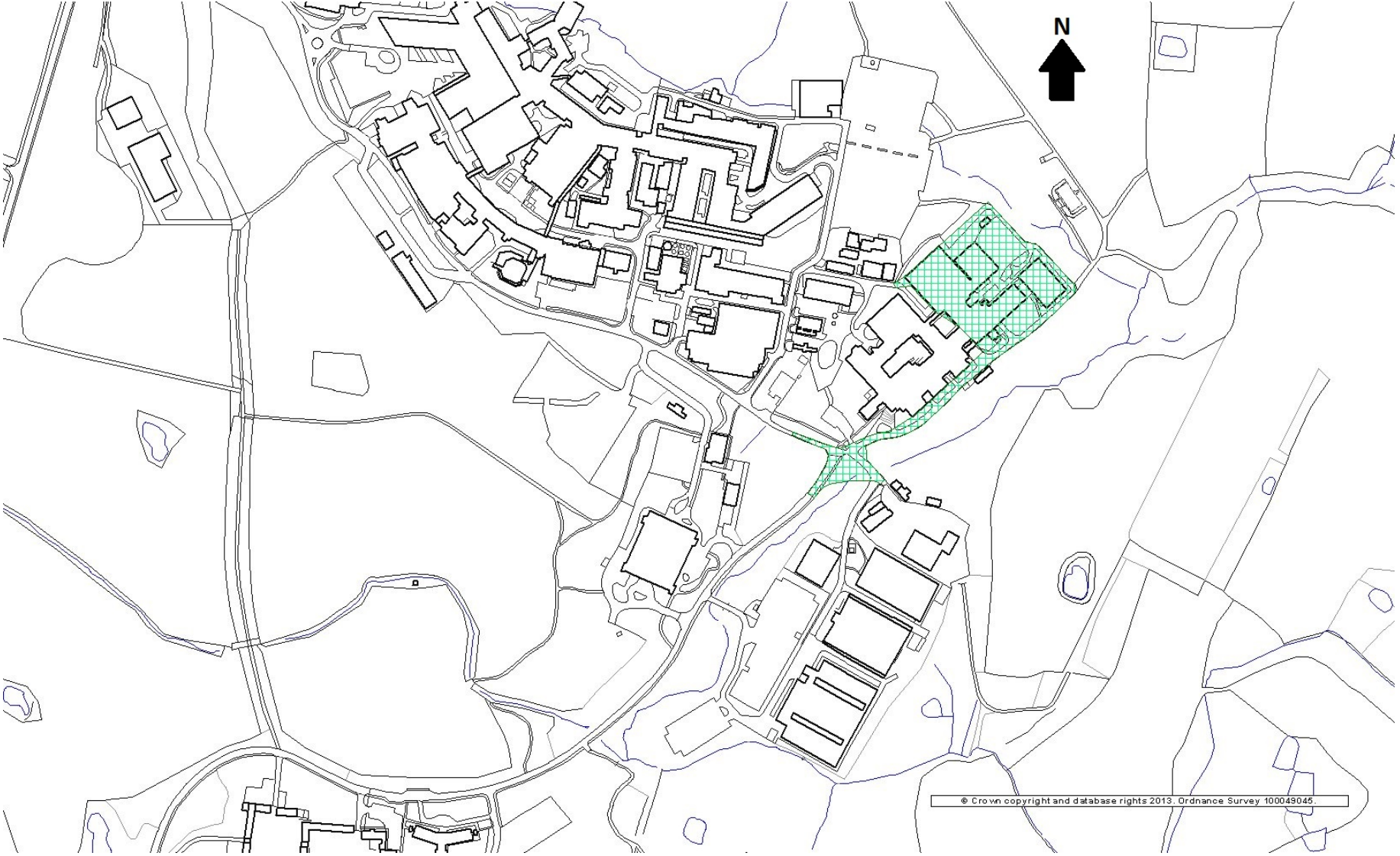
Approve subject to the following conditions;

- 1. 3 Year start time**
- 2. Approved plans/documents**
- 3. Materials**
- 4. Landscaping**
- 5. Landscape maintenance**
- 6. Tree Protection**
- 7. Tree Retention**
- 8. Arboricultural Method Statement**
- 9. Contaminated land verification report**
- 10. Foul and surface water on separate systems**
- 11. Surface water drainage**
- 12. Bird nesting season**
- 13. Updated badger survey if start not before Aug 19**
- 14. Gully Pots**

Informatives

- NPPF**
- Hours of working**

In the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Head of Planning Regulation has delegated authority to do so in consultation with the Chairman of the Strategic Planning Board, provided that the changes do not exceed the substantive nature of the Committee's decision.



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Working for a brighter future together

STRATEGIC PLANNING BOARD

Date of Meeting: 30 January 2019

Report Title: Revised Draft Local Validation Checklist for Planning Applications

Portfolio Holder: Cllr Ainsley Arnold

Senior Officer: Frank Jordan, Executive Director of Place

1. Report Summary

- 1.1. This report seeks approval to consult on a revision to the Council's Local Validation Checklists for planning applications. The Local Validation Checklists set out the information that will usually be required to be submitted with a planning application.

2. Recommendation/s

- 2.1. That the Housing, Planning and Regeneration Portfolio Holder be recommended to approve for consultation the draft Local Validation Checklist and associated documents attached as Appendix 1.

3. Reasons for Recommendation/s

- 3.1. The Local Validation Checklist should be the subject of consultation before it is finalised. This will ensure that the standards that the Council adopts have been the subject of public comment and scrutiny.

4. Other Options Considered

- 4.1. The Council is obliged to review and update the Local Validation Checklist under section 62 (4A) of the Town & Country Planning Act 1990 (inserted by the Growth and Infrastructure Act 2013) and article 11 of Development Management Procedure Order 2015.

5. Background

- 5.1. In addition to the National Validation Requirements laid down by the Government paragraph 193 of the National Planning Policy Framework

(NPPF) states that '*Local Planning Authorities should publish a list of their information requirements for applications, which should be proportionate to the nature and scale of development proposals and reviewed on a frequent basis. Local Planning Authorities should only request supporting information that is relevant, necessary and material to the application in question.*' The combined use of the National and Local Validation Requirements provides both the authority and applicant with more certainty over the type of information required from the start of the process and helps to make sure that the information requested is proportionate to the type and scale of application being made

- 5.2. The current validation checklists which outline those requirements were prepared on the inception of Cheshire East in 2009. Although they are still used and provide guidance for applicants and agents they are out of date and need to be updated to comply with the relevant legislation which requires their review every two years. Accordingly it is appropriate to review the documents and bring them up to date.
- 5.3. Since 2009 there have been a significant number of changes to the both national and local planning policies, alongside a host of updated guidance. This includes the new National Planning Policy Framework (NPPF), National Planning Policy Guidance (NPPG) and the Cheshire East Local Plan. The validation lists have therefore been updated to include reference to these latest policies and guidance.
- 5.4. More specific requirements have been incorporated to reflect priorities of the Council following adoption of more targeted supplementary planning documents such as the Cheshire East Design Guide. This will ensure that design quality is properly considered at an early stage in the application process and not after registration.
- 5.5. Viability assessments have also been included within the requirements to reflect the need for these to be made more transparent and open to public scrutiny. This reflects previous concerns from Cheshire East Members but also more recent advice within the NPPG.
- 5.6. The approach to the Draft Validation Checklists is to significantly reduce the number of forms and also simplify the content - making use of web links to more detailed information should this be needed. It is proposed to have one general validation checklist which lists all the requirements which may need to be considered on an application and a householder checklist with only a very limited number of requirements. There will also be two more specialist checklists for minerals and waste applications. A checklist matrix has also been produced to show quickly what is required (as appropriate) on the different types of applications. These draft lists are attached as Appendix 1.

- 5.7. To provide the necessary justification for the requirements a further document details the appropriate policy background.
- 5.8. Subject to the approval of Strategic Planning Board, it is envisaged that the Draft Local Validation Checklist will be published for public consultation for a period of 6 weeks from mid February 2019. A copy of the Draft Local Validation Checklist and associated documentation would be made available to view online and key stakeholders will be notified of the consultation by email.
- 5.9. Following the 6-week consultation exercise, a summary report of consultation responses will be produced, and any responses will be taken into account when preparing the final revised checklist for adoption.

6. Implications of the Recommendations

6.1. Legal Implications

- 6.1.1. Section 62 (4A) of the Town and Country Planning Act 1990 (inserted by the Growth and Infrastructure Act) and article 11(3)(c) of the Town and County Planning (Development Management Procedure) (England) Order 2015 as well as the National Planning Policy Framework (NPPF) states that local planning authorities should publish a list of their information requirements for planning applications. This local validation checklist should be reviewed every two years.
- 6.1.2. The local validation checklist provides information relating to the range of documents applicants are required to submit in order to ensure a planning application is valid upon receipt by Cheshire East Council. An up to date list ensures that all necessary information is submitted before an application is formally registered.

6.2. Finance Implications

- 6.2.1. The policies adopted by the Council on Community Involvement can have significant financial implications. Obligations to supply hard copy documents, send letters by post or place public notices in newspapers involve a direct financial cost. Others, such as the placing of site notices involve a cost in staff time and resources. Generally speaking, electronic communication such as email notification, web based consultation and social media have lesser financial implications.
- 6.2.2. In drawing up appropriate policies for community involvement in planning, the Council needs to balance the cost of each form of engagement with the benefit that it accrues to stakeholders and the public.

6.3. Policy Implications

6.3.1. The Validation Checklist does not have a direct implication on policy, but the information required is backed by existing planning policy.

6.4. Equality Implications

6.4.1. There are no direct equality considerations albeit the proposed changes and updates are designed to make the process more simplified and accessible for all members of society and not just those with technical knowledge of the planning system.

6.5. Human Resources Implications

6.5.1. There are no direct implications for human resources

6.6. Risk Management Implications

6.6.1. There are no direct implications for risk management

6.7. Rural Communities Implications

6.7.1. There are no direct implications for rural communities.

6.8. Implications for Children & Young People

6.8.1. There are no direct implications for children and young people.

6.9. Public Health Implications

6.9.1. There are no direct implications for public health.

7. Ward Members Affected

7.1. All Wards – implications are Borough Wide

8. Consultation & Engagement

8.1. It is proposed that the draft Validation Checklist be subject to six weeks consultation. Following this, all comments will be considered and revisions made as appropriate before a final version of them is prepared for approval.

9. Access to Information

9.1. The Council's website includes the current checklists as well as all the existing policies.

10. Contact Information

10.1. Any questions relating to this report should be directed to the following officer:

Name: David Malcolm

Job Title: Head of Planning Regulation

Email: david.malcolm@cheshireeast.gov.uk

GENERAL PLANNING APPLICATION

VALIDATION CHECKLIST

The following details must be considered with your application to ensure all the required information is submitted. Failure to submit any of the requirements will render your application invalid and it will not be registered. Where an application is not accompanied by 'Local Checklist' requirements a written justification must be produced by a suitably qualified person(s) giving reasons why it is not appropriate in that particular circumstance. In such cases the Council will consider the justification and where it is agreed, the application will be registered. However, if insufficient justification is provided, the Council will declare the application invalid and provide written reasons for the decision.

The list of local requirements is not exhaustive and the local planning authority can still request further information post-validation. Accordingly, an application can still be declared valid and then refused on the grounds of inadequate information.

SUPPLEMENTARY GUIDANCE is available on the Council's website which gives more detail of some of these requirements.

NATIONAL REQUIREMENTS

FORMS

- Correct National Standard Application Form (**original and 3 copies unless submitted electronically**)
- All signed and dated
- All relevant questions answered correctly

PLANS

- Original and 3 copies of all plans (**unless submitted electronically**) and drawings necessary to describe the subject of the application. All detailed drawings should include a scale bar where appropriate

Location Plan at a scale of 1:1250 or 1:2500 to show:

- The direction of North
- Application site edged red/other land owned by the applicant edged blue
- Wherever possible, at least 2 named roads and surrounding buildings

Site Plan at a scale of 1:500 or 1:200 to show:

- The direction of North
- The development in relation to site boundaries and existing buildings on the site with written dimensions.
- All buildings, roads and footpaths on land adjoining the site, including access arrangements
- All public rights of way crossing or adjoining the site
- The position of all trees on the site and those on adjacent land which could be affected by the development
- The extent of any hard surfacing
- Boundary treatment where proposed

Block Plan at a scale of 1:100 or 1:200 to show:

- Any site boundaries
- The position of any building or structure on the other side of such boundaries
- The type and height of boundary treatment

Existing and Proposed Elevations at a scale of 1:50 or 1:100 to show:

- The works in relation to what is already there
- All sides of the proposal (blank elevations should also be included)
- Where possible, the proposed building materials and the style, materials and finish of the windows and doors

Existing and proposed floor plans to a scale of 1:50 or 1:100 to show:

- Where existing walls or buildings are to be demolished these should be clearly shown
- Details of the existing building(s) as well as the proposed development
- New buildings in context with adjacent buildings

Existing and proposed site sections and finished floor and site levels to a scale of 1:50 or 1:100

- Where a proposal involves a change in ground levels, illustrative drawings should be submitted to show both existing and finished floor levels to include details of foundations and eaves.
- For applications involving new buildings, information to demonstrate how proposed buildings relate to existing site levels and neighbouring development
- In the case of a sloping site, show how proposals relate to existing ground levels or where ground levels outside the new development would be modified.

Roof plans

- Where appropriate, at a scale of 1:50 or 1:100 to show the proposed roof form and details such as the roofing material and their location

CERTIFICATES**Ownership Certificate Completed**

- Correct certificate - A, B, C or D as required

Agricultural Holdings Certificate Completed

- Required whether or not the site includes an agricultural holding

APPROPRIATE FEE

For guidance refer to Planning Portal / Website

(http://ecab.planningportal.co.uk/uploads/english_application_fees.pdf)

DESIGN AND ACCESS STATEMENT

- For all major applications (10 or more dwellings or where the floor space to be built is 1,000 square metres or more or where the site area is 1 hectare or more) unless solely a change of use of land and buildings or engineering/mining operations
- Development in a Conservation Area of one or more dwelling houses or provision of a building where floor space is 100 square metres or more
- Is a Listed Building

LOCAL REQUIREMENTS

Affordable Housing Statement

- The proposal is for affordable rural exceptions housing or;
- The proposal is for development of 15 or more units

Air Quality Assessment

- Any development (except householder extensions) within an Air Quality Management Area (AQMA) or within 500m of an AQMA
- Housing development greater than 1 Ha or greater than 80 units
- Major office and retail developments
- Other developments likely to lead to increased traffic or parking provision.

Full details on the link below:

http://www.cheshireeast.gov.uk/environment/environmental_health/local_air_quality/air_quality_and_planning/air_quality_and_planning.aspx

Archaeological Assessment

- When any proposed development includes new building or ground disturbance on or adjoining a heritage asset of archaeological interest

Contaminated Land Assessment

- Required for all major residential, commercial, industrial or leisure applications
- Minor applications for change of use to residential or development of greenfield sites
- Developments on a former landfill site or within 50m of a current landfill site.

Further detailed guidance is available on the link below including Developers Guide and Change of Use Questionnaire

https://www.cheshireeast.gov.uk/environment/environmental_health/contaminated_land/development_and_contamination.aspx

Community infrastructure levy (CIL)

- Submission of appropriate CIL 'Planning Application Additional Information Requirement Form' (Form "zero")

Design Quality

- Completion of Cheshire East Design Guide checklist/BfL12 assessment. Mandatory for major development - 10 houses or more, (but also advisory for schemes of 1-10 dwellings?)
- Design codes for developments over 150 dwellings or that form part of a phase of a larger development of over 150 dwellings (spatial for outline applications; detailed character area codes for reserved matters; comprehensive, full code for full applications)

https://www.cheshireeast.gov.uk/planning/spatial_planning/cheshire_east_local_plan/supplementary_plan_documents/design-guide-supplementary-planning-document.aspx

Ecological and Geodiversity Assessments

- The development affects any of the designated sites (SSSI's, Local Wildlife sites etc) identified in the relevant development plan, or
- The application involves any of the types of development identified in Table XX of the *Guidance on Local Requirements: Biodiversity and Geodiversity Conservation Statement*.

https://www.cheshireeast.gov.uk/planning/view_a_planning_application/making_a_planning_application/planning_constraints/planning_constraints.aspx

Flood Risk Assessment

You need to do a flood risk assessment for most developments within one of the [flood zones](#).

This includes developments:

- in flood zone 2 or 3 including minor development and change of use
- more than 1 hectare (ha) in flood zone 1
- less than 1 ha in flood zone 1, including a change of use in development type to a more vulnerable class (for example from commercial to residential), where they could be affected by sources of flooding other than rivers and the sea (for example groundwater, surface water drains, reservoirs)
- in an area within flood zone 1 which has critical drainage problems as notified by the Environment Agency

Local Flood risk can be checked at : <https://flood-warning-information.service.gov.uk/long-term-flood-risk/map?easting=379172&northing=355094&address=100010065642&map=SurfaceWater>

Heritage Statement

- The development affects a designated or non-designated heritage asset or its setting
- Includes works in Conservation Areas, listed buildings and structures, locally listed buildings, scheduled monuments, historic parks and gardens and historic battlefields

Landscape / Visual Impact statement

- The development is of 10 or more houses
- The development affects one of the designated landscape areas (LLDs)
- Any proposal that due to its size, scale or location is likely to have a significant visual impact upon the surrounding landscape.

Noise Impact Assessment

Where the proposal will result in a residential use adjacent to

- A use falling within Use Class A4, A5, B1(c), B2 or B8
- A railway line
- A busy road (motorway, dual carriageway and 'A' Roads)
- A licensed premises or entertainment source
- Noise sensitive development located under the flight path for Manchester Airport or within the Aviation Noise Contour Area

Parking & Access arrangements

- Details of existing and proposed parking provision and access arrangements.

Planning Obligations

- Draft Agreement / Heads of Terms where required by policy such as affordable housing, public open space, education contributions
- Proof of title

See s106 precedents and templates on the link below:

https://www.cheshireeast.gov.uk/planning/view_a_planning_application/making_a_planning_application/s106_agreements_planning.aspx

Planning Statement including Statement of Community Involvement

- A supporting planning statement will be required for all major applications, major change of use applications or listed building applications

Public Open Space Statement

- The proposal is a major development (more than 10 dwellings)
- The development will result in the loss of Open Space as identified in the relevant development plan

Retail Impact Assessment

- Sequential and impact assessment as required in accordance with paragraphs 86 - 89 of the NPPF

Site Waste Management Plan

- The development is for 50 or more dwellings

Sports Need Statement/Assessment

- Submitted for all major residential applications
- Where existing indoor or outdoor sports opportunities are changed, lost or impacted upon

https://www.cheshireeast.gov.uk/planning/spatial_planning/research_and_evidence/playing_pitch_strategy.aspx

Structural Survey

- The proposal involves the conversion of a building within the open countryside or green belt not previously used for residential purposes.
- Where the proposal involves the total or substantial demolition of a listed building and/or associated curtilage buildings or structures
- Where the proposal involves total or substantial demolition of a building or structure in a conservation area
- Where the proposal involves total or substantial demolition of a locally listed building

Transport Assessment / Travel Plan

- All developments that generate significant amounts of transport movement should be supported by a Transport Statement or Transport Assessment and any associated Travel Plan. See details below

<https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

Tree Survey/Arboricultural Implications

An arboricultural statement is required (in accordance with the latest requirements BS5837:2012) where:

- There is a tree(s) on the site subject to a Tree Preservation Order (TPO)
- The site is within a conservation area.
- If the stem of any tree is within 15 metres of any proposed development

Ventilation/Extraction statement including schematic diagram

- The proposal is for the use of the premises for purposes within Use Classes A3 (Restaurants and cafes), A4 (Drinking establishments) and A5 (Hot food takeaways)
- The proposal is for the use of the premises for food manufacturing and/or food processing.

Viability Assessment

- Where an applicant is proposing that they cannot provide the full range of Planning Obligation / Section 106 requirements (including affordable housing) due to financial viability issues
- Such documents should be in a form that can be put into the public domain and in accordance with National Planning Policy Guidance.

HOUSEHOLDER APPLICATION FOR WORKS OR EXTENSION TO A DWELLING



VALIDATION CHECKLIST

The following details must be considered with your application to ensure all the required information is submitted. Failure to submit any of the requirements will render your application invalid and it will not be registered. Where an application is not accompanied by 'Local list' requirements a written justification must be produced by a suitably qualified person(s) giving reasons why it is not appropriate in that particular circumstance. In such cases the Council will consider the justification and where it is agreed, the application will be registered. However, if insufficient justification is provided, the Council will declare the application invalid and provide written reasons for the decision.

The list of local requirements is not exhaustive and the local planning authority can still request further information post-validation. Accordingly, an application can still be declared valid and then refused on the grounds of inadequate information.

SUPPLEMENTARY GUIDANCE is available on the Council's website which gives more detail of some of these requirements.

NATIONAL REQUIREMENTS

FORMS

- Correct National Standard Application Form (**original and 3 copies unless submitted electronically**)
- All signed and dated
- All relevant questions answered correctly

PLANS

- Original and 3 copies of all plans (**unless submitted electronically**) and drawings necessary to describe the subject of the application. All detailed drawings should include a scale bar where appropriate

Location Plan at a scale of 1:1250 or 1:2500 to show:

- The direction of North
- Application site edged red/other land owned by the applicant edged blue
- Wherever possible, at least 2 named roads and surrounding buildings

Site Plan at a scale of 1:500 or 1:200 to show:

- The direction of North
- The development in relation to site boundaries and existing buildings on the site with written dimensions.
- All buildings, roads and footpaths on land adjoining the site, including access arrangements
- All public rights of way crossing or adjoining the site
- The position of all trees on the site and those on adjacent land which could be affected by the development
- The extent of any hard surfacing
- Boundary treatment where proposed

Block Plan at a scale of 1:100 or 1:200 to show:

- Any site boundaries
- The position of any building or structure on the other side of such boundaries
- The type and height of boundary treatment

Existing and Proposed Elevations at a scale of 1:50 or 1:100 to show:

- The works in relation to what is already there
- All sides of the proposal (blank elevations should also be included)
- Where possible, the proposed building materials and the style, materials and finish of the windows and doors

Existing and proposed floor plans to a scale of 1:50 or 1:100 to show:

- Where existing walls or buildings are to be demolished these should be clearly shown
- Details of the existing building(s) as well as the proposed development
- New buildings in context with adjacent buildings

Existing and proposed site sections and finished floor and site levels to a scale of 1:50 or 1:100

- Where a proposal involves a change in ground levels, illustrative drawings should be submitted to show both existing and finished floor levels to include details of foundations and eaves.
- For applications involving new buildings, information to demonstrate how proposed buildings relate to existing site levels and neighbouring development
- In the case of a sloping site, show how proposals relate to existing ground levels or where ground levels outside the new development would be modified.

Roof plans

- Where appropriate, at a scale of 1:50 or 1:100 to show the proposed roof form and details such as the roofing material and their location

CERTIFICATES**Ownership Certificate Completed**

- Correct certificate - A, B, C or D as required

Agricultural Holdings Certificate Completed

- Required whether or not the site includes an agricultural holding

APPROPRIATE FEE

For guidance refer to Planning Portal / Website

(http://ecab.planningportal.co.uk/uploads/english_application_fees.pdf)

DESIGN AND ACCESS STATEMENT

- Development in a Conservation Area if provision of a building where floor space is 100 square metres or more
- Is a Listed Building

LOCAL REQUIREMENTS

Archaeological Assessment

- When any proposed development includes new building or ground disturbance on or adjoining a heritage asset of archaeological interest

Community infrastructure levy (CIL)

- When the alteration or extension includes 100sqm of floorspace or over, the submission of the CIL 'Planning Application Additional Information Requirement Form' (Form "zero")

https://www.cheshireeast.gov.uk/planning/view_a_planning_application/making_a_planning_application/community-infrastructure-levy.aspx

Ecological and Geological Conservation Statement

- The development affects any of the designated sites (SSSI's, Local Wildlife sites etc) identified in the relevant development plan, or
- The application involves any of the types of development identified in Table 1 of the *Guidance on Local Requirements: Biodiversity and Geodiversity Conservation Statement*.

https://www.cheshireeast.gov.uk/planning/view_a_planning_application/making_a_planning_application/planning_constraints/planning_constraints.aspx

Flood Risk Assessment

Not normally required for householder applications but large extensions in flood zone 2 or 3 including minor development

Detailed Guidance from Environment Agency

<http://www.environment-agency.gov.uk/research/planning/82584.aspx>

Local Flood risk can be checked at: <https://flood-warning-information.service.gov.uk/long-term-flood-risk/map?easting=379172&northing=355094&address=100010065642&map=SurfaceWater>

Heritage Statement (statement of significance)

- The development affects a designated or non-designated heritage asset or its setting
- Includes works either in or in proximity to Conservation Areas, listed buildings and structures, locally listed buildings, scheduled monuments, historic parks and gardens and historic battlefields

Parking & Access arrangements

- Details of existing and proposed parking provision and access arrangements.

Structural Survey

- Where the proposal involves the total or substantial demolition of a listed building and/or associated curtilage buildings or structures
- Where the proposal involves total or substantial demolition of a building or structure in a conservation area
- Where the proposal involves total or substantial demolition of a locally listed building

Tree Survey/Arboricultural Implications

An arboricultural statement is required (in accordance with the latest requirements BS5837:2012) where:

- There is a tree(s) on the site subject to a Tree Preservation Order (TPO)
- The site is within a conservation area.
- If the stem of any tree is within 15 metres of any proposed development

MINERALS DEVELOPMENTS



VALIDATION CHECKLIST

The following details must be considered with your application to ensure all the required information is submitted. Failure to submit any of the requirements will render your application invalid and it will not be registered. Where an application is not accompanied by 'Local list' requirements a written justification must be produced by a suitably qualified person(s) giving reasons why it is not appropriate in that particular circumstance. In such cases the Council will consider the justification and where it is agreed, the application will be registered. However, if insufficient justification is provided, the Council will declare the application invalid and provide written reasons for the decision.

The list of local requirements is not exhaustive and the local planning authority can still request further information post-validation. Accordingly, an application can still be declared valid and then refused on the grounds of inadequate information.

SUPPLEMENTARY GUIDANCE is available on the Council's website which gives more detail of these requirements

NATIONAL REQUIREMENTS

FORMS

- Correct Mineral Planning application form including all appendices (**original and 3 copies unless submitted electronically**)
- All signed and dated
- All relevant questions answered correctly

PLANS

- Original and 3 copies of all plans (**unless submitted electronically**) and drawings necessary to describe the subject of the application. All detailed drawings should include a scale bar where appropriate

Location Plan at a scale of 1:1250, 1:2500 or 1:10000 to show:

- The direction of North
- Application site edged red/other land owned by the applicant edged blue.
- Wherever possible, at least 2 named roads and surrounding buildings

Site Plan at a scale of 1:500 or 1:200 to show:

- The direction of North
- The development in relation to site boundaries and existing buildings on the site with written dimensions.
- All buildings, roads and footpaths on land adjoining the site, including access arrangements
- All public rights of way crossing or adjoining the site
- The position of all trees on the site and those on adjacent land which could be affected by the development identifying those to be retained and lost.
- The extent of any hard surfacing
- Boundary treatment where proposed
- Weighbridges, fixed wheel cleaning equipment and the maximum extent of stockpiles should be included
- Existing watercourses, culverts, drainage ditches, ponds or other water bodies within or bounding the site showing, where appropriate, the direction of flow
- Underground services, overhead lines on, or adjacent to the site
- Existing contours (within the site and at least 250m outside the site).

- For current/previous mineral working the position of working/tipping faces, areas restored etc. and any planning permission references. Any land susceptible to subsidence, or potentially susceptible to subsidence.
- The positions of trial pits and boreholes
- Features of archaeological interest

Block Plan at a scale of 1:100 or 1:200 to show:

- Any site boundaries
- The position of any building or structure on the other side of such boundaries
- The type and height of boundary treatment

Phasing/Working Plans

- Areas of land to be excavated and/or filled with identification of any un-worked margins to protect rights of way, railway lines, watercourses, services, buildings, trees etc.
- Proposed contours showing full extent of extraction in each phase with sufficient detail to show relationship to surrounding land
- Storage areas for topsoil, subsoil and overburden (including screening bunds)
- Details of screening of operations including phasing arrangements, details of fencing or planting
- Locations and design/scale of all processing, other plant (whether fixed or mobile) and ancillary infrastructure including access roads, stockpiles, buildings, weighbridges, wheel cleaners etc.
- Fencing and external lighting.
- Method, direction and phasing of working, extraction and filling
- Position of any diverted watercourses, lagoons, silt ponds, sources of water supply, means of drainage and the position of any water discharges going to existing watercourses
- Proposed new vehicular access (if relevant) and route from the site to the public highway.
- Position of existing, diverted and reinstated public rights of way or permissive footpaths

Sections and profiles

- Cross sections showing existing and final restoration surface levels with an indication of any likely settlement. Where extraction of minerals is to take place, the maximum depth of the excavation and where applicable, the levels of the maximum winter water table and position of quarry faces should be shown
- Representative sections and borehole diagrams which differentiate between topsoil, subsoil and overburden and identify the characteristics and thickness of each
- The pit/borehole information to include the thicknesses and characteristics of the mineral(s) to be extracted and any interbedded waste materials which need to be removed, the underlying geology and the position of the water table
- In the case of topsoil, subsoil, overburden and mineral waste tips, the typical profiles and gradients of mounds should be shown

Restoration and aftercare plans

- Final contours on restoration (with typical gradients indicated) and extended to at least 250m outside the site to show relationship to surrounding topography
- The replacement soil depths
- Position of any permanent water features, estimated depths of water and details of typical marginal treatment
- Drainage details on restoration including position of field drains, ditches, pumps and watercourses (including direction of flow) and permanent discharge points to surrounding watercourses
- Landscape restoration proposals and planting plans/specifications including any habitats to be retained or created on site, and any public access provisions.

For any associated built development at mineral sites:

Existing and Proposed Elevations at a scale of 1:50 or 1:100 to show:

- The works in relation to what is already there

- All sides of the proposal (blank elevations should also be included)
- Where possible, the proposed building materials and the style, materials and finish of the windows and doors

Existing and proposed floor plans to a scale of 1:50 or 1:100 to show:

- Where existing walls or buildings are to be demolished these should be clearly shown
- Details of the existing building(s) as well as the proposed development
- New buildings in context with adjacent buildings

Existing and proposed site sections and finished floor and site levels to a scale of 1:50 or 1:100

- Where a proposal involves a change in ground levels, illustrative drawings should be submitted to show both existing and finished floor levels to include details of foundations and eaves.
- For applications involving new buildings, information to demonstrate how proposed buildings relate to existing site levels and neighbouring development
- In the case of a sloping site, show how proposals relate to existing ground levels or where ground levels outside the new development would be modified.

Roof plans

- Where appropriate, at a scale of 1:50 or 1:100 to show the proposed roof form and details such as the roofing material and their location

CERTIFICATES

Ownership Certificate Completed

- Correct certificate - A, B, C or D as required

Agricultural Holdings Certificate Completed

- Required whether or not the site includes an agricultural holding

APPROPRIATE FEE

For guidance refer to Planning Portal / Website

(http://ecab.planningportal.co.uk/uploads/english_application_fees.pdf)

LOCAL REQUIREMENTS

Aerodrome Safeguarding Assessment/and where appropriate bird risk management plan

Agricultural Land Assessment/Soil Survey

Air Quality Assessment

Full details on the link below:

http://www.cheshireeast.gov.uk/environment/environmental_health/local_air_quality/air_quality_and_planning/air_quality_and_planning.aspx

Archaeological Assessment

- Required for all mineral applications involving new areas of extraction or other ground disturbance, or where site is on or adjoining a heritage asset of archaeological interest

Blasting assessment

Borehole and trial pit analysis

Contaminated Land Assessment

- Required for all major mineral development

Further detailed guidance is available on the link below including Developers Guide and Change of Use Questionnaire

https://www.cheshireeast.gov.uk/environment/environmental_health/contaminated_land/development_and_contamination.aspx

Drainage Assessment

Ecological and Geodiversity Assessments

- The development affects any of the designated sites (SSSI's, Local Wildlife sites etc) identified in the relevant development plan, or
- The application involves any of the types of development identified in Table XX of the *Guidance on Local Requirements: Biodiversity and Geodiversity Conservation Statement*.

https://www.cheshireeast.gov.uk/planning/view_a_planning_application/making_a_planning_application/planning_constraints/planning_constraints.aspx

Environmental Statement

Flood Risk Assessment

You need to do a flood risk assessment for most developments within one of the [flood zones](#).

This includes developments:

- in flood zone 2 or 3 including minor development and change of use
- more than 1 hectare (ha) in flood zone 1
- less than 1 ha in flood zone 1, where they could be affected by sources of flooding other than rivers and the sea (for example surface water drains, reservoirs)
- in an area within flood zone 1 which has critical drainage problems as notified by the Environment Agency

Geotechnical and land stability appraisal

Heritage Statement

- The development affects a designated site or its setting
- Includes works in Conservation Areas, listed buildings and structures, locally listed buildings, scheduled monuments, historic parks and gardens and historic battlefields

Hydrological and Hydrogeological Assessment (including where applicable a groundwater vulnerability report and any aquifer impact)

Jodrell Bank Mitigation Statement

- see checklist C

Landscape / Visual Impact Statement

Lighting Assessment

Mineral Resource and Mineral Safeguarding Assessment

- see checklist B

Noise and vibration Impact Assessment

Odour impact Assessment

Parking & Access arrangements

- Details of existing and proposed parking provision and access arrangements.

Planning Obligations

- Draft Agreement / Heads of Terms where required by policy such as affordable housing, public open space, education contributions
- Proof of title

See s106 precedents and templates on the link below:

https://www.cheshireeast.gov.uk/planning/view_a_planning_application/making_a_planning_application/s106_agreements_planning.aspx

Planning Statement including Statement of Community Involvement

- See checklist A

Tree Survey/Arboricultural Implications

An arboricultural statement is required (in accordance with the latest requirements BS5837:2012) where:

- There is a tree(s) on the site subject to a Tree Preservation Order (TPO)
- The site is within a conservation area.
- If the stem of any tree is within 15 metres of any proposed development , an arboricultural statement is required

Transport Assessment

- All developments that generate significant amounts of transport movement should be supported by a Transport Statement or Transport Assessment and any associated Travel Plan See details below

<https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

WASTE DEVELOPMENT

VALIDATION CHECKLIST

The following details must be considered with your application to ensure all the required information is submitted. Failure to submit any of the requirements will render your application invalid and it will not be registered. Where an application is not accompanied by 'Local list' requirements a written justification must be produced by a suitably qualified person(s) giving reasons why it is not appropriate in that particular circumstance. In such cases the Council will consider the justification and where it is agreed, the application will be registered. However, if insufficient justification is provided, the Council will declare the application invalid and provide written reasons for the decision.

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SUPPLEMENTARY GUIDANCE is available on the Council's website which gives more detail of some of these requirements

NATIONAL REQUIREMENTS

FORMS

- Correct planning application form including all appendices (**original and 3 copies unless submitted electronically**)
- All signed and dated
- All relevant questions answered correctly

PLANS

- Original and 3 copies of all plans (**unless submitted electronically**) and drawings necessary to describe the subject of the application. All detailed drawings should include a scale bar where appropriate

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- Wherever possible, at least 2 named roads and surrounding buildings

Site Plan at a scale of 1:500 or 1:200 to show:

- The direction of North
- The development in relation to site boundaries and existing buildings on the site with written dimensions.
- All buildings, roads and footpaths on land adjoining the site, including access arrangements
- All public rights of way crossing or adjoining the site
- The position of all trees on the site and those on adjacent land which could be affected by the development identifying those to be retained and lost.
- The extent of any hard surfacing
- Boundary treatment where proposed
- Weighbridges, fixed wheel cleaning equipment and the maximum extent of stockpiles should be included
- Existing watercourses, culverts, drainage ditches, ponds or other water bodies within or bounding the site showing, where appropriate, the direction of flow
- Underground services, overhead lines on, or adjacent to the site
- Existing contours (within the site and at least 250m outside the site).

- For current/previous waste disposal, the outline of all areas of current or previous waste disposal and location of current area being filled or restored and any planning permission references. Any land susceptible to subsidence, or potentially susceptible to subsidence.
- The positions of trial pits and boreholes
- Features of archaeological interest

Block Plan at a scale of 1:100 or 1:200 to show:

- Any site boundaries
- The position of any building or structure on the other side of such boundaries
- The type and height of boundary treatment

Phasing/Working Plans

- Locations of any built development, haul roads and access roads.
- Location of any associated waste infrastructure such as leachate management, landfill gas equipment etc
- Extent of deposit of waste and arrangements for phasing.
- Any un-worked margins to protect rights of way, railway lines, watercourses, services, buildings, trees etc.
- Existing and proposed contours including pre and post settlement on restoration with sufficient detail to show relationship to surrounding land
- Storage areas for waste deposit, product, topsoil, subsoil, clay etc (including screening bunds)
- Details of screening of operations including phasing arrangements, details of fencing or planting and location, design and formation of screen landforms;
- Fencing and external lighting.
- Position of any diverted watercourses, lagoons, sources of water supply, means of drainage and the position of any water discharges going to existing watercourses
- Proposed new vehicular access (if relevant) and route from the site to the public highway.
- Position of existing, diverted and reinstated public rights of way or permissive footpaths

Sections and profiles

- Cross sections showing existing, intermediate restoration (pre-settlement) and final restoration (post settlement) surface levels.
- Representative sections and borehole diagrams to show extent of filling, capping, restoration material thickness and location of water table.
- In the case of topsoil, subsoil, the typical profiles and gradients of mounds should be shown

Restoration and aftercare plans

- Final contours on restoration (with typical gradients indicated) and extended to at least 250m outside the site to show relationship to surrounding topography
- The replacement soil depths
- Position of any permanent water features, estimated depths of water and details of typical marginal treatment
- Drainage details on restoration including position of field drains, ditches, pumps and watercourses (including direction of flow) and permanent discharge points to surrounding watercourses
- Landscape restoration proposals and planting plans/specifications including any habitats to be retained or created on site, and any public access provisions.

For any built development at waste sites:

Existing and Proposed Elevations at a scale of 1:50 or 1:100 to show:

- The works in relation to what is already there
- All sides of the proposal (blank elevations should also be included)
- Where possible, the proposed building materials and the style, materials and finish of the windows and doors

Existing and proposed floor plans to a scale of 1:50 or 1:100 to show:

- Where existing walls or buildings are to be demolished these should be clearly shown
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- New buildings in context with adjacent buildings

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- In the case of a sloping site, show how proposals relate to existing ground levels or where ground levels outside the new development would be modified.

Roof plans

- Where appropriate, at a scale of 1:50 or 1:100 to show the proposed roof form and details such as the roofing material and their location

CERTIFICATES**Ownership Certificate Completed**

- Correct certificate - A, B, C or D as required

Agricultural Holdings Certificate Completed

- Required whether or not the site includes an agricultural holding

APPROPRIATE FEE

For guidance refer to Planning Portal / Website

(http://ecab.planningportal.co.uk/uploads/english_application_fees.pdf)

LOCAL REQUIREMENTS

Aerodrome Safeguarding Assessment/and where appropriate bird risk management plan

Agricultural Land Assessment/Soil Survey

Air Quality Assessment

Full details on the link below:

http://www.cheshireeast.gov.uk/environment/environmental_health/local_air_quality/air_quality_and_planning/air_quality_and_planning.aspx

Archaeological Assessment

- Where any ground disturbance is likely

Bio-Aerosol Assessment

- For any development involving the management of putrescible waste or has the potential to suspend biologically active particles in the air and there are sensitive receptors within 250m of the site boundary.

Borehole and trial pit analysis

Contaminated Land Assessment

- Required for all major waste development

Further detailed guidance is available on the link below including Developers Guide and Change of Use Questionnaire

http://www.cheshireeast.gov.uk/environment/environmental_health/contaminated_land/development_and_contamination.aspx

Drainage Assessment

Ecological and Geodiversity Assessments

- The development affects any of the designated sites (SSSI's, Local Wildlife sites etc) identified in the relevant development plan, or
- The application involves any of the types of development identified in Table XX of the *Guidance on Local Requirements: Biodiversity and Geodiversity Conservation Statement*.

https://www.cheshireeast.gov.uk/planning/view_a_planning_application/making_a_planning_application/planning_constraints/planning_constraints.aspx

Environmental Statement

Flood Risk Assessment

You need to do a flood risk assessment for most developments within one of the [flood zones](#).

This includes developments:

- in flood zone 2 or 3 including minor development and change of use
- more than 1 hectare (ha) in flood zone 1
- less than 1 ha in flood zone 1, where they could be affected by sources of flooding other than rivers and the sea (for example surface water drains, reservoirs)
- in an area within flood zone 1 which has critical drainage problems as notified by the Environment Agency

Geotechnical and land stability appraisal

Heritage Statement

- The development affects a designated site or its setting
- Includes works in Conservation Areas, listed buildings and structures, locally listed buildings, scheduled monuments, historic parks and gardens and historic battlefields

Hydrological and Hydrogeological Assessment (including where applicable a groundwater vulnerability report and any aquifer impact)

This should include (but not be restricted to):

- Details of topography and surface drainage, artificial ground, superficial deposits, landslip deposits, rockhead depth, bedrock geology and details of any borehole reports including any information with regard to abstraction licences.
- Consideration of the potential impact upon any wetland site of special scientific interest.

- Measures to control potential pollution of ground or surface waters should be provided, giving an indication of any necessary drainage and flood control measures, proposed monitoring, provision of lagoons, surface-water run-off management and measures to prevent material entering watercourses.
- Where de-watering is proposed, information on the calculation of the extent and volumes of de-watering that will be required by the development proposed as well as the method of de-watering.
- Details should also indicate the natural water table level including its depth, source catchment areas and characteristics.
- Demonstration that third parties will not be affected by the proposed de-watering. In the event that an impact is likely, details of the mitigation measures proposed to be put in place to ensure against any negative impact on both public and private water supplies, bodies or watercourses.

Jodrell Bank Mitigation Statement

- **see checklist B**

Landscape / Visual Impact Statement

Lighting Assessment

Noise and vibration Impact Assessment

Odour impact Assessment

Parking & Access arrangements

- Details of existing and proposed parking provision and access arrangements.

Planning Obligations

- Draft Agreement / Heads of Terms where required by policy such as affordable housing, public open space, education contributions
- Proof of title

See s106 precedents and templates on the link below:

https://www.cheshireeast.gov.uk/planning/view_a_planning_application/making_a_planning_application/s106_agreements_planning.aspx

Planning Statement including Statement of Community Involvement

- **See checklist A**

Transport Assessment / Travel Plan

- All developments that generate significant amounts of transport movement should be supported by a Transport Statement or Transport Assessment and any associated Travel Plan. See details below

<https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

Tree Survey / Arboricultural Implications

An arboricultural statement is required (in accordance with the latest requirements BS5837:2012) where:

- There is a tree(s) on the site subject to a Tree Preservation Order (TPO)
- The site is within a conservation area.
- If the stem of any tree is within 15 metres of any proposed development

LOCAL VALIDATION REQUIREMENTS CHECKLIST MATRIX

	Householder Application	Full Application	Outline Application	Reserved Matters	Conservation Area Consent	Listed Building Consent	Prior Notification	Non Material Amendment	Discharge of Condition	Certificate of Lawfulness
Plans and Drawings	X	X	X	X	X	X	X	X	X	X
Affordable Housing Statement		X	X	X					X	
Air Quality Assessment		X	X	X					X	
Archaeological Assessment		X	X	X					X	
Community Infrastructure Levy (CIL)	X	X	X	X			X	X		X
Contaminated Land Assessment		X	X	X					X	
Design Quality		X	X	X					X	
Ecological and Geological Conservation Statement		X	X	X					X	
Flood Risk Assessment		X	X	X					X	
Heritage Statement	X	X	X	X	X	X			X	
Landscape / Visual Impact statement		X	X	X					X	
Noise Impact Assessment		X	X	X					X	
Open Space Assessment		X	X	X					X	
Parking & Access arrangements		X	X	X					X	
Planning Obligations		X	X	X						
Planning Statement (including Community Involvement)		X	X	X						
Retail Impact Assessment		X	X	X						
Site Waste Management Plan		X	X	X					X	
Structural Survey		X	X	X					X	
Transport Assessment / Travel Plan		X	X	X					X	
Tree Survey / Arboricultural Implications	X	X	X	X					X	
Ventilation / Extraction statement		X	X	X					X	
Viability Assessment		X	X	X						

X – Required (as appropriate to the circumstances of the application)

LOCAL VALIDATION REQUIREMENTS CHECKLIST JUSTIFICATION

REQUIREMENT	Key Policy Drivers
Plans and Drawings	<u>National Requirement:</u> Town and County Planning (Development Management Procedure) (England) Order 2015
Affordable Housing Statement	Cheshire East Local Plan Strategy Policy SC5 SC6
Air Quality Assessment	Cheshire East Local Plan Strategy Policy SD2 SE12
Archaeological Assessment	Cheshire East Local Plan Strategy Policy SD2 SE7
Community Infrastructure Levy (CIL)	Cheshire East Local Plan Strategy Policy SD1 SE12 Adopted Community Infrastructure Levy (CIL)
Contaminated Land Assessment	NPPF Cheshire East Local Plan Strategy Policy SD2 IN1 IN2
Design Quality	Cheshire East Local Plan Strategy Policy SD2 SE1 SE6 SC4 Cheshire East Design SPD
Ecological and Geological Conservation Statement	Cheshire East Local Plan Strategy Policy SE3 SE6
Flood Risk Assessment	Cheshire East Local Plan Strategy Policy SD2 SE13
Heritage Statement	Cheshire East Local Plan Strategy Policy SD2 SE7
Landscape / Visual Impact statement	Cheshire East Local Plan Strategy Policy SD2 SE4 SE6
Noise Impact Assessment	Cheshire East Local Plan Strategy Policy SE12
Parking & Access arrangements	Cheshire East Local Plan Strategy Policy SD2 SE1 Cheshire East Design Guide SPD
Planning Obligations	Cheshire East Local Plan Strategy Policy SD2 IN1 IN2
Planning Statement (including Community Involvement)	NPPF paragraph 39 Cheshire East Statement of Community Involvement (SCI)
Public Open Space Assessment	Cheshire East Local Plan Strategy Policy SD1 SD2 SC3
Site Waste Management Plan	Cheshire East Local Plan Strategy Policy SD1 SD2 SE11
Sports Need Statement/Assessment	Cheshire East Local Plan Strategy Policy SC2 SD1
Structural Survey	Cheshire East Local Plan Strategy Policy EG2 SE7
Transport Assessment / Travel Plan	Cheshire East Local Plan Strategy Policy CO1 CO4
Tree Survey / Arboricultural Implications	Cheshire East Local Plan Strategy Policy SE5
Ventilation / Extraction statement	Cheshire East Local Plan Strategy Policy SE12
Viability Assessment	Cheshire East Local Plan Strategy Policy IN2



Working for a brighter future together

Strategic Planning Board

Date of Meeting: 30 January 2019

Report Title: Adoption of the Community Infrastructure Levy (CIL)

Portfolio Holder: Cllr Ainsley Arnold – Planning, Housing and Regeneration

Senior Officer: Adrian Fisher Head of Planning Strategy

1. Report Summary

- 1.1. Work has been progressing on introducing a Community Infrastructure Levy (CIL) in Cheshire East. If adopted this would allow funds to be raised from developers to pay for the infrastructure needed to support growth in the Borough.
- 1.2. This report seeks Strategic Planning Board's approval to recommend its adoption to Full Council
- 1.3. The recommendations are based on the main findings of the independent examiner appointed to review the Council's CIL draft Charging Schedule.
- 1.4. It is estimated that the introduction of CIL will generate in the order of £36m towards the provision of infrastructure for the remaining Local Plan period to 2030.
- 1.5. The infrastructure on which CIL can be expended is carefully prescribed within what is termed the Council's "Regulation 123 list". This is simply a list of the specific items against which CIL can be spent and has been derived from the Council's Infrastructure Delivery Plan that was prepared as supporting evidence for the Local Plan Strategy.
- 1.6. The list can be amended over time as infrastructure priorities change provided appropriate consultation has been undertaken; and provided it does not have a significant impact on the viability evidence used to justify the charging schedule at examination.

2. Recommendation/s

- 2.1. That Strategic Planning Board

2.1.1. Endorse the Community Infrastructure Levy Charging Schedule attached as Appendix 1 to this report, including the identified charging rates and zones

2.1.2. Recommend to Full Council that the Community Infrastructure Levy be adopted with an implementation date of 1st March 2019

3. Reasons for Recommendation/s

3.1. To enable the implementation and future ongoing operation of a Community Infrastructure Levy in Cheshire East.

4. Other Options Considered

4.1. The main alternative options revolve around choosing to either no longer proceed with implementing a CIL charge or making amendments to the proposed charging zones and rates; and the operational start date of CIL. All these options would at best delay the implementation of CIL in Cheshire East and the potential amount of money that can be raised towards providing the infrastructure needed to help deliver the development proposals identified in the Local Plan. Any amendments to the CIL charging zones or rates that are not recommended by the Examiner would need to be justified by evidence, re-consulted upon and re-examined.

5. Background

Examiner's Findings

5.1. Work has progressed on the introduction of a CIL charge in the Borough in line with the recommendations made by Cabinet on 12th September 2017. This resulted in the CIL Draft Charging Schedule being submitted for examination in July 2018. Two days of hearings subsequently took place on the 12 and 13 September 2018 in front of an independent Examiner. His report was received by the Council on 17th December and, subject to 5 modifications, the Examiner has recommended that the Charging Schedule is an appropriate basis for the collection of CIL in Cheshire East.

5.2. The recommended modifications relate to adjustments in some of the charging zones and better clarity around the definition of each charging area. In summary the changes are:

- Prepare larger scale maps with OS grid reference lines and numbers showing the residential charging zones and strategic sites in more detail for greater clarity.
- Reduce the rate for apartments in Zones 3 and 5 so that this type of development is zero rated across the whole borough.

- Amend the Albion Lock site (near Sandbach) so that it falls within Zone 1 rather than Zone 4
- Apply the rate of £71 per square metre to the Handforth Garden Village site.
- Reduce the Residential rate in Zone 5 from £168 per square metre to the Zone 4 level of £71 per square metre.

5.3 Overall, the Council has satisfied the Examiner that a charging schedule is appropriate, and the Examiner has concluded that significant parts of the draft schedule are suitable for adoption without modification.

Proposed Charging Schedule

5.4 It is proposed that the Council accept the recommendations of the Examiner and adopt the CIL charging schedule shown in Appendix 1 which takes account of the Examiner's recommendations.

5.5 In line with the viability evidence prepared by the Council and the recommendations of the Examiner, five spatial zones are proposed across the Borough within which four different CIL charges will apply for residential development, as follows:

- Zone 1 - £0
- Zone 2 - £22
- Zone 3 - £57
- Zone 4 - £71
- Zone 5 - £71

5.6 The Council originally proposed a higher charge of £168 per square metre in Zone 5 but the Examiner was not convinced that site viability evidence justified this rate. Nevertheless, he acknowledged that Zone 5 represented a higher viability area than Zone 4 and so retained it as a separate zone to enable appropriate new evidence to be collected to justify a higher charge rate through any subsequent CIL review. The CIL charge rates that apply to each of the Strategic Sites allocated in the Council's Local Plan Strategy are identified within the Charging Schedule in Appendix 1; this includes larger scale OS maps which identify the spatial areas covered by each residential charging zone.

5.7 As the Council has only just gone through a CIL examination, part of which involved identifying the infrastructure schemes it would spend its CIL monies on in the initial operational period, there is mostly no requirement to make any changes to the list of infrastructure schemes which will benefit from CIL in the first few years of operation.

- 5.8 However, the two clinical commissioning groups (CCGs) which oversee the provision of primary health care in Cheshire East have written to request that primary health care be removed from the Regulation 123 list. This is because the main urban areas of the Borough mostly have a zero CIL charge in the schedule and therefore, the CCGs consider it more appropriate that the additional infrastructure health needs that result from new development are better addressed through planning permissions via S106 legal agreements. Primary health care has therefore been removed from the Regulation 123 list, which otherwise remains as previously proposed.

6. Implications of the Recommendations

6.1. Legal Implications

- 6.1.1. Suitable controls will be required to manage the expenditure of CIL monies by external infrastructure providers in compliance with the 2008 Planning Act and 2010 CIL Regulations (as amended) and in the implementation, collection, monitoring and distribution of CIL and legal advice and assistance will be ongoing in its implementation and management.

6.2. Finance Implications

- 6.2.1. The introduction of CIL by the Council will generate an estimated £36m in capital funding towards infrastructure for the Local Plan period to 2030. As required under CIL regulations, up to 5% of this can go towards the Council's cost in administering CIL and 15 or 25% must go to the town or parish council where the chargeable development has taken place.
- 6.2.2. It is currently anticipated that the costs of administering CIL, including capital set up costs and ongoing revenue costs, will be met by the provisions within CIL Regulations to use up to 5% of the funds derived from CIL to administer the system. There is therefore currently no additional budgetary requirement outside of the income that can be generated through the CIL to resource its management.
- 6.2.3. Once CIL funds are accrued, they will be incorporated alongside other funding sources within the Council's Medium Term Financial Strategy process

6.3. Policy Implications

- 6.3.1. CIL will allow funds to be raised from developers to help deliver the infrastructure needed to support the growth shown in the Council's Local Plan and other related strategy documents

6.4. Equality Implications

6.4.1. There are no direct equality implications under the Public Sector Equality Duty and the impact on the protected characteristics groups (Equality Act 2010). No differential impact has been identified for any groups and the adoption of CIL helps to support and deliver sustainable growth and development promoting equal access to housing and employment and has no negative impact on those who exhibit a protected characteristic.

6.5. Human Resources Implications

6.5.1. The Council has established a temporary transition team of two people to administer CIL, including the Council's existing s106 officer. Further recruitment will be required to ensure sufficient resource is in place to properly administer the CIL and s106. The costs of establishing and administering CIL can be taken from CIL receipts up to a maximum of 5% of CIL receipts.

6.6. Risk Management Implications

6.6.1. The Programme Management Office is overseeing the delivery of the CIL project. Work has been undertaken on establishing back office processes for CIL to minimise the time gap between the Council approval of CIL rates and the operation of a CIL charge.

6.7. Rural Communities Implications

6.7.1. Where a charge is applied rural communities will benefit from CIL via their Parish Council's share.

6.8. Implications for Children, Young People / Cared for Children

6.8.1. Children and young people will benefit from CIL where new educational facilities are funded under the levy.

6.9. Public Health Implications

6.9.1. There are no direct implications for public health.

7. Ward Members Affected

7.1. All wards within Cheshire East (outside the National Park) are covered by CIL, although subject to different charge rates as detailed in this report.

8. Consultation & Engagement

8.1. The Preparation of CIL has been subject to a process of member briefing, wider engagement and formal consultation. Initial briefings for Members took place in April 2016 and for Town and Parish Councils in July 2016.

Periodic updates, briefings and training have taken place over the subsequent months.

- 8.2. In terms of its formal processes, the Council has followed the appropriate CIL regulations and undertaken two rounds of public consultation during the development of the CIL charging rates. These involved a consultation on the Preliminary Draft Charging Schedule between 27th February and 10th April 2017 and the Draft Charging Schedule between 25th September 2017 and 6th November 2017. The Council subsequently produced and published a report of consultation following both consultations. This identified the main issues which had been raised during the consultation. The main outstanding issues were subsequently addressed through an independent public examination process, with hearing sessions being held on 12th and 13th September 2018.

9. Access to Information

- 9.1. All documents relating to CIL are available in the CIL examination library which can be viewed via at:

<http://cheshireeast-consult.limehouse.co.uk/portal/planning/cs/cil/library>

10. Contact Information

- 10.1. Any questions relating to this report should be directed to the following officer:

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COMMUNITY INFRASTRUCTURE LEVY

Including CIL Charging Map.

Approval Date: 21 February 2019

Takes Effect on: 01 March 2019

*FINAL CHARGING
SCHEDULE*





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1 Introduction

1.1 The Community Infrastructure Levy is a planning charge used as a tool for Local Authorities, in England and Wales, to help deliver infrastructure to support development in their area. It was introduced under the Planning Act 2008 (as amended by the Localism Act 2011) and came into force under the 2010 Community Infrastructure Levy Regulations ("CIL Regs") (and subsequent amendments).

1.2 In line with the CIL regulations, the Council has prepared and approved the charging schedule contained in this document. The schedule is supported by the related items attached as appendices to this document which are intended to assist with the implementation of CIL in the Borough. These include the borough wide CIL charging zone map (Appendix A), the current list of infrastructure (known as the "Regulation 123 List") which the Council intends to wholly or partly fund through CIL receipts (Appendix B), the CIL policies (including discretionary relief) which the Council intends to apply (see Appendix C) and a series of more detailed inset charging zone maps to accompany the main CIL charging zone map (see Appendix D).

2 Consultation and Examination

2.1 The charging schedule has been prepared following an extensive period of consultation, engagement and examination. The consultation on the Preliminary Draft Charging Schedule took place between the 27 February – 10 April 2017 and the Draft Charging Schedule was the subject of consultation between 25 September 2017 and 6 November 2017.

2.2 The Examination of the Draft Charging Schedule took place in the Autumn of 2018 with hearing sessions on 12th and 13th September. The Examiner's Report was issued on 17th December 2018. This final charging schedule takes account of the findings of the Examiner's Report.

3 CIL Overview

What is Community Infrastructure Levy ("CIL")?

3.1 CIL is a planning charge on new development to help fund infrastructure. It is based on the size and type of development and once a CIL charging schedule is set in an area, is mandatory to pay and non-negotiable. The funds raised must be used to provide infrastructure which is required to support new development across the area.

What development is liable for CIL

3.2 The levy may be payable on development which creates net additional floor space, where the gross internal area of new build exceeds 100 square metres. That limit does not apply to new houses or flats, and a charge can be levied on a single house or flat of any size, unless it is built by a self builder.

3.3 The following forms of development do not pay CIL;

- Development of less than 100 square metres unless a whole house, in which case the levy is payable



- Houses, flats, residential annexes and residential extensions which are built by 'self builders'
- Social housing that meets relief criteria
- Charitable development that meets relief criteria
- Buildings into which people do not normally go
- Buildings into which people go intermittently for the purpose of inspecting or maintaining fixed plant or machinery
- Structures that are not buildings, such as pylons and wind turbines
- Specified types of development which local authorities have decided should be subject to a zero rate and specified as such in the charging schedule
- Vacant buildings brought back into the same use
- Where the levy liability is calculated to be less than £50, the chargeable amount is deemed to be zero so no levy is due
- Mezzanine floors inserted into an existing building are not liable for the levy unless they form part of a wider planning permission that seeks to provide other works as well.

3.4 Further guidance and definitions of the above are set out in the relevant sections of the Planning Practice Guidance and CIL regulations 2010 (and as subsequently amended). Advice is also provided on the planning pages of the [Council's website](#).

Who is liable to pay CIL

3.5 Landowners are liable to pay CIL. Developers may take liability to pay the CIL charge on behalf of the landowner.

What are the benefits of CIL

3.6 The benefits of CIL include:

- CIL provides a clearer mechanism for funding infrastructure in a given area, and provides clarity, certainty and transparency from the outset about how much money a scheme will be expected to contribute to infrastructure provision
- CIL collects contributions from a wider range of developments
- CIL provides local authorities with greater flexibility to set their own priorities and spending on infrastructure projects
- CIL is non-negotiable and therefore should save time by reducing the overall need for full negotiations on the levels of contributions certain schemes should pay

Neighbourhood portion of the Levy

3.7 Parishes where development takes places will receive their own portion of CIL to spend on infrastructure. In areas where there is no Neighbourhood Plan this will be 15%, capped at £100 per existing dwelling to be spent on local priorities. Where a Neighbourhood Plan is in place the portion increases to 25% uncapped as a government incentive to prepare a Neighbourhood Plan.



3.8 There are currently a large number of Neighbourhood Development Plans in preparation across the Borough, with 19 'made' neighbourhood plans and a number reaching key stages in their development. The Council offers support packages for those groups preparing Neighbourhood Plans in the Borough. Further information on the Councils approach to neighbourhood planning can be found at www.cheshireeast.gov.uk/localplan

3.9 The neighbourhood portion of the levy can be spent on items that 'support the development of the area' (see regulation 59C of the Community Infrastructure Levy Regulations for details).

3.10 Once the levy is in place, parish, and town councils are encouraged to work closely with their neighbouring councils and the charging authority to agree on infrastructure spending priorities. If the parish or town council shares the priorities of the charging authority, they may agree that the charging authority should retain the neighbourhood funding to spend on that infrastructure. It may be that this infrastructure (eg a school) is not in the parish or town council's administrative area, but will support the development of the area.

3.11 If a parish or town council does not spend its levy share within 5 years of receipt, or does not spend it on initiatives that support the development of the area, the charging authority may require it to repay some or all of those funds to the charging authority (see regulation 59E(10) for details).

3.12 For each year when they have received neighbourhood funds through the levy, parish and town councils must publish the information specified in regulation 62A. They should publish this information on their website or on the charging authority's website. If they haven't received any money they do not have to publish a report, but may want to publish some information to this effect in the interests of transparency.

Relationship to S106 / S278 agreements

3.13 The Council currently focuses financial contributions for infrastructure from new development through S106 agreements. The purpose of such agreements are to help secure infrastructure required to mitigate site-specific impacts arising from development. S.106 agreement(s) include three key tests in that it must be (a) necessary, (b) directly related, and (c) related in scale and kind to the proposed development.

3.14 The existing Section 106 (S106) system in Cheshire East will remain in place and will continue to be used for affordable housing and for site specific measures such as open space, play areas and other infrastructure provided within the site, not identified to be collected via CIL to make a development acceptable in planning terms.

3.15 A section 278 agreement (or S278) is a section of the Highways Act that allows developers to enter into a legal agreement with the council to make alterations or improvements to a public highway, as part of a planning application. Section 278 agreements will remain in place and will continue to be used by the Council. Conditions attached to a planning permission will also be used in order to ensure developments contribute to the infrastructure requirements of sites.



Regulation 123 List

3.16 CIL regulations require the Council to set out a list of the projects and types of infrastructure that are to be funded in whole or part by the CIL. On the adoption of the CIL Charging Schedule, this list forms the basis of the Council's 'Regulation 123 List' of projects wholly or partly funded by CIL receipts for which S.106 planning obligations cannot be sought. This requirement is specifically designed to prevent 'double charging' of developers.

3.17 The Infrastructure Delivery Plan sets out what additional infrastructure is considered to be needed in the borough to support development and the funding sources based on appropriate available evidence.

4 The Context for CIL

4.1 In order to set a CIL Charge, the authority, in line with the regulations, must have:

- An up to date development plan (in this case the Local Plan Strategy);
- Evidence of infrastructure funding gap (to justify a future CIL Charge and Regulation 123 list);
- Evidence on viability and the need to strike an appropriate balance between the desire to fund infrastructure and the effects on economic viability.

4.2 The Examination process ensures that the Charging Schedule has been prepared in accordance with the regulations.

5 Implementation of CIL

Collecting the Levy

5.1 Cheshire East Council as the charging authority will be responsible for collecting CIL payments.

5.2 The levy becomes payable once development has started and is the responsibility of the landowner in normal circumstances, although the developer may assume liability instead.

5.3 The CIL regulations are clear on how CIL is calculated including approaches to indexation to take account of inflation. Part 8 of the Community Infrastructure Levy Regulations 2010 (as amended) sets out the legal framework for calculating and collecting the Levy.

5.4 The Council will monitor the effectiveness of the CIL Charging Schedule, once adopted, and will review on the basis of changed economic conditions or when there is clear evidence of the balance of infrastructure delivery and viability are threatened. In addition, monitoring indicators contained in the Local Plan Strategy and the introduction of future development plan documents may provide triggers for future review of the CIL Charging Schedule as would changes to national guidance / regulations on such matters.



5.5 The Council has separate policies on Discretionary Charitable Relief, Discretionary Social Housing Relief and Payment in Kind which are associated with the way it intends to operate CIL in Cheshire East. The current version of these policies is provided in Appendix C for information. Due to their discretionary nature, the Council can withdraw or amend such policies at any time.

5.6 At this time, it is not considered appropriate to introduce an exceptional circumstances relief policy. Given that the CIL rates are set at such a level to strike an appropriate balance between the need to fund infrastructure and the potential implications for the economic viability of development in the borough. The Council will keep this situation under review and has the discretion to introduce this policy at any time if market conditions change.

6 The Charging Schedule

The Charging Authority

6.1 The charging authority is Cheshire East Council

Date of Approval

6.2 The CIL Charging Schedule was approved on 21st February 2019

Date of Effect

6.3 The CIL Charging Schedule will take effect on 1st March 2019.

Statutory Compliance

6.4 The CIL charging schedule has been issued, approved and published in accordance with the Community Infrastructure Levy Regulations 2010 (and as subsequently amended) and part 11 of the Planning Act 2008 (as amended by part 6 of the Localism Act 2011).

6.5 The approved rates have therefore been shown to strike an appropriate balance between;

- The desirability of funding infrastructure in whole or in part the actual and estimated total cost of infrastructure required to support the development of its area, taking into account other actual and expected sources of funding; and
- The potential effects, taken as a whole, of the imposition of CIL on the economic viability of development across the Borough of Cheshire East.

Calculating the CIL Chargeable Amount

6.6 CIL charges will be calculated in accordance with Regulation 40 of the Community Infrastructure Levy Regulations 2010 (as amended).

6.7 CIL is charged on the net additional internal floor area of development.



6.8 In summary (and subject to any changes that have occurred or may occur as a result of future amendments to the Regulations) the amount of CIL chargeable will be calculated as follows: CIL Rate x Chargeable Floor Area x BCIS Tender Price Index (at Date of Planning Permission) / BCIS Tender Price Index (at Date of Charging Schedule)

6.9 The Chargeable Floor Area makes allowance for previous development on the site. The net chargeable floor area amounts to the gross internal area of the chargeable development less the gross internal area of any existing buildings that qualify for exemption on the site.

6.10 Where buildings are demolished to make way for new buildings, the charge will be based on the eligible floorspace of new buildings less the eligible floorspace of the demolished buildings, provided the buildings were in lawful use prior to demolition.

6.11 A building is considered to be in lawful use if the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

6.12 If the CIL amount calculated is less than £50 no charge will apply.

6.13 The relevant rates are the rates as set out in the Charging Schedule which apply to type and location of the relevant development. They apply at the time planning permission first permits the chargeable development.

6.14 **This summary does not take account of every aspect of the Regulations.**

CIL Rates

6.15 The Community Infrastructure Levy charging rates for development across Cheshire East Council area are as follows:



Table 6.1 Charging Schedule CIL Rates (per Sqm)

Development Type	Zone	Rate of CIL (per sqm)
Residential (Use Class C3)	Zone 1 - Crewe, Macclesfield, Alsager, Congleton, Handforth, Middlewich, Nantwich, Sandbach, Audlem, Bunbury, Bollington, Chelford, Disley Goostrey, Haslington, Holmes Chapel, Shavington and Wrenbury	£0
Residential (Use Class C3)	Zone 2 - Crewe Hinterland	£22
Residential (Use Class C3)	Zone 3 - Knutsford, Alderley Edge, Mobberley, Prestbury, Poynton and Wilmslow	£57
Residential (Use Class C3)	Zone 4 - rural areas to the south and central areas of Cheshire East	£71
Residential (Use Class C3)	Zone 5 - rural areas to the north of the Borough	£71
Apartments (Use Class C3)	Whole Borough	£0
Hotels (Use Class C1)	Whole Borough	£0
Retail Uses	Retail Zone 1 - Retail Parks at Grand Junction in Crewe and Handforth Dean in Handforth	£66
Retail Uses	Outside of Retail Zone 1	£0
Offices (Use Class B1)	Whole Borough	£0
General Industrial (Use Class B2)	Whole Borough	£0
Storage and Distribution (Use Class B8)	Whole Borough	£0
All Other Uses (Whole Borough)	Whole Borough	£0



7 Glossary

Charging Authority	A charging authority is the collecting authority for CIL charged in its area. The charging authority prepare relevant CIL proposals for their area including an assessment of the infrastructure needs for which the levy may be collected.
Charging Schedule	The charging schedule is a document that sets out community infrastructure levy rates of a charging area
Community Infrastructure Levy (CIL)	A levy on development allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.
Development Plan	This includes adopted Local Plans and Neighbourhood Plans and is defined in Section 38 of the Planning and Compulsory Purchase Act 2004.
Draft Charging Schedule	This is the document prepared for the second stage of statutory consultation required in the production of charging schedule. This document will be consulted upon before being examined by an independent examiner.
Infrastructure	Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education, sport/recreation and health facilities.
Infrastructure Development Plan	National planning policy formally requires Local Authorities to demonstrate sufficient infrastructure exists, or will be provided, to support their strategies for new development as set out in their Local Plan documents. The Infrastructure Development Plan is a supporting document to the Local Plan
Local Plan	The plan (which can comprise one or more documents) for the future development of the local area, drawn up by the Council in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. The term includes old policies which have been saved under the 2004 Act.
Local Plan Strategy	A development plan document and the first part of the Council's Local Plan. It sets out the overall planning framework for the area. It includes strategic policies and allocations to achieve sustainable development.
Preliminary Draft Charging Schedule	This is the document prepared for the first statutory consultation required in the production of the Charging Schedule.
Planning obligation	A legally enforceable obligation entered into to mitigate the impacts of a development proposal.

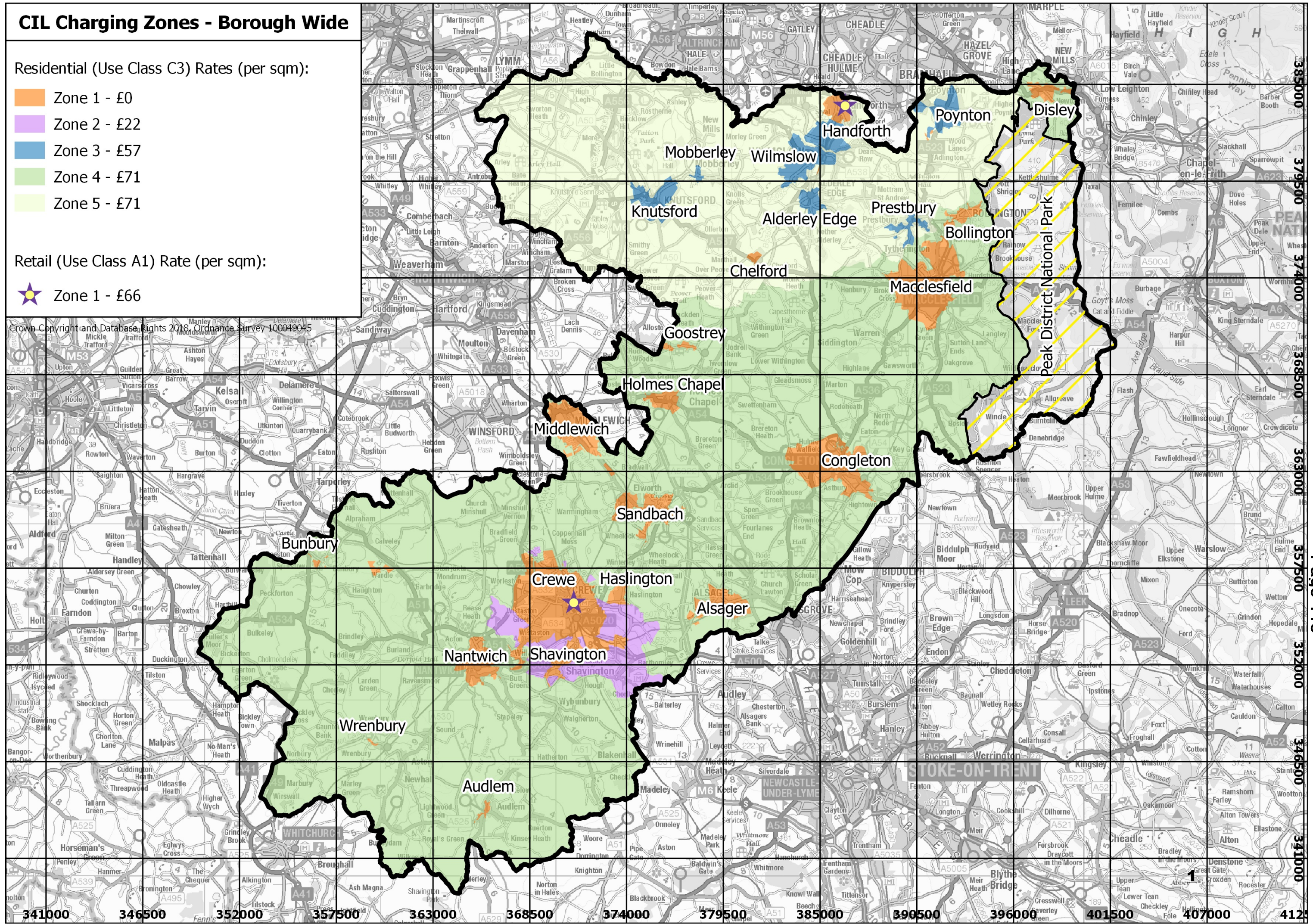


Regulation 123 list	The Regulation 123 List provides for charging authorities to set out a list of those projects or types of infrastructure that it intends to fund, or may fund, through the levy once CIL is adopted.
Section 106 agreement	Section 106 (S106) of the Town and Country Planning Act 1990 allows a local planning authority to enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission. The obligation is termed a Section 106 Agreement and is a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms.
Section 278 agreement	<p>A Section 278 Agreement is a legally binding document between the Local Highway Authority</p> <p>and the developer to ensure that the work to be carried out on the highway is completed to the standards and satisfaction of the Local Highway Authority.</p>

Appendix A - Charging Zone Map



Figure A.1 Charging Zone Map N.B Inset Maps Included in Appendix D





Appendix B - Regulation 123 List

B.1 The following list sets out the type of infrastructure or projects, the Council may fund, wholly or in part, through Community Infrastructure Levy receipts. The inclusion of a type of infrastructure or project on the Regulation 123 list does not represent a commitment by the Council to fund that infrastructure through Community Infrastructure Levy receipts. The order does not imply a priority or preference for funding. The list will be reviewed periodically.

B.2 The list is based upon the infrastructure projects or types set out in the Infrastructure Delivery Plan (July 2016 Update) to include items that will support growth identified in the adopted Local Plan Strategy for the period (2010-2030).

B.3 The Community Infrastructure Regulations 2010 (as amended) restricts the use of planning obligations secured through S106 agreements for infrastructure that will be funded in whole or in part by the Community Infrastructure Levy. This is to ensure there is no duplication between CIL and planning obligations in funding the same infrastructure projects. In addition, a development should not have to contribute twice towards the same piece of highways infrastructure through works carried out under Section 278 of the Highways Act 1980, and monies or land provided through CIL.

B.4 The relationship between CIL and planning obligations are explained in the Planning Practice Guidance where it notes that it is possible that site specific mitigation may still be necessary subject to certain limits, namely:

- The application of the statutory test with respect to planning obligations (regulation 122) namely - necessary to make the development acceptable in planning terms, directly relevant to the development and fairly and reasonably related in scale and kind;
- Ensuring no overlap between CIL and Planning Obligations;
- Imposing a 5 limit pooled contribution from planning obligations towards infrastructure that may be funded by the levy (The Government has signaled that this restriction will be lifted during 2019)

B.5 In accordance with the CIL Regulations, the Council will pass 15% of relevant CIL receipts to the Town/Parish Council for that area, capped at £100 per dwelling on existing dwellings. If the town/parish council adopts a neighbourhood plan, this percentage will be increased to 25% (uncapped).

B.6 The list below sets out those infrastructure projects that Cheshire East Council currently intends may be wholly or partly funded by CIL, with clarification notes and S106 requirements.

Table B.1 Regulation 123 List

1) Infrastructure Type or Project that could potentially be funded through CIL	2) Any exclusions - to be secured potentially through section 106, section 278 or other means except those items specified in column 1.
<p>Transport (Roads and other transport facilities including public transport provision)</p> <p>Alsager</p> <ul style="list-style-type: none"> B5077 Crewe Road/B5078 Sandbach Road North junction improvements <p>Crewe</p> <ul style="list-style-type: none"> Improvements to the A5020 Weston Gate Roundabout Crewe Bus Station Relocation <p>Macclesfield</p> <ul style="list-style-type: none"> Macclesfield Town Centre Movement Strategy <p>Nantwich</p> <ul style="list-style-type: none"> Burford junction improvements, to include complementary improvements on surrounding network Alvaston roundabout junction improvements Peacock roundabout junction improvements <p>Wilmslow</p> <ul style="list-style-type: none"> A34/A538 West junction improvements A34/ Alderley Road / Wilmslow Road <p>General</p> <ul style="list-style-type: none"> Canal towpath improvements 	<p>Transport assessments, Travel Plans and Travel Plan monitoring in line with Policy C04 (Travel Plans and Travel Assessments) of the Local Plan Strategy.</p> <p>Highway works to mitigate the direct impact of development including site access, junction improvements and enabling safe and convenient access by all modes of transport.</p> <p>Site related pedestrian, cycle or bus facilities / service provision.</p> <p>n.b Improvements may include works directly within or related to the development site, where the needs for such works are identified in a transport assessment.</p>



1) Infrastructure Type or Project that could potentially be funded through CIL	2) Any exclusions - to be secured potentially through section 106, section 278 or other means except those items specified in column 1.
Energy (electricity and gas suppliers) <ul style="list-style-type: none"> No CIL Funding 	Overall requirement identified in the Infrastructure Delivery Plan as being dependent on demand from individual schemes, phased completion and short term supply, secured through s.106 agreement as required.
Water (water supply and wastewater treatment, flood risk management) <ul style="list-style-type: none"> No CIL Funding 	Any site specific mitigation measures required to facilitate the alleviation of flood risk / water efficiency measures in relation to the site or in vicinity of the site to avoid /mitigate the impacts arising from the development of the site in line with policy SE13 Flood Risk and Water Management of the Local Plan Strategy.
ICT / Digital (broadband / wireless) <ul style="list-style-type: none"> No CIL Funding 	Developers will be required to work with appropriate providers to delivery the necessary physical infrastructure to accommodate ICT related hard infrastructure and networks in line with Policy CO3 (Digital Connections) of the Local Plan Strategy
Education (primary and secondary schools) <p>Funding for Primary Education to deliver the Local Plan Strategy will be generated through S106 agreements apart from the following projects that may benefit from CIL funds:</p> <ul style="list-style-type: none"> CS 8: South Macclesfield Development Area CS44: Back Lane / Radnor Park CS46: Giantswood Lane to Manchester Road, Congleton 	<ul style="list-style-type: none"> Early Years Education Special Educational Needs Primary Education Secondary Education Employment and training initiatives



1) Infrastructure Type or Project that could potentially be funded through CIL	2) Any exclusions - to be secured potentially through section 106, section 278 or other means except those items specified in column 1.
Health <ul style="list-style-type: none"> No CIL Funding 	<p>The provision, improvement, replacement, operation or maintenance of new and existing primary health care facilities and services.</p> <p>Provision of secondary health care facilities on a site by site basis. Please also refer to policy SC3 (Health and Wellbeing) of the Local Plan Strategy.</p>
Community Facilities <ul style="list-style-type: none"> No CIL Funding 	<p>On site or nearby provision of community facilities identified by site specific measures / requirements.</p>
Recreation and Sporting Facilities (indoor sports facilities and sports pitches) <ul style="list-style-type: none"> The improvement of a leisure centre and athletics stadium at Macclesfield identified in the Infrastructure Delivery Plan. 	<p>Any site specific measures identified – reference should also be made to policy SC1 (Leisure and Recreation), SC 2 (Indoor and Outdoor Sports Facilities) and SE6 (Green Infrastructure) of the Local Plan Strategy.</p>
Green Infrastructure (allotments, open space and amenity open space) <ul style="list-style-type: none"> No CIL Funding 	<p>On site or nearby provision of green infrastructure as a result of development sites. Please also refer to policy SE6 (Green Infrastructure) of the emerging Local Plan Strategy.</p>



Appendix C - CIL Policies

C.1 This appendix details the discretionary policies the Council have adopted for implementing a CIL charge in the borough in relation to the following matters:

- Instalments Policy
- Land and infrastructure in kind
- Relief for charitable investment / social housing activities
- Any other discretionary relief

C.2 Please note that the Council, as CIL charging authority, can withdraw or amend such policies at any time.



Cheshire East Council

Community Infrastructure Levy Regulations 2010 (As Amended)

CIL Payments by Instalments Policy

C.3 This instalment policy comes into effect on 1st March 2019

C.4 Cheshire East Council as Charging Authority will permit the payment of Community Infrastructure Levy by instalments. These instalments must be in line with the below payment schedule as required by the Community Infrastructure Levy Regulations 2010 (as amended)

Table C.1 Instalments Policy

Chargeable Amount (for each phase of development if applicable)	Number of Instalments	Amount or proportion of CIL payable in any instalment / time at which payments are due
£50,000 up to £100,000	2	1st instalment of 50% payable within 90 days of commencement 2nd Instalment of 50% payable within 180 days of commencement
Over £100,000 up to £250,000	3	1st instalment of 25% payable within 90 days of commencement 2nd instalment of 25% payable within 180 days of commencement 3rd instalment of 50% payable within 365 days of commencement
Over £250,000 up to £500,000	3	1st instalment of 25% payable within 180 days of commencement 2nd instalment of 25% payable within 365 days of commencement



Chargeable Amount (for each phase of development if applicable)	Number of Instalments	Amount or proportion of CIL payable in any instalment / time at which payments are due
		3rd instalment of 50% payable within 730 days of commencement
Over £500,000	5	<p>1st instalment of 10% payable within 180 days of commencement</p> <p>2nd instalment of 15% payable within 365 days of commencement</p> <p>3rd instalment of 25% payable within 545 days of commencement</p> <p>4th instalment of 25% payable within 725 days of commencement</p> <p>5th instalment of 25% payable within 905 days of commencement</p>
Over £2,000,000	5	<p>1st instalment of 10% payable within 365 days of commencement</p> <p>2nd instalment of 15% payable within 730 days of commencement</p> <p>3rd instalment of 25% payable within 1095 days of commencement</p> <p>4th instalment of 25% payable within 1460 days of commencement</p> <p>5th instalment of 25% payable within 1825 days of commencement</p>



C.5 The instalments relate to the amount payable (the chargeable amount) as indicated on the Demand Notice. The commencement date will be the Commencement Notice date as advised by the developer under CIL Regulation 67.

C.6 Where outline planning permission permits development to be implemented in phases, or where phasing is clearly identified within the planning application each phase of the development, as agreed by Cheshire East Council, can be treated as a separate chargeable development. The instalment policy will, therefore, apply to each separate phase of the development and its associated separate chargeable amount.

Circumstances where the Instalment Policy will not apply

C.7 In accordance with the CIL Regulations 2010 (as amended) this CIL instalment policy will **not apply** in the following circumstances:

- Where a Commencement Notice has **not** been submitted prior to commencement of the chargeable development,
- Where nobody has assumed liability to pay CIL for the chargeable development on the intended day of commencement;
- An instalment payment **has not been** made in full within 30 days of the due date for the instalment payment

C.8 Where the instalment policy does not apply, the chargeable amount must be paid in full within 60 days of the notified or deemed commencement date of the chargeable development or the date of the disqualifying event, whichever is the earliest. Surcharges may also apply for failure to submit Assumption of Liability Forms or Commencement Notices.

C.9 The day on which an instalment payment will be due will be calculated from the date of commencement of development on site. This date will be taken to be the date advised by the developer in the Commencement Notice as laid out in CIL regulation 67.



Cheshire East Council

Community Infrastructure Levy Regulations 2010 (As Amended)

Payment in Kind Policy - Land and Infrastructure

C.10 In accordance with Regulation 73, 73A, 73B and 74 of the CIL Regulations (as amended), Cheshire East Council may accept one or more infrastructure / and or land payments in satisfaction of the whole or part of the CIL payment due in respect of a chargeable development.

C.11 This policy will be effective from 1st March 2019 and subject to the following conditions:

1. It is at the Councils' discretion whether to accept the transfer of land or infrastructure in lieu of CIL.
2. The Regulation 123 list sets out the range of infrastructure to be funded in whole or in part by CIL. The Councils may consider accepting infrastructure projects and / or types of infrastructure from this list to discharge part or all of a levy liability.
3. The Council must be satisfied that the transfer of land and / or provision of infrastructure is appropriate to support the delivery of the Local Plan and development in the Borough.
4. A charging authority may not accept a land payment unless the chargeable amount payable is greater than £100,000.
5. The land is acquired by Cheshire East Council as the charging authority or a person nominated by the Council.
6. The chargeable development must not have commenced before a written agreement with the Councils to pay part or the entire CIL amount as land / and or infrastructure has been made. This written agreement must be prepared in accordance with the criteria set out in Regulation 73 and 73A of the CIL Regulations (as amended).
7. The person transferring the land and / or providing infrastructure to the charging authority as payment must have assumed liability to pay CIL and completed the relevant CIL forms.
8. Where CIL is paid by way of a land payment and / or infrastructure the amount of CIL paid is the amount equal to the value of the acquired land and / or infrastructure.
9. The land and / or infrastructure to be acquired must be valued by a suitably qualified and experienced independent person to be agreed with the Council, with any costs associated with the assessment paid for by the liable party. The valuation of land must represent the price that the land might reasonably be expected to obtain if sold on the open market on the day the valuation takes place and reflect the relevant purposes for which the land will be utilised. The valuation of infrastructure provided must reflect the cost of providing the infrastructure on the day the valuation takes place.
10. The land, subject to transfer, must be free from any interest in land and any encumbrance to the land, buildings or structures. (This may require the owner to demonstrate that the land is suitable through the submission of further information to the Council, including but not limited to topographical information, reports on contamination and archaeology and details of any underground services.)
11. The land, and or infrastructure subject to transfer must be fit for a relevant purpose being the land and or infrastructure appropriate to support the delivery of the Local Plan and development in the Borough.



12. The liable party will be required, at its expense, to undertake such searches as the Council requires on any land that is proposed to be transferred into the ownership of the Council and share the resultant information with the Council before the Council agree to accept any payment in kind. The liable party must also notify the Council of any restrictions on the use or disposal of the land that is proposed to be transferred into the ownership of the Council before the Council agree to accept any payment in kind
13. The Council may transfer the land, at nil cost to a third party for the provision of infrastructure (This will be limited to other infrastructure providers).
14. Where land or infrastructure passes into the ownership of the Council, it will be added to the Council's Asset Register.

C.12 Before submission of an application the liable party is encouraged to discuss proposals with the Council's CIL Officer to establish if the principle of payment in kind would be appropriate in that instance.

C.13 It should be noted that the agreement to pay in land and or infrastructure may not form part of a planning obligation entered into under Section 106 of the Town and Country Planning Act 1990.

C.14 Any outstanding CIL liable to the chargeable development after the transfer of land and / or delivery of infrastructure should be paid in line with the payment dates set out in the demand notice.



Cheshire East Council

Community Infrastructure Levy Regulations 2010 (As Amended)

Statement of Discretionary Charitable Relief

C.15 This policy will be effective from 1st March 2019.

C.16 In accordance with Regulation 46 of the Community Infrastructure Regulations 2010 (as amended), this document gives notice that discretionary charitable relief for investment activities is available in the Cheshire East Borough Council area under Regulation 44.

C.17 Subject to the requirements as set out in the CIL Regulations 2010 (as amended), the following are the circumstances in which discretionary charitable relief will be granted by Cheshire East Council:

- Where a charitable institution is otherwise liable for the CIL, and the whole or greater part of the development will be held by the charitable institution as an investment from which the profits will be applied for charitable purposes; and
- that portion of the chargeable development to be held as an investment will not be occupied by the claimant for ineligible trading activities: and
- the relief would not constitute notifiable State Aid.



Cheshire East Council

Community Infrastructure Levy Regulations 2010 (As Amended)

Statement of Discretionary Social Housing Relief

C.18 This policy will be effective from 1st March 2019.

C.19 Cheshire East Planning Policy for Affordable Housing is set out in SC5 Affordable Homes in the Local Plan Strategy.

C.20 In accordance with Regulation 49B of the Community Infrastructure Levy Regulations 2010 (as amended) the following sets out the discretionary social housing relief available in Cheshire East.

C.21 The Community Infrastructure Levy Regulations 2010 (as amended) allows for 100% relief for the development of social housing. The definition of Social Housing is set out in Regulation 49 (as amended) and it covers most types of affordable housing provided in Cheshire East Council including affordable rent and shared ownership tenures. However, it does not cover shared equity tenures or discounted homes for sale which are covered by the definition of affordable housing in the National Planning Policy Framework. To ensure that the viability of affordable housing schemes and mixed tenure schemes is maintained there is a need to ensure all forms of affordable housing qualify for relief from CIL.

C.22 The Community Infrastructure Levy Regulations (Amendment) Regulations 2014 give Council's the power to allow relief for these tenures where they set a policy giving notice that the relief is allowed in their area. This is known as Discretionary Social Housing Relief.

C.23 A dwelling can qualify for this relief if:

- The dwelling is sold for no more than 80% of its market value.
- the dwelling is sold in accordance with any policy published by the charging authority under regulation 49B(1)(a)(iii); and
- The liability to pay CIL in relation to the dwelling remains with the person granted the relief should a disqualifying event occur.

C.24 If within seven years of completion a disqualifying event occurs, the relief granted would have to be paid back to the Council. A disqualifying event would be where the house is sold on the open market.

C.25 To ensure that the viability of affordable housing schemes and mixed tenure schemes is maintained there is a need to ensure all forms of affordable housing qualify for relief from CIL. This document therefore gives notice that Discretionary Affordable Housing Relief is available in Cheshire East Council.

C.26 For the purposes of regulation 49B(1)(a)(iii) of the CIL Regulations 2010, intending claimants for this relief should note the following. Where a proposed development includes housing of the type for which discretionary social housing relief is claimed, the Council will require the entry into a planning obligation in the form of a section 106 agreement in terms that are acceptable to the Council.



Appendix D - Detailed CIL Charging Zone Inset Maps

Table D.1 Detailed Charging Schedule Inset Maps

Map Reference (where relevant)	Area	Page Number
	Borough North	1
	Borough South	2
1	Crewe	3
2	Macclesfield	4
3	Alsager	5
4	Congleton	6
5	Handforth	7
6	Knutsford	8
7	Middlewich	9
8	Nantwich	10
9	Poynton	11
10	Sandbach	12
11	Wilmslow	13
12	Alderley Edge	14
13	Audlem	15
14	Bollington	16
15	Bunbury	17
16	Chelford	18
17	Disley	19
18	Goostrey	20
19	Haslington	21
20	Holmes Chapel	22

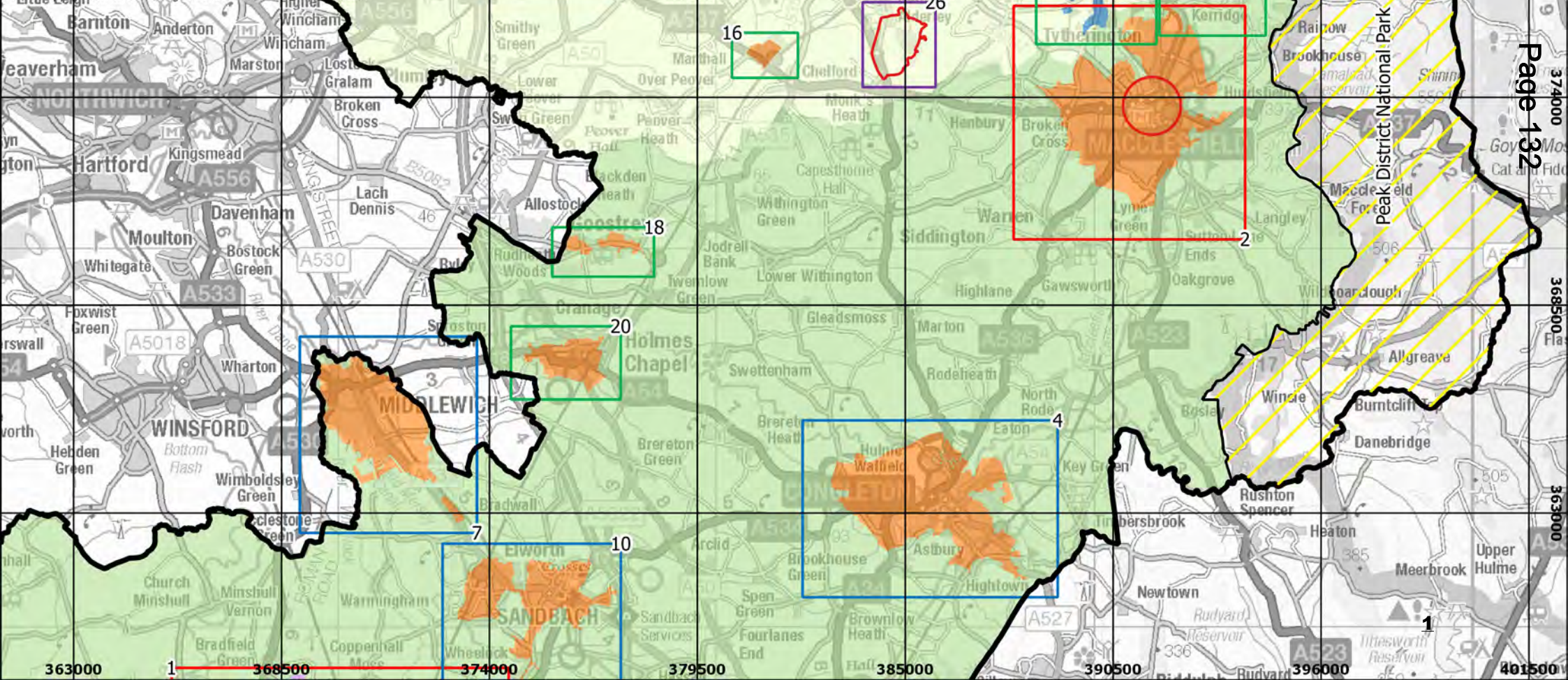
CIL Charging Zones - Borough North

- Local Plan Strategy Site
- Residential (Use Class C3) Rates (per sqm):
- Zone 1 - £0
 - Zone 2 - £22
 - Zone 3 - £57
 - Zone 4 - £71
 - Zone 5 - £71

Retail (Use Class A1) Rate (per sqm):

- Zone 1 - £66

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CIL Charging Zones - Borough South

☐ Local Plan Strategy Site

Residential (Use Class C3) Rates (per sqm):

Zone 1 - £0

Zone 2 - £22

Zone 3 - £57

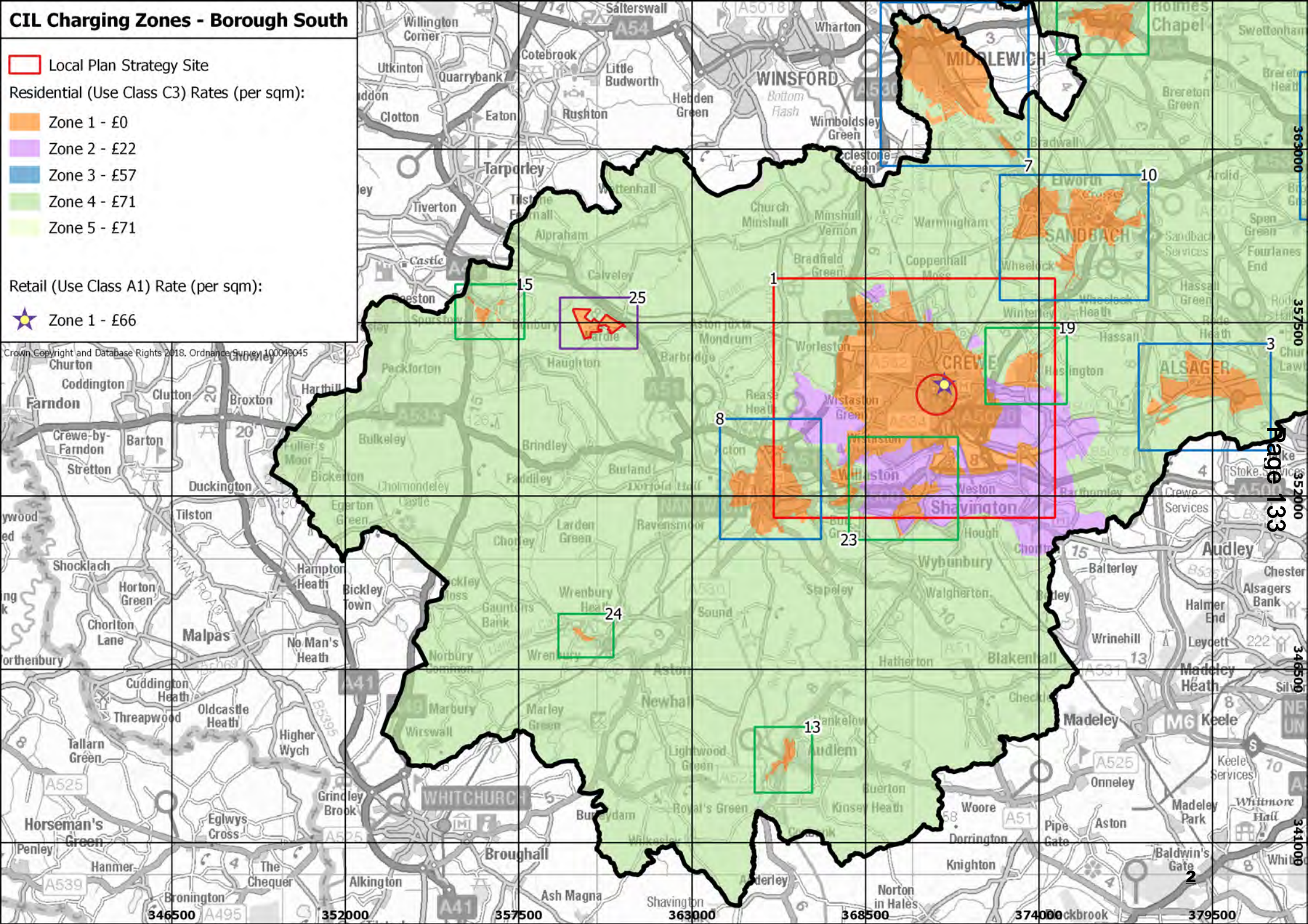
Zone 4 - £71

Zone 5 - £71

Retail (Use Class A1) Rate (per sqm):

★ Zone 1 - £66

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CIL Charging Zones - Crewe

Local Plan Strategy Site

Residential (Use Class C3) Rates (per sqm):

Zone 1 - £0

Zone 2 - £22

Zone 3 - £57

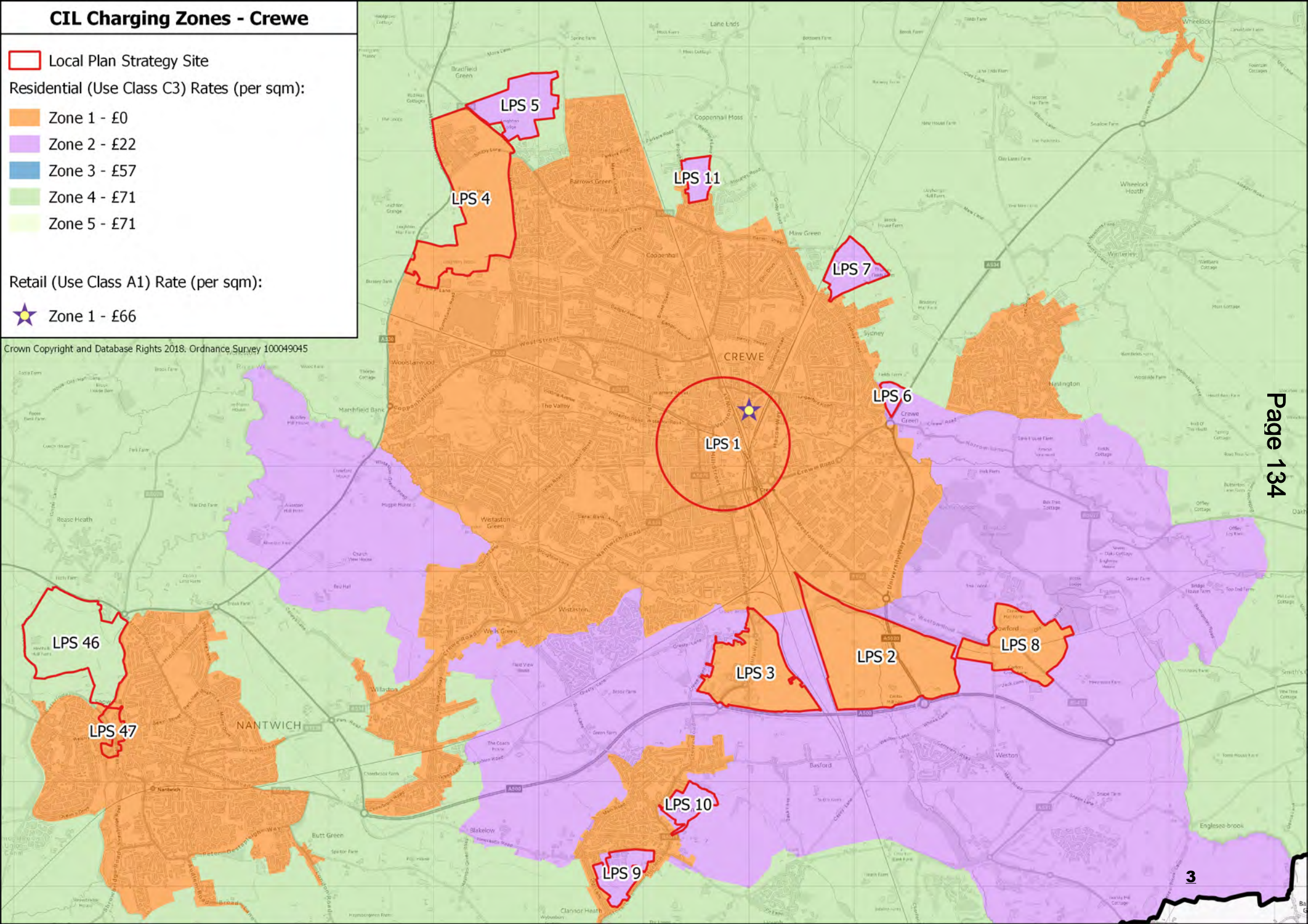
Zone 4 - £71

Zone 5 - £71

Retail (Use Class A1) Rate (per sqm):

Zone 1 - £66

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Local Plan Strategy Site

Residential (Use Class C3) Rates (per sqm):

Zone 1 - £0

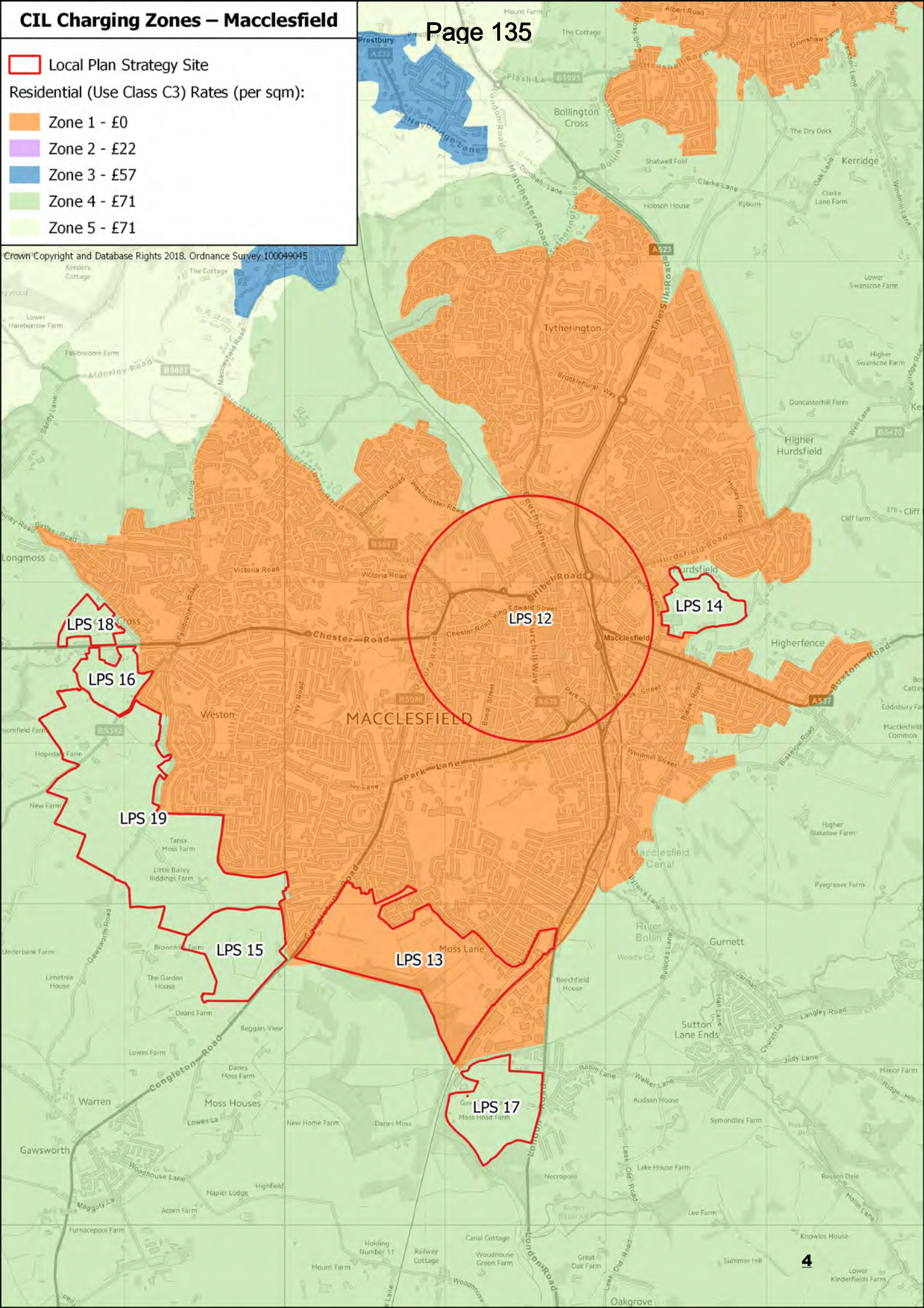
Zone 2 - £22

Zone 3 - £57

Zone 4 - £71

Zone 5 - £71


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CIL Charging Zones - Alsager

 Local Plan Strategy Site


Residential (Use Class C3) Rates (per sqm):

 Zone 1 - £0

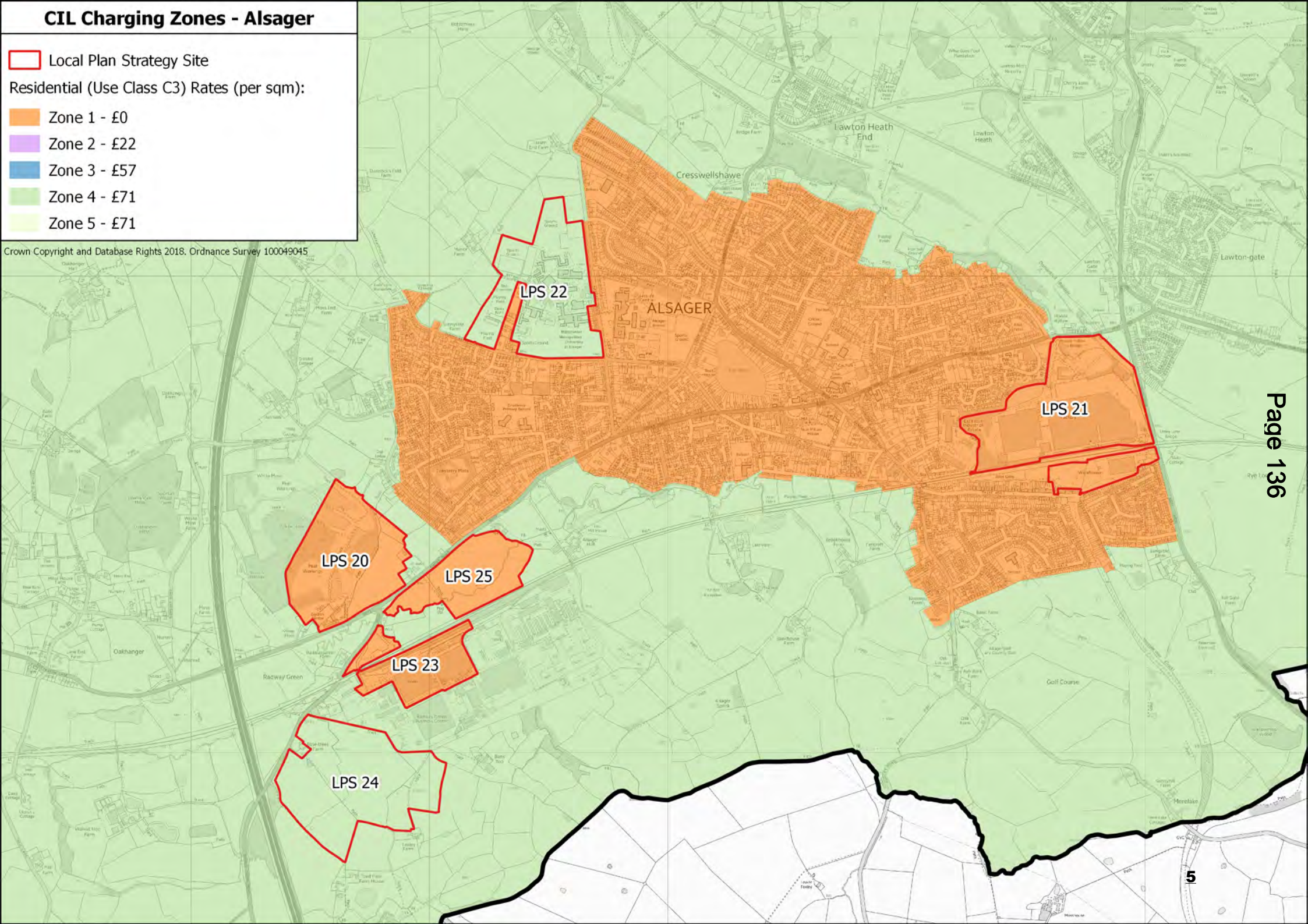
 Zone 2 - £22

 Zone 3 - £57

 Zone 4 - £71

 Zone 5 - £71

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CIL Charging Zones - Congleton

Local Plan Strategy Site

Residential (Use Class C3) Rates (per sqm):

Zone 1 - £0

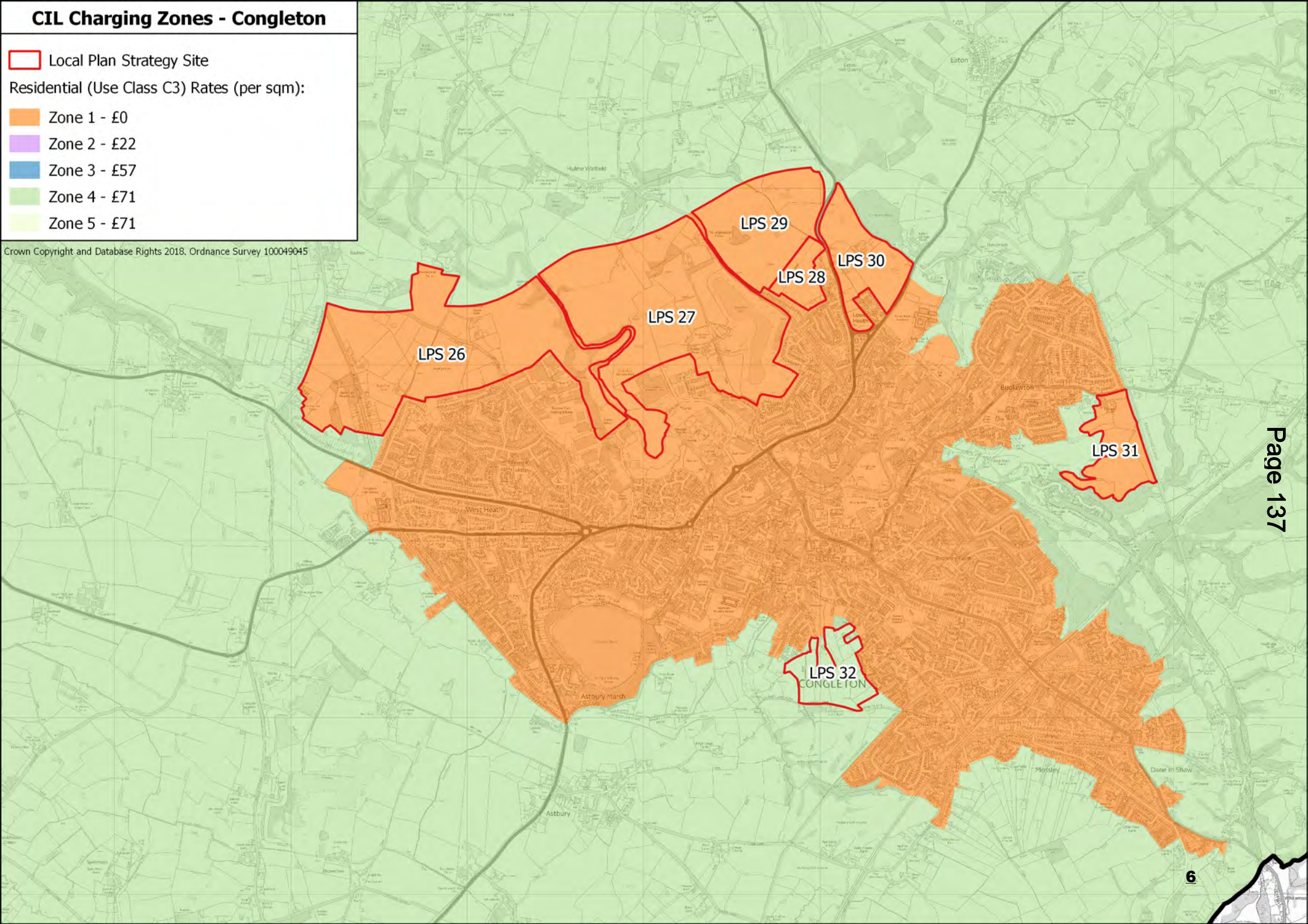
Zone 2 - £22

Zone 3 - £57

Zone 4 - £71

Zone 5 - £71


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CIL Charging Zones - Handforth


 Local Plan Strategy Site


Residential (Use Class C3) Rates (per sqm):

 Zone 1 - £0

 Zone 2 - £22

 Zone 3 - £57

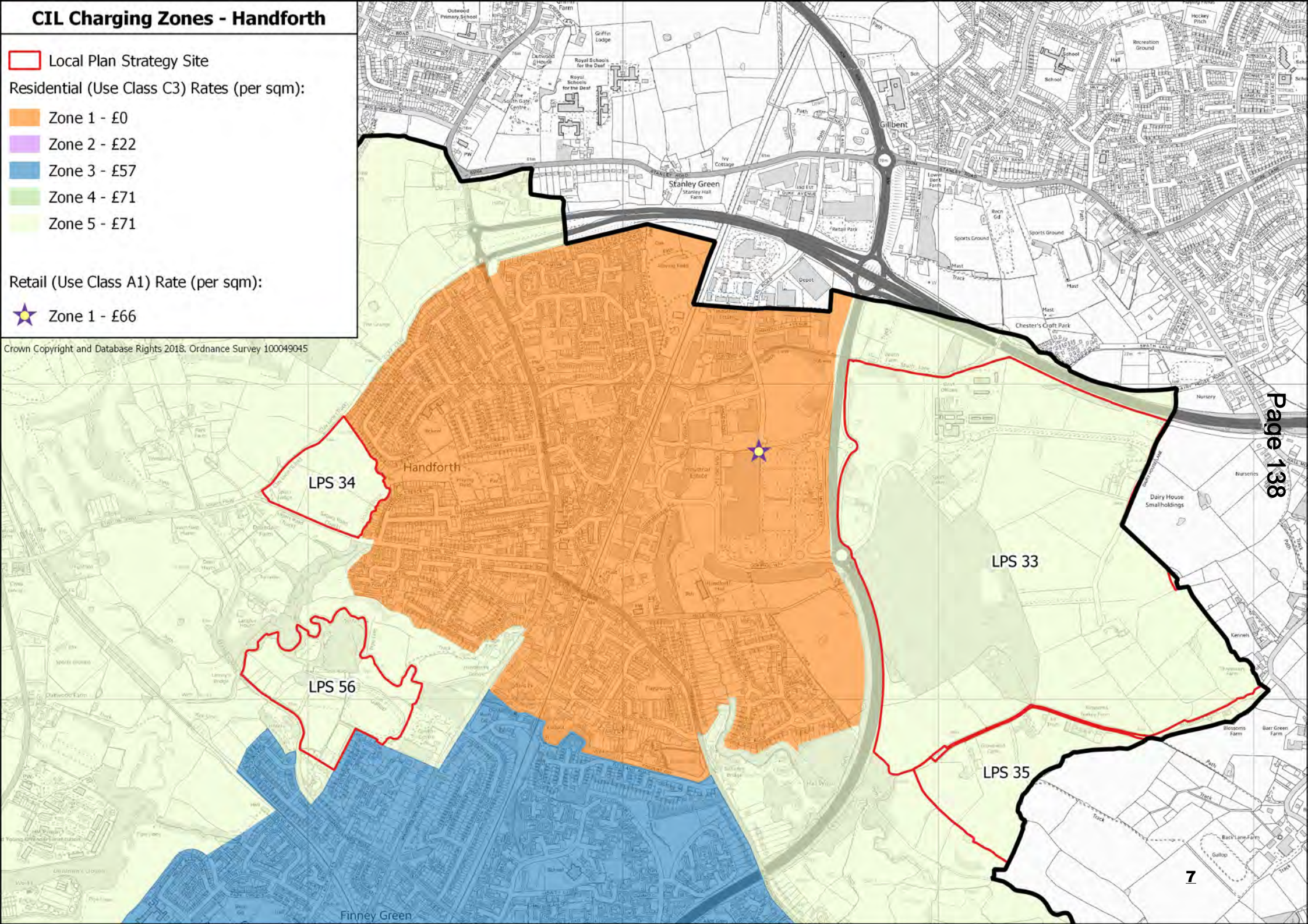
 Zone 4 - £71

 Zone 5 - £71

Retail (Use Class A1) Rate (per sqm):

 Zone 1 - £66


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



 Local Plan Strategy Site


Residential (Use Class C3) Rates (per sqm):

 Zone 1 - £0

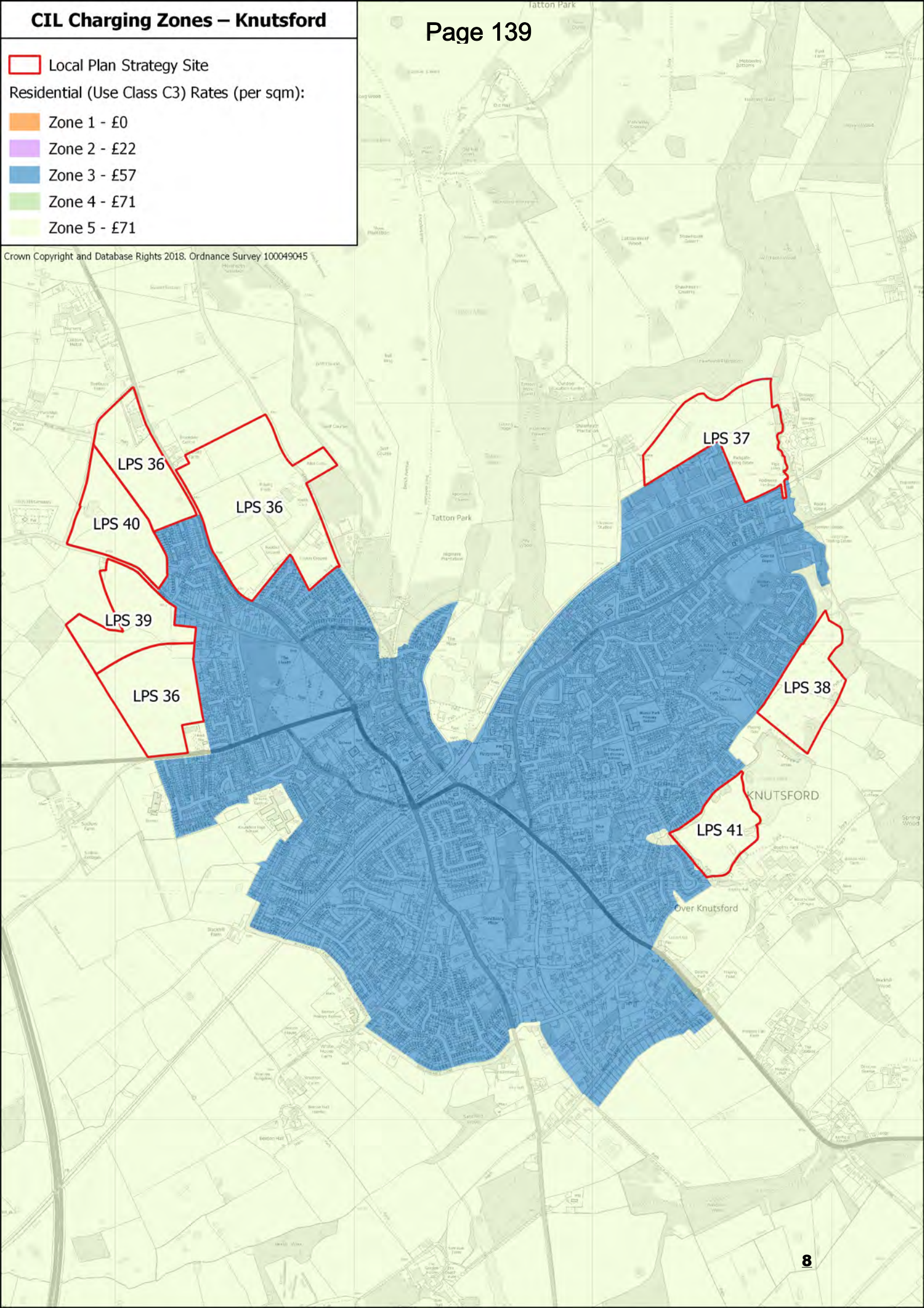
 Zone 2 - £22


 Zone 3 - £57

 Zone 4 - £71

 Zone 5 - £71


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 Local Plan Strategy Site


Residential (Use Class C3) Rates (per sqm):

 Zone 1 - £0

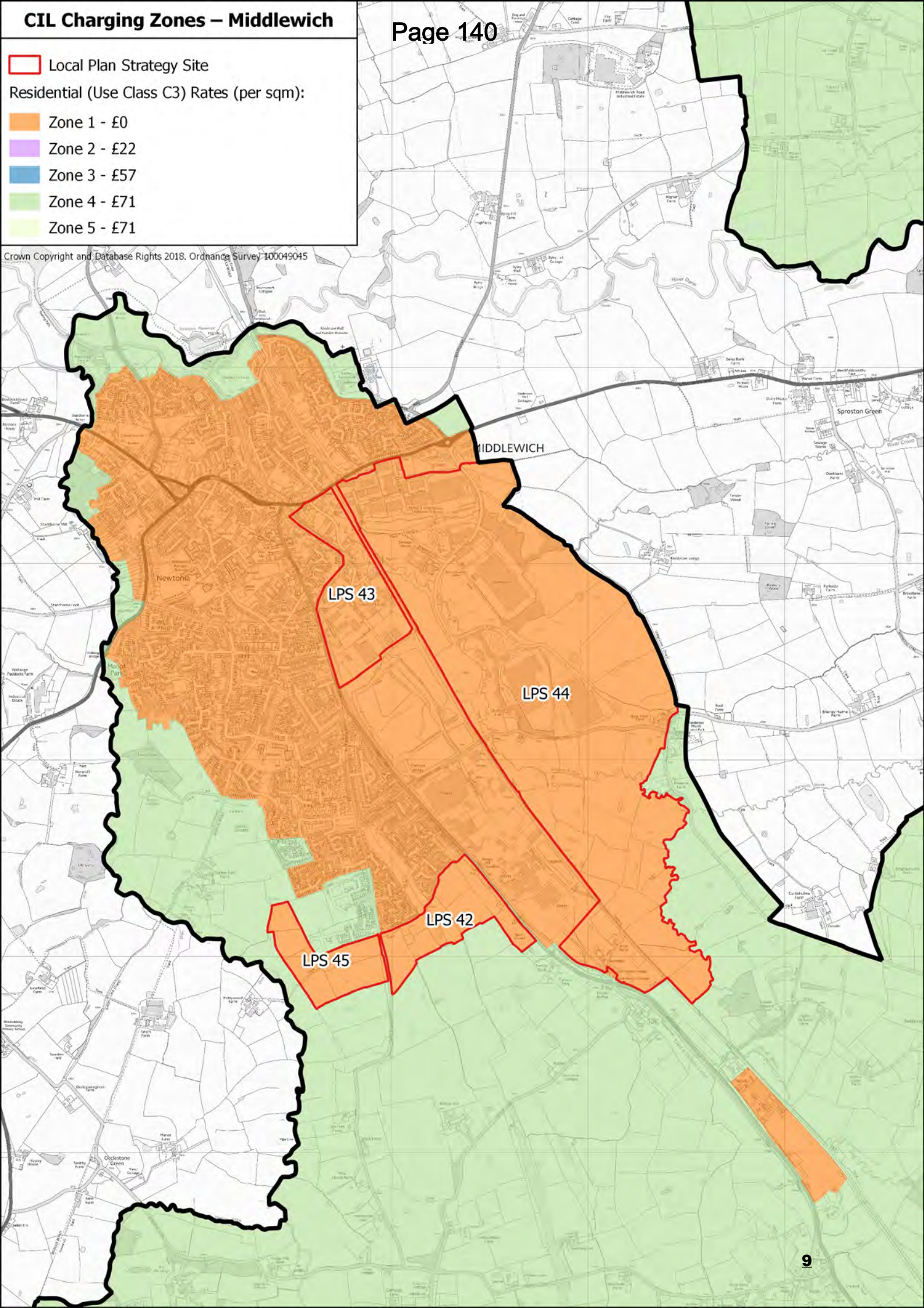
 Zone 2 - £22

 Zone 3 - £57

 Zone 4 - £71

 Zone 5 - £71

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Local Plan Strategy Site

Residential (Use Class C3) Rates (per sqm):

Zone 1 - £0

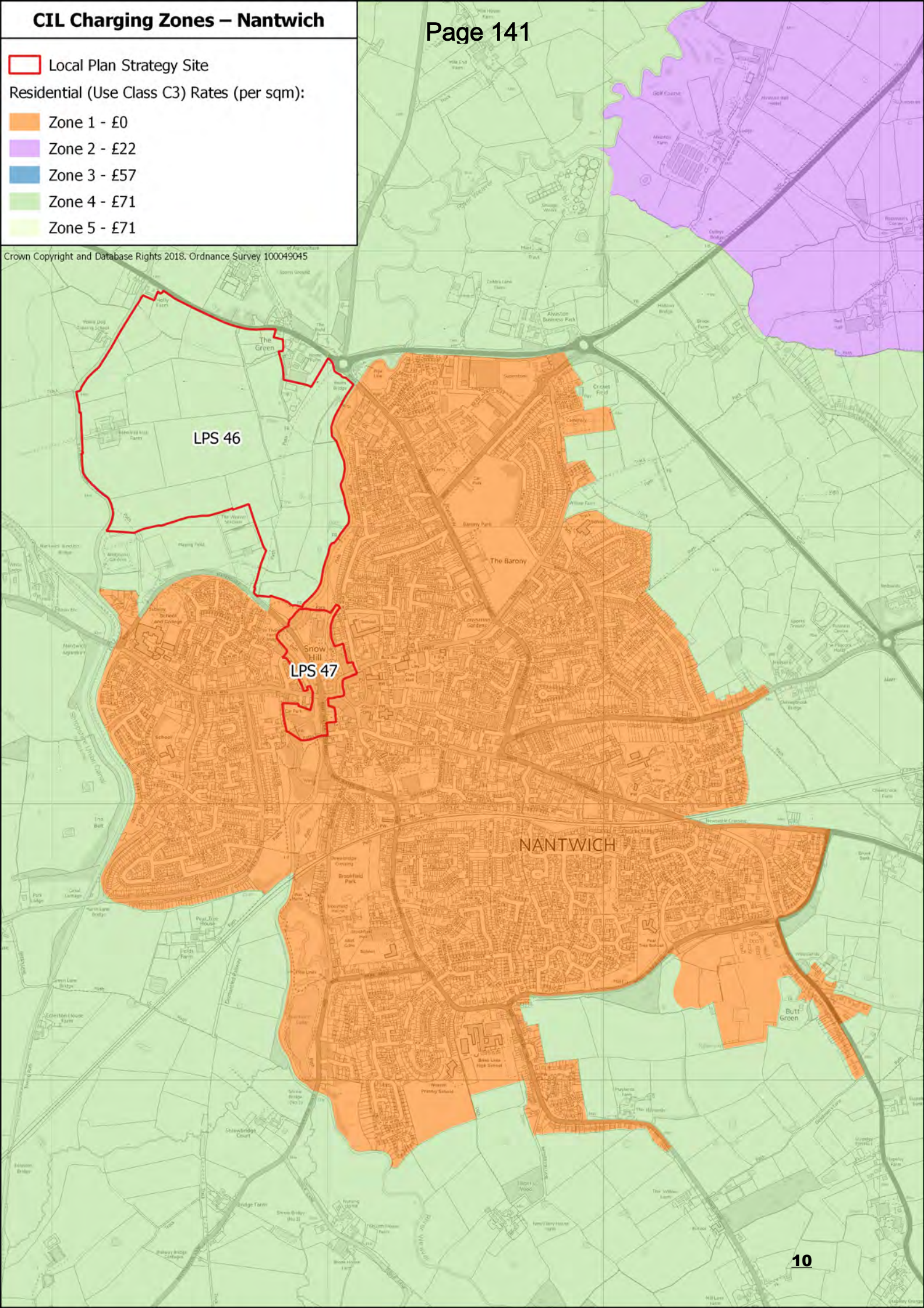
Zone 2 - £22

Zone 3 - £57

Zone 4 - £71


Zone 5 - £71


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
 Local Plan Strategy Site


Residential (Use Class C3) Rates (per sqm):

 Zone 1 - £0

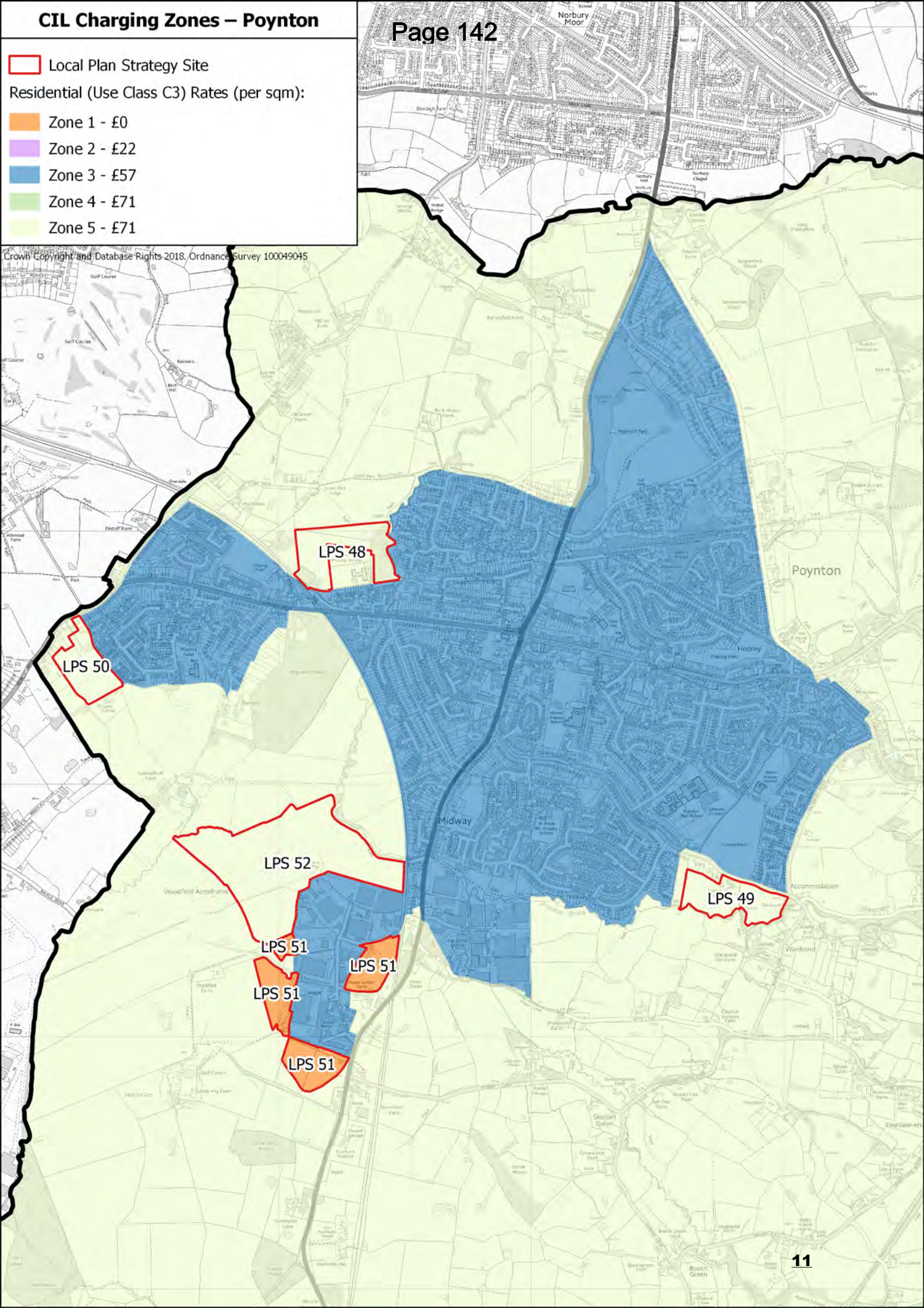
 Zone 2 - £22

 Zone 3 - £57

 Zone 4 - £71

 Zone 5 - £71

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CIL Charging Zones - Sandbach

Local Plan Strategy Site

Residential (Use Class C3) Rates (per sqm):

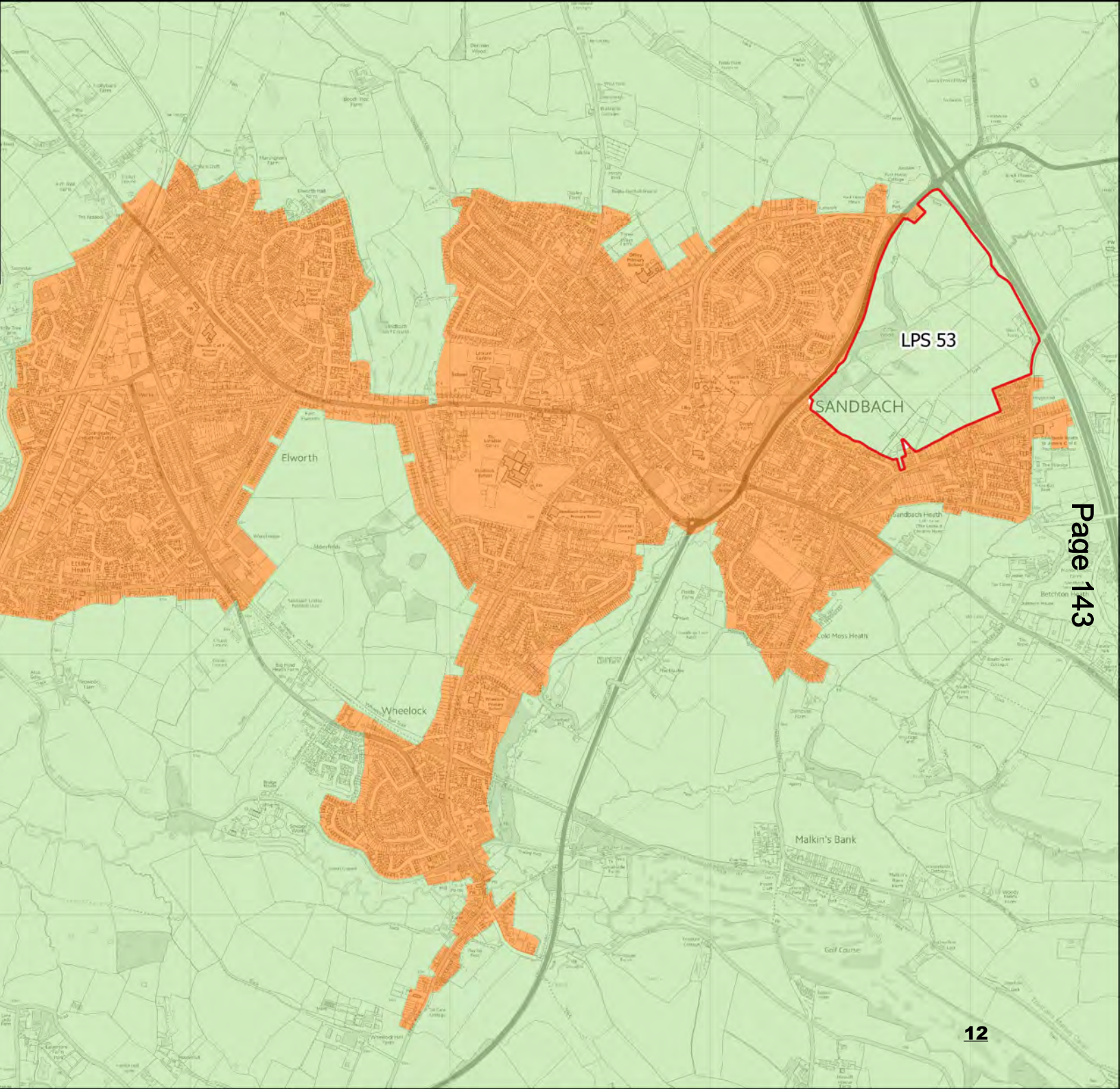
Zone 1 - £0

Zone 2 - £22

Zone 3 - £57

Zone 4 - £71

Zone 5 - £71



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CIL Charging Zones - Wilmslow

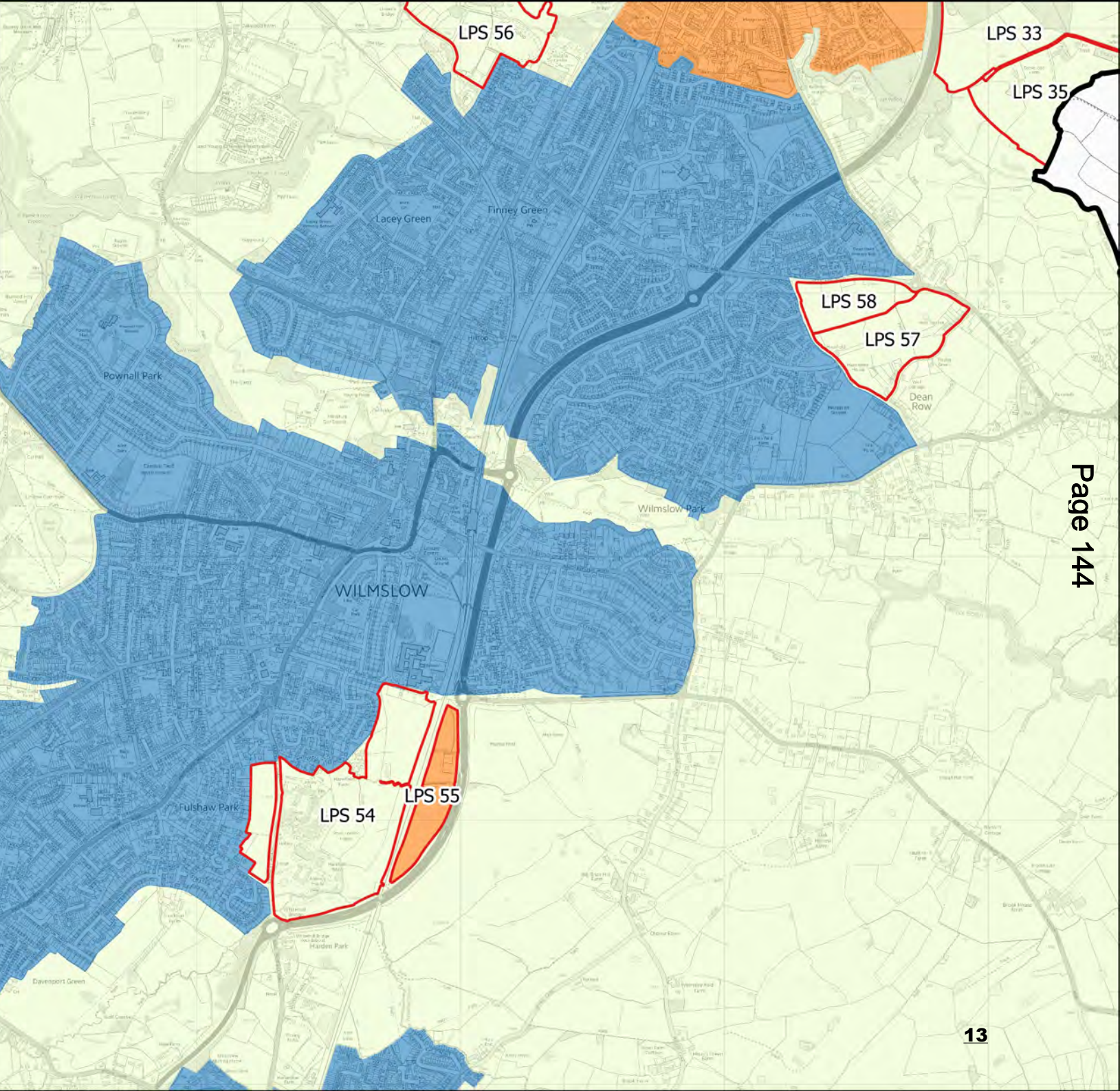
- Local Plan Strategy Site
- Residential (Use Class C3) Rates (per sqm):
- Zone 1 - £0

Zone 2 - £22

Zone 3 - £57

Zone 4 - £71

Zone 5 - £71



Local Plan Strategy Site

Residential (Use Class C3) Rates (per sqm):

Zone 1 - £0

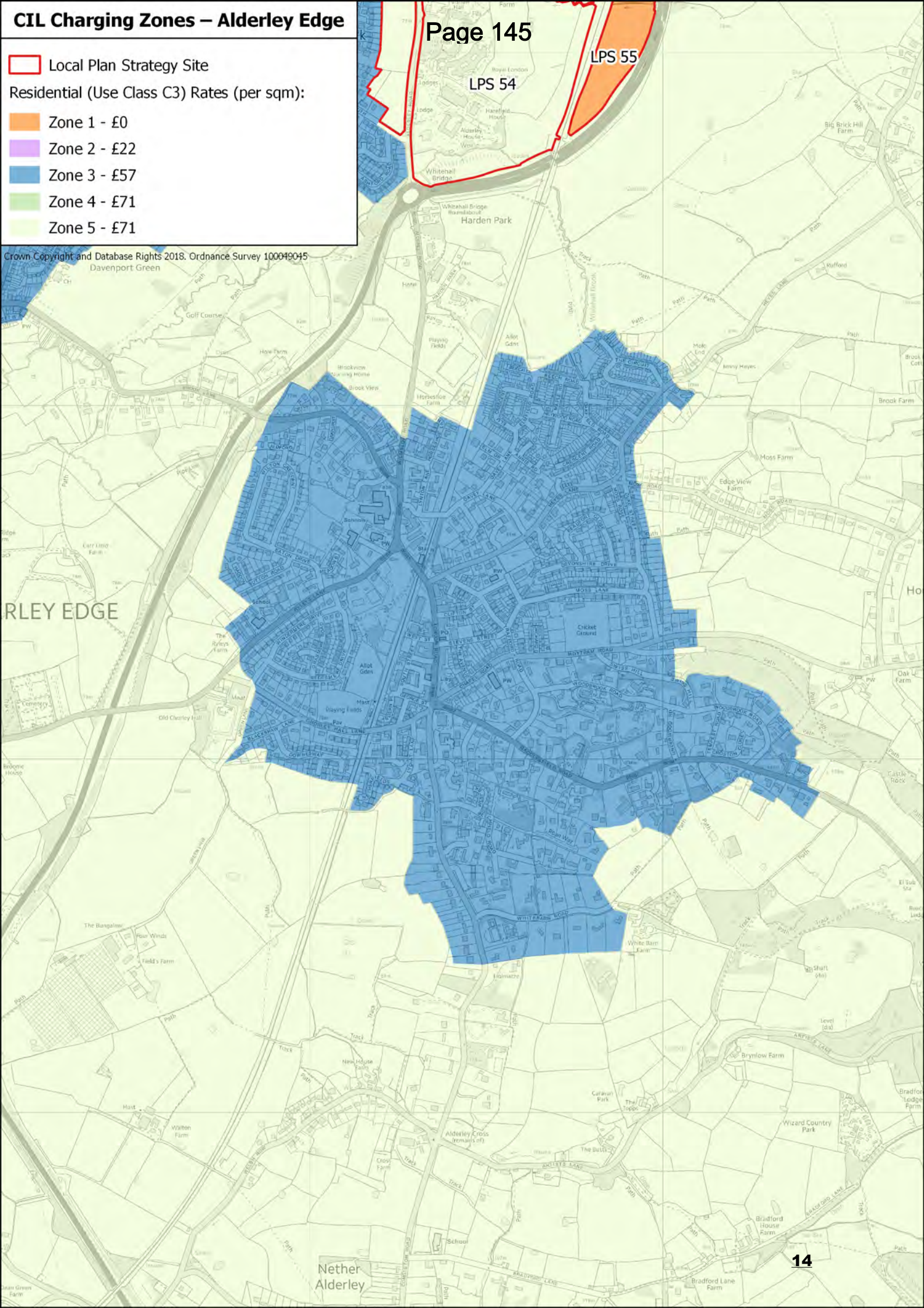
Zone 2 - £22

Zone 3 - £57

Zone 4 - £71

Zone 5 - £71

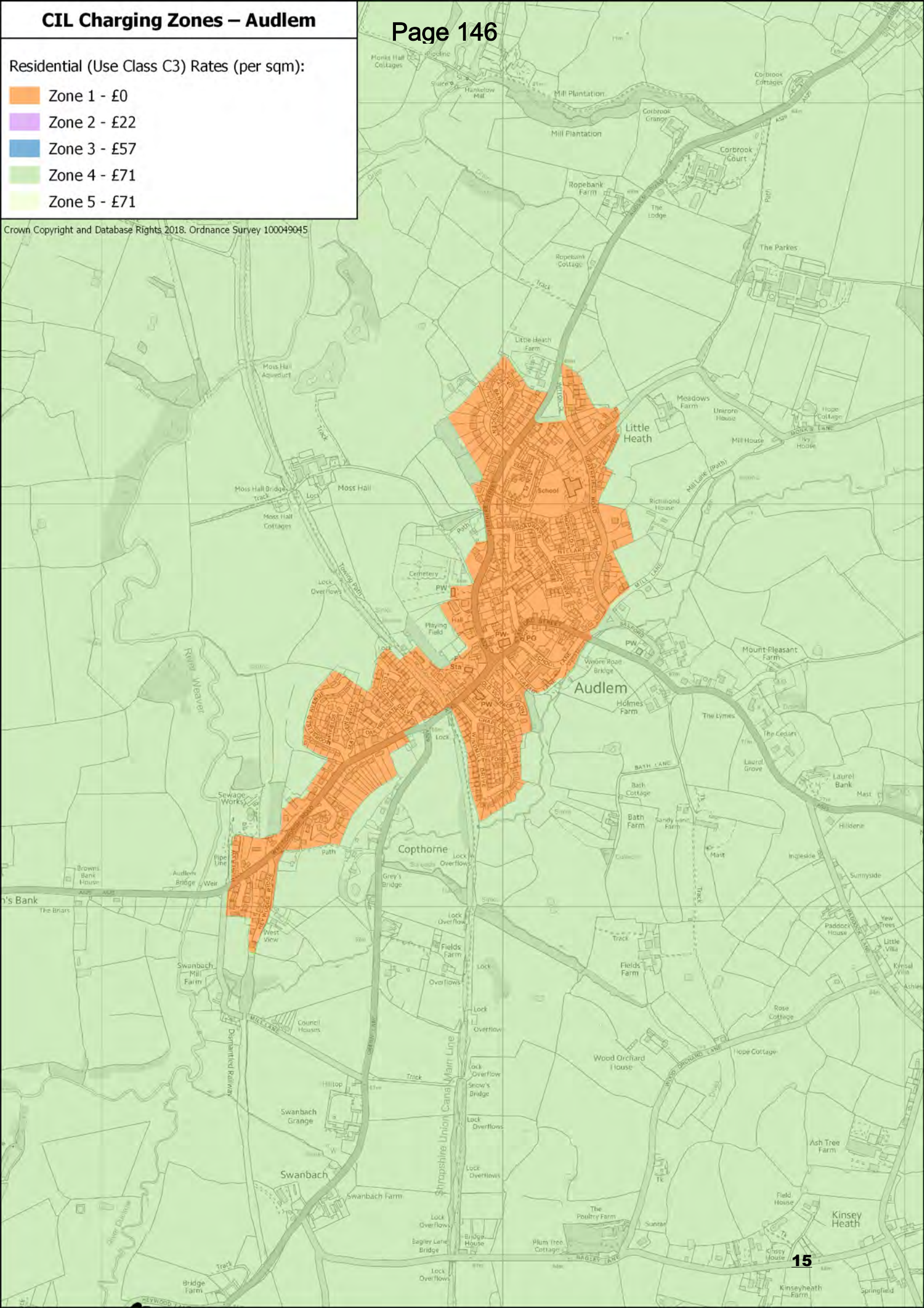
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Davenport Green



Residential (Use Class C3) Rates (per sqm):

- Zone 1 - £0
- Zone 2 - £22
- Zone 3 - £57
- Zone 4 - £71
- Zone 5 - £71

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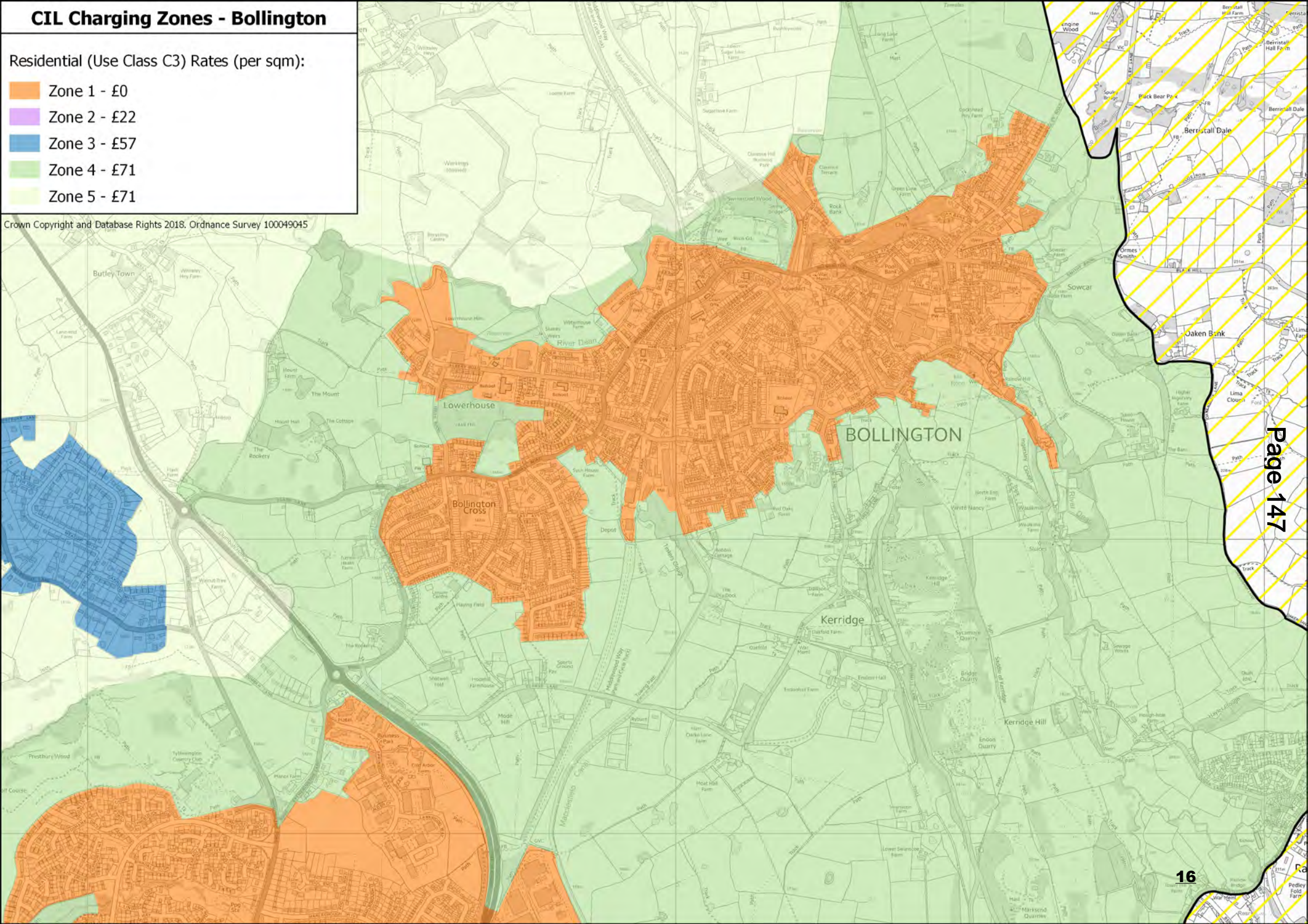


CIL Charging Zones - Bollington

Residential (Use Class C3) Rates (per sqm):

- Zone 1 - £0
- Zone 2 - £22
- Zone 3 - £57
- Zone 4 - £71
- Zone 5 - £71

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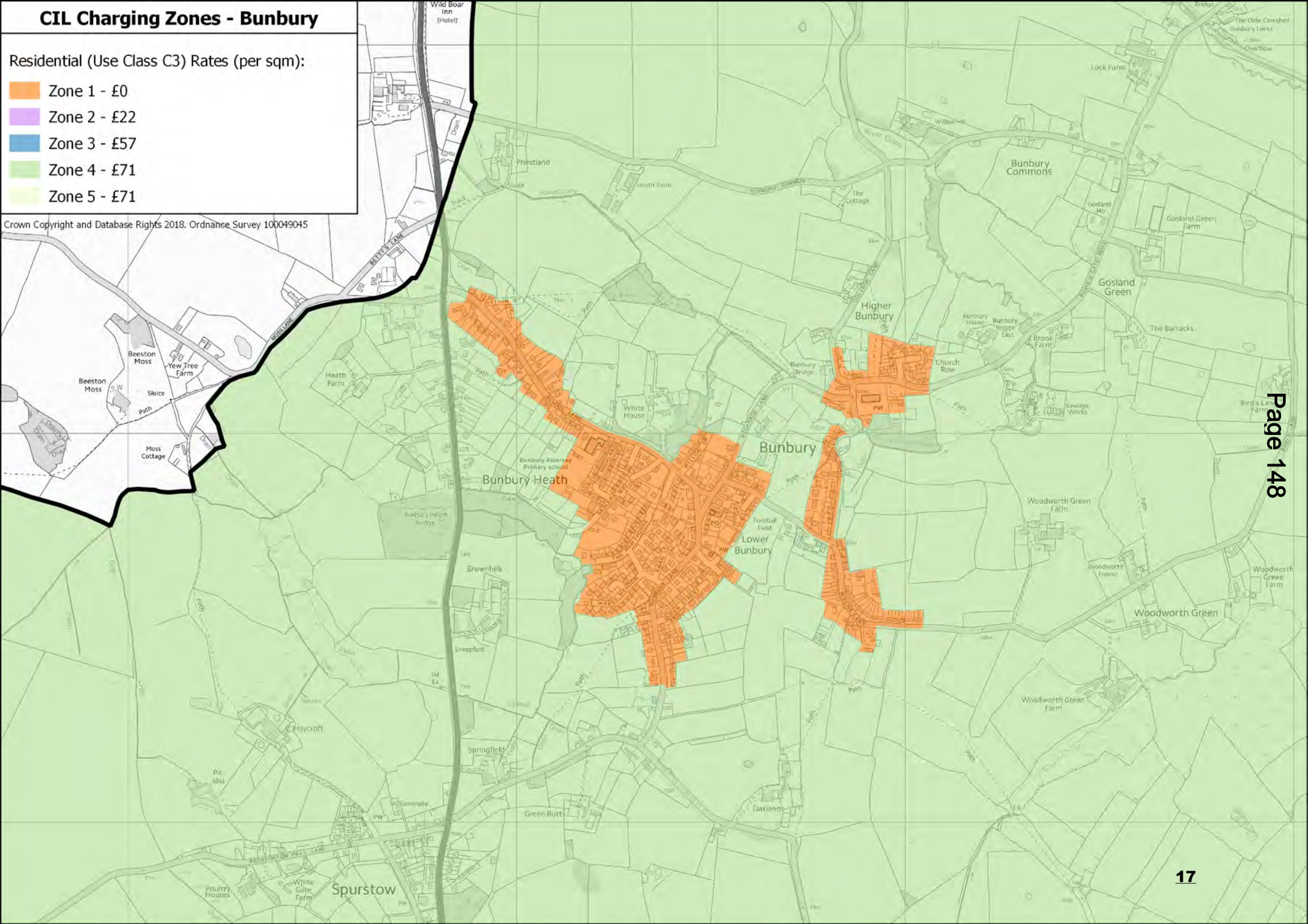


CIL Charging Zones - Bunbury

Residential (Use Class C3) Rates (per sqm):

-  Zone 1 - £0
-  Zone 2 - £22
-  Zone 3 - £57
-  Zone 4 - £71
-  Zone 5 - £71

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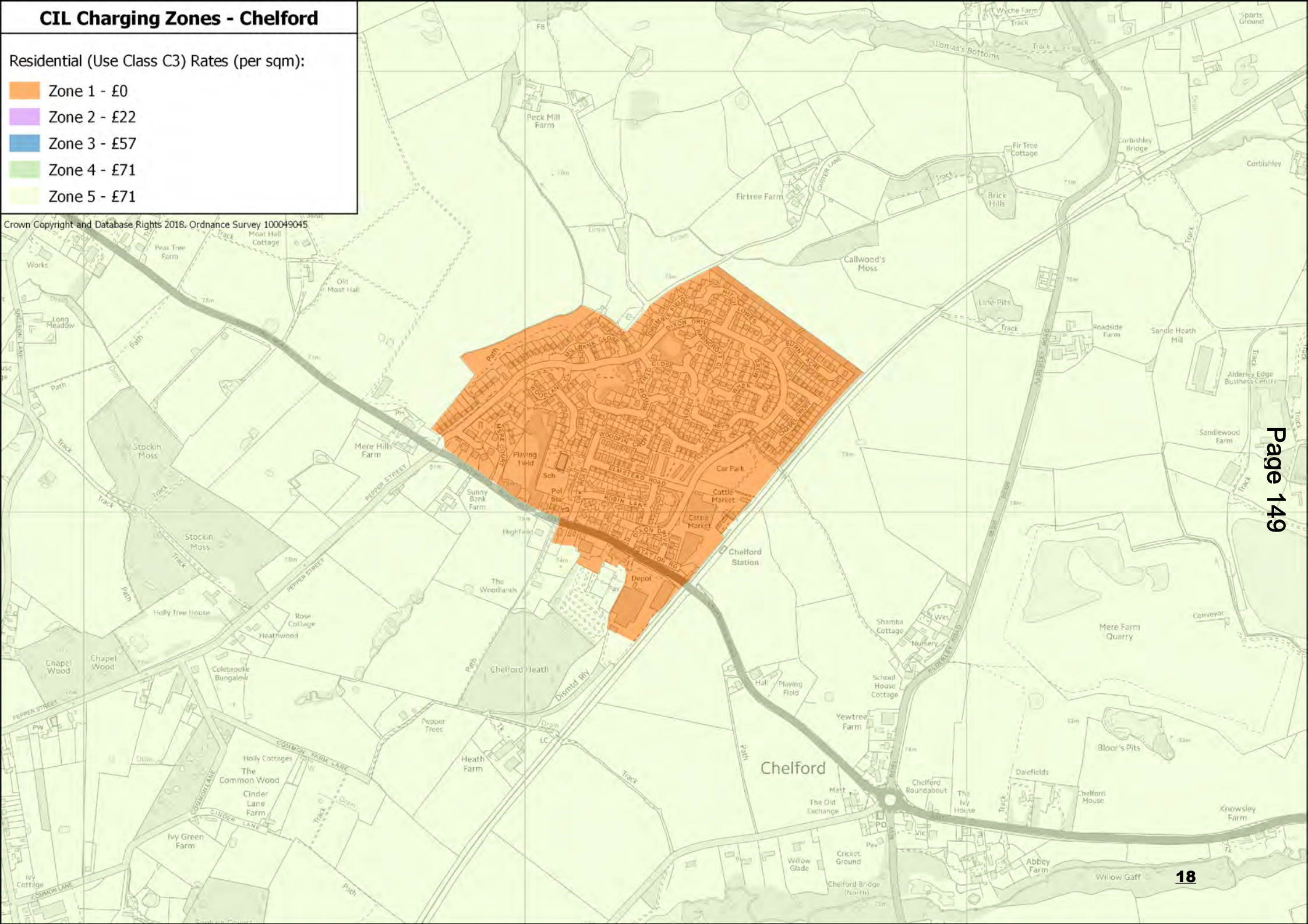


CIL Charging Zones - Chelford

Residential (Use Class C3) Rates (per sqm):

- Zone 1 - £0
- Zone 2 - £22
- Zone 3 - £57
- Zone 4 - £71
- Zone 5 - £71

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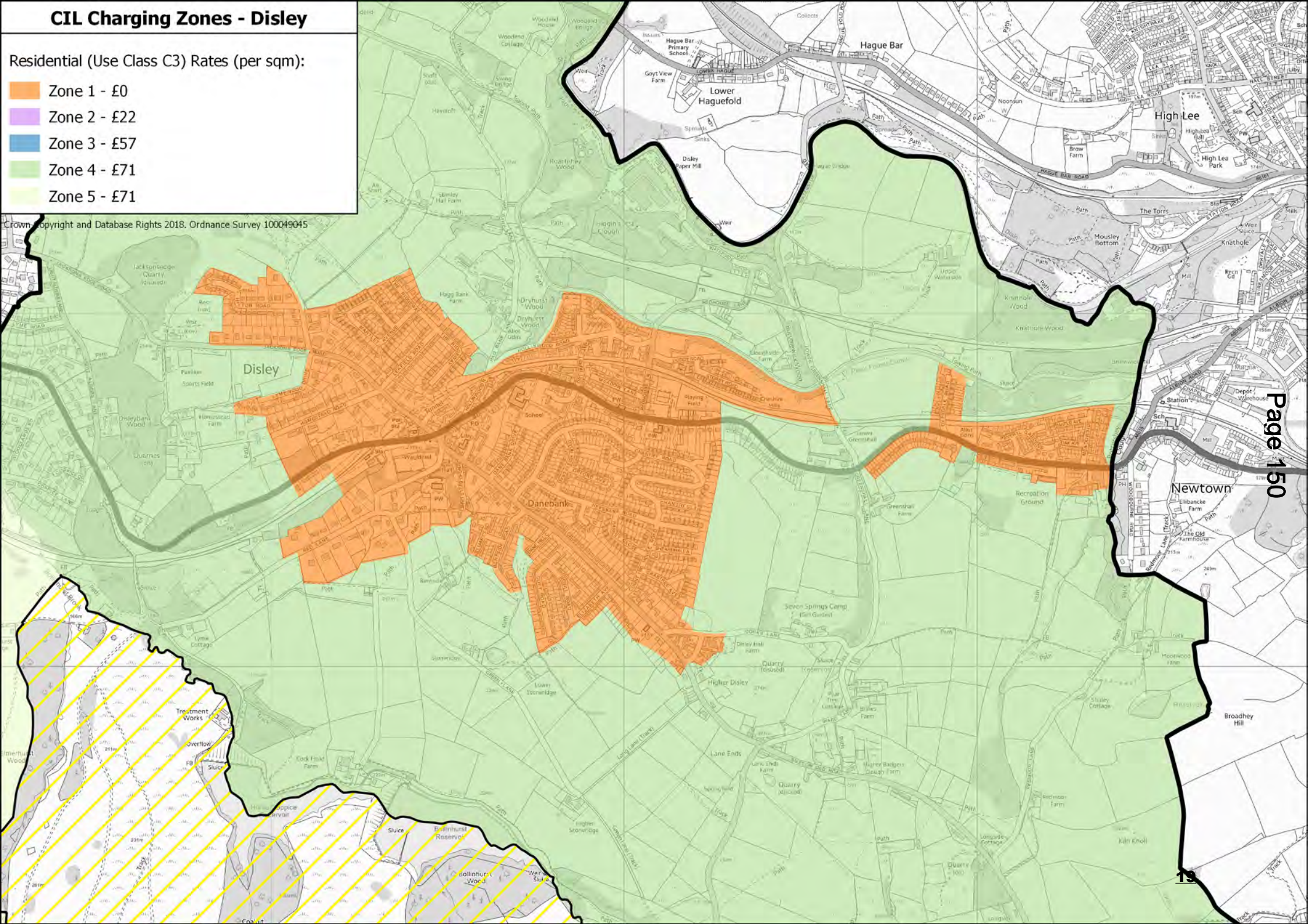


CIL Charging Zones - Disley

Residential (Use Class C3) Rates (per sqm):

- Zone 1 - £0
- Zone 2 - £22
- Zone 3 - £57
- Zone 4 - £71
- Zone 5 - £71

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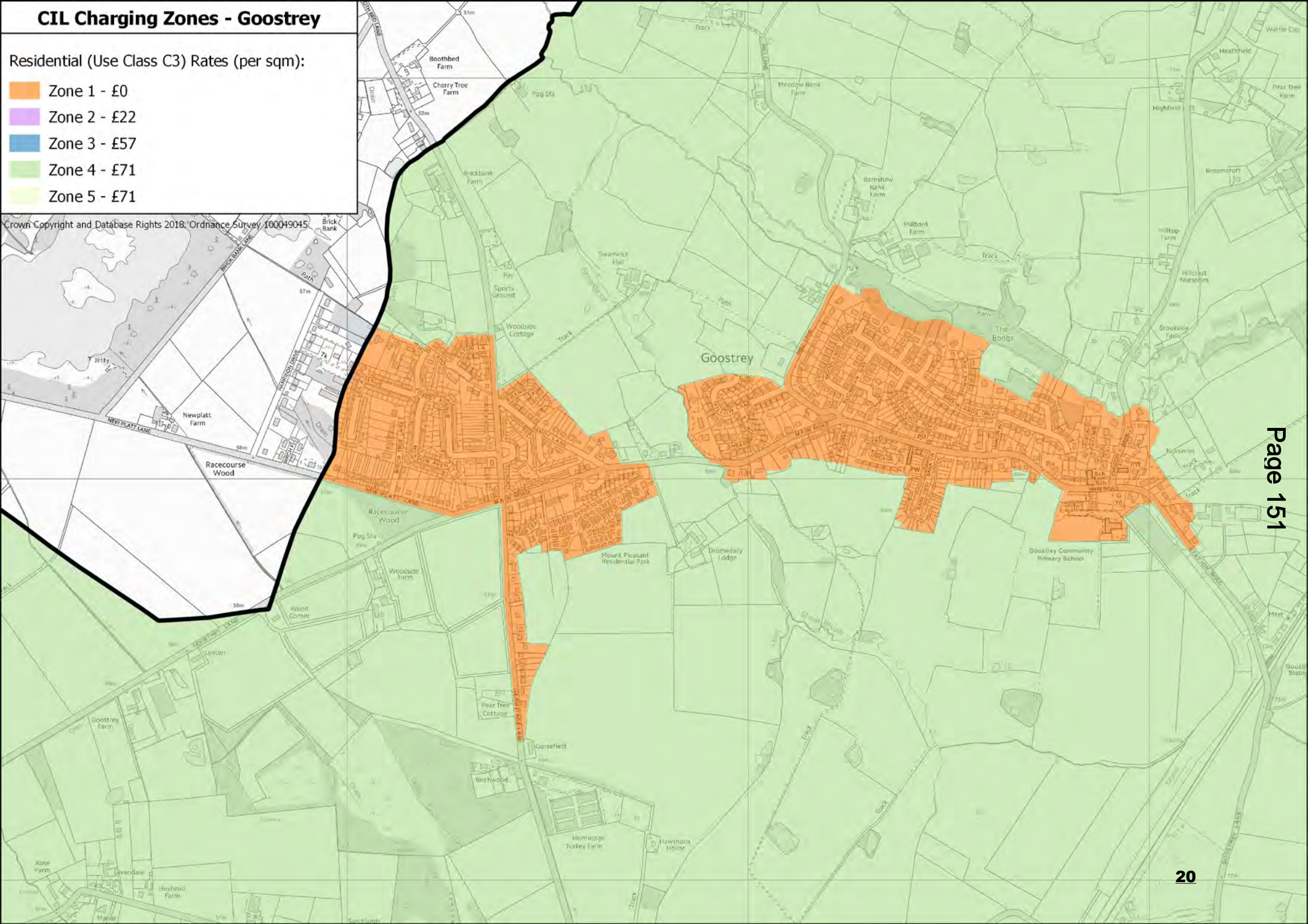


CIL Charging Zones - Goostrey

Residential (Use Class C3) Rates (per sqm):

-  Zone 1 - £0
-  Zone 2 - £22
-  Zone 3 - £57
-  Zone 4 - £71
-  Zone 5 - £71


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CIL Charging Zones - Haslington


 Local Plan Strategy Site


Residential (Use Class C3) Rates (per sqm):

 Zone 1 - £0

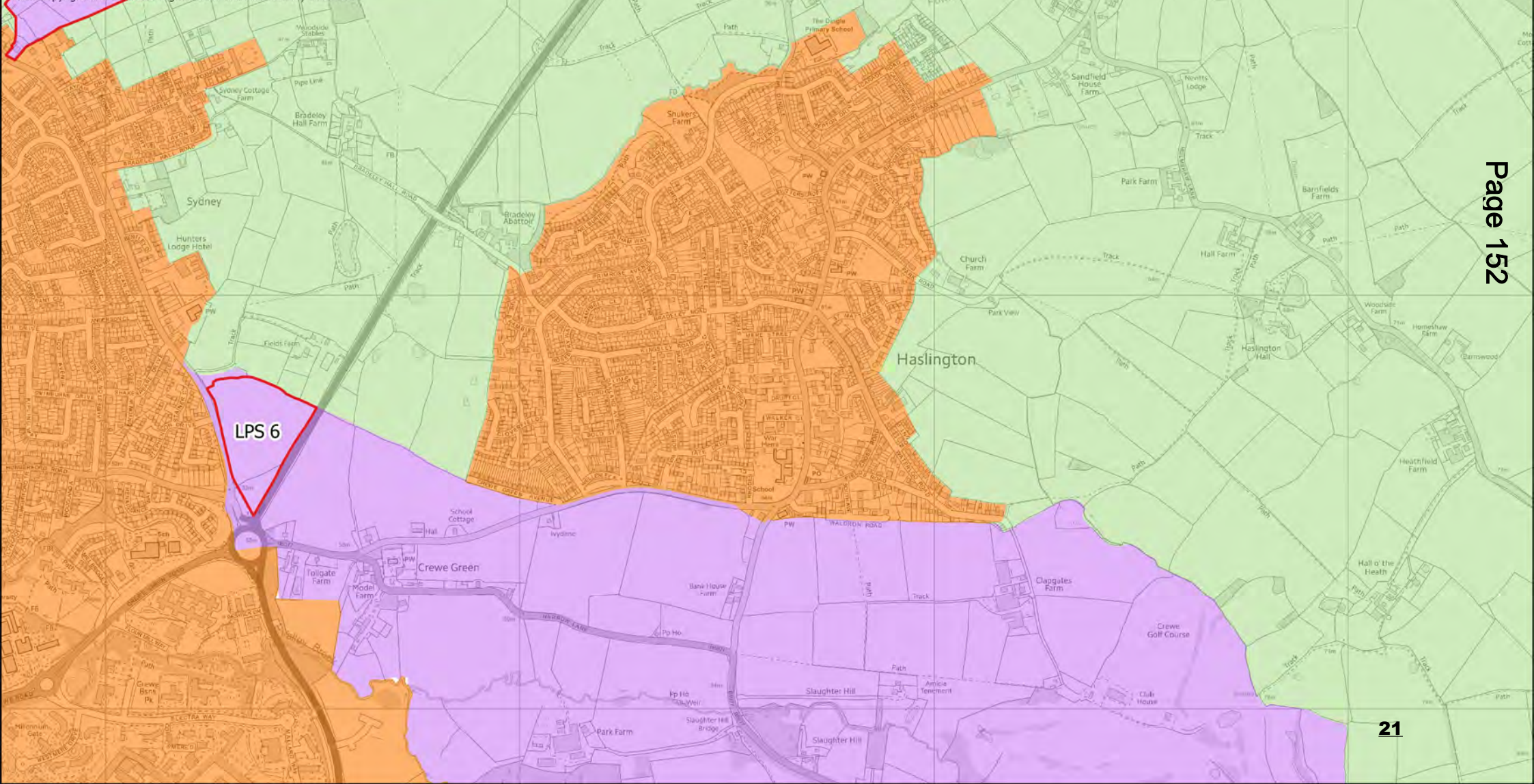
 Zone 2 - £22

 Zone 3 - £57

 Zone 4 - £71

 Zone 5 - £71

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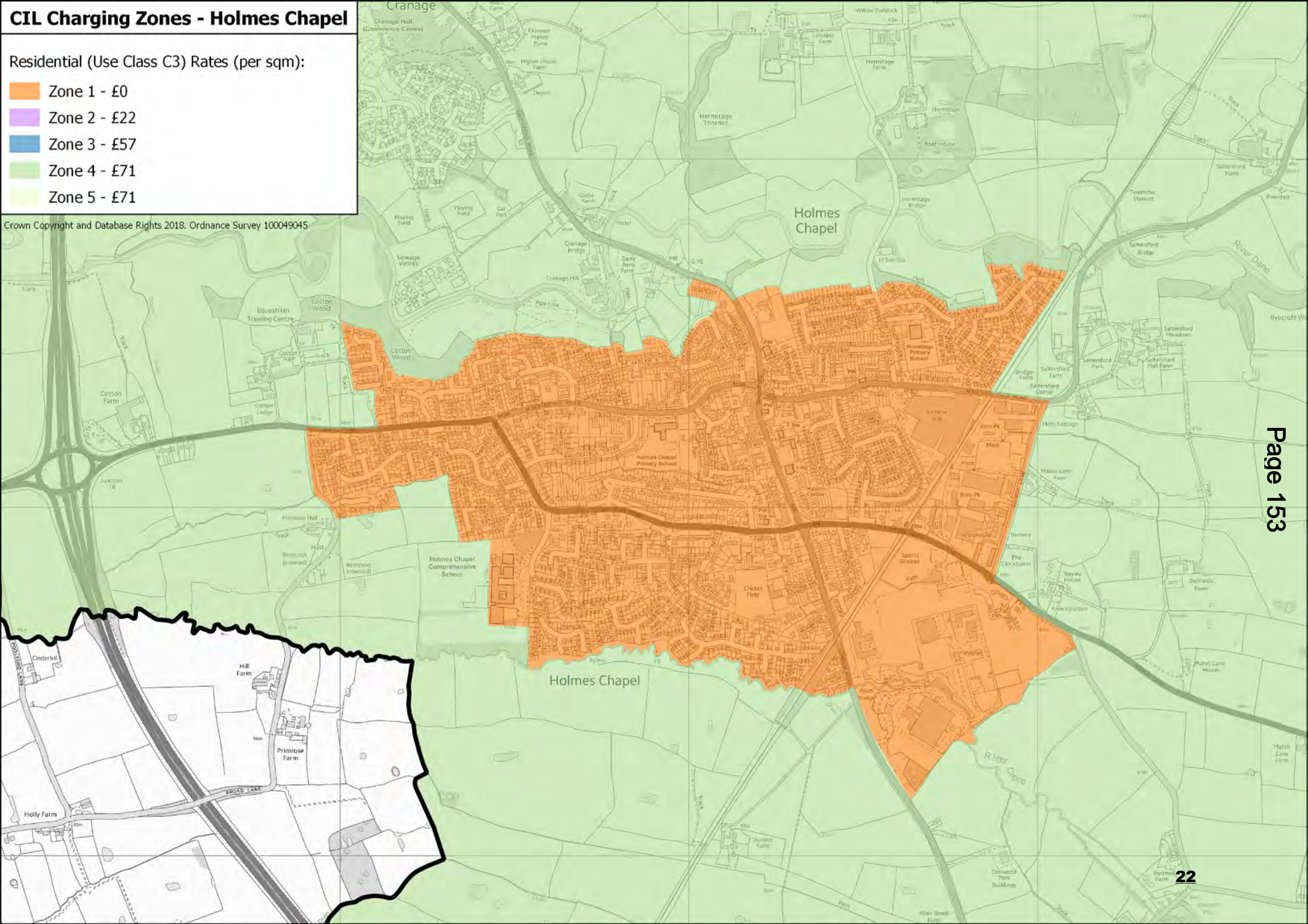


CIL Charging Zones - Holmes Chapel

Residential (Use Class C3) Rates (per sqm):

- Zone 1 - £0
- Zone 2 - £22
- Zone 3 - £57
- Zone 4 - £71
- Zone 5 - £71

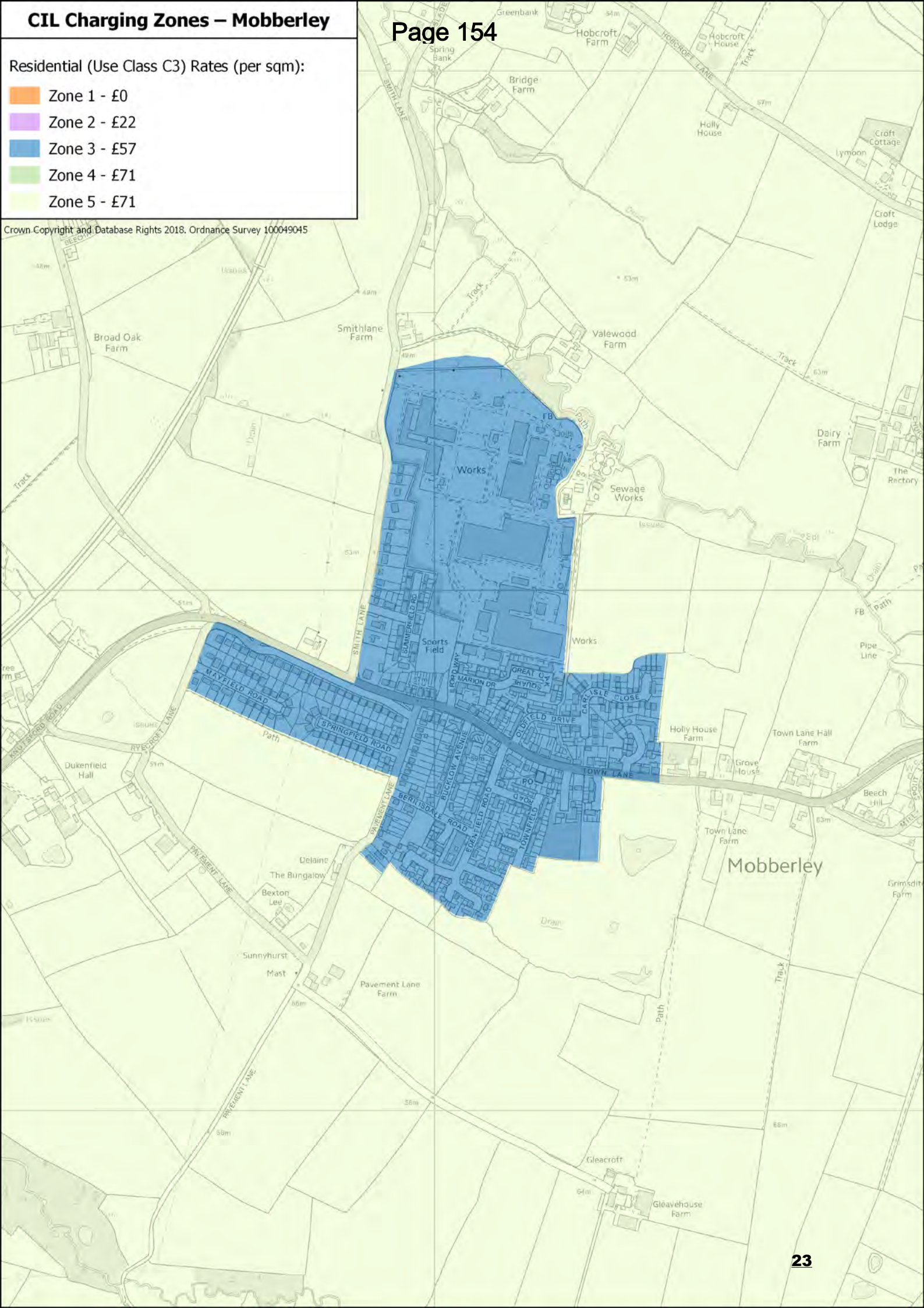
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Residential (Use Class C3) Rates (per sqm):

- Zone 1 - £0
- Zone 2 - £22
- Zone 3 - £57
- Zone 4 - £71
- Zone 5 - £71

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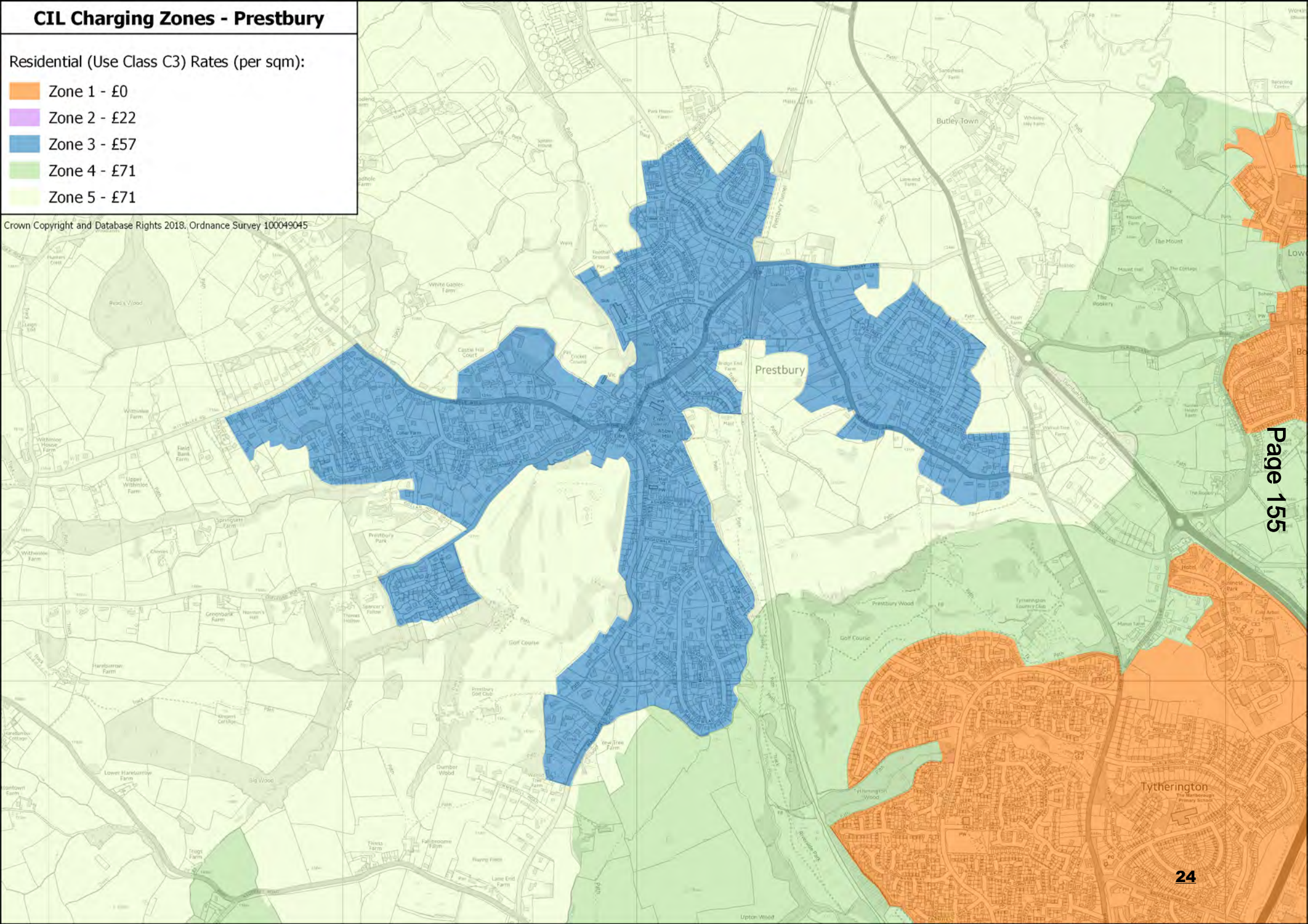


CIL Charging Zones - Prestbury

Residential (Use Class C3) Rates (per sqm):

- Zone 1 - £0
- Zone 2 - £22
- Zone 3 - £57
- Zone 4 - £71
- Zone 5 - £71

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Local Plan Strategy Site

Residential (Use Class C3) Rates (per sqm):

Zone 1 - £0

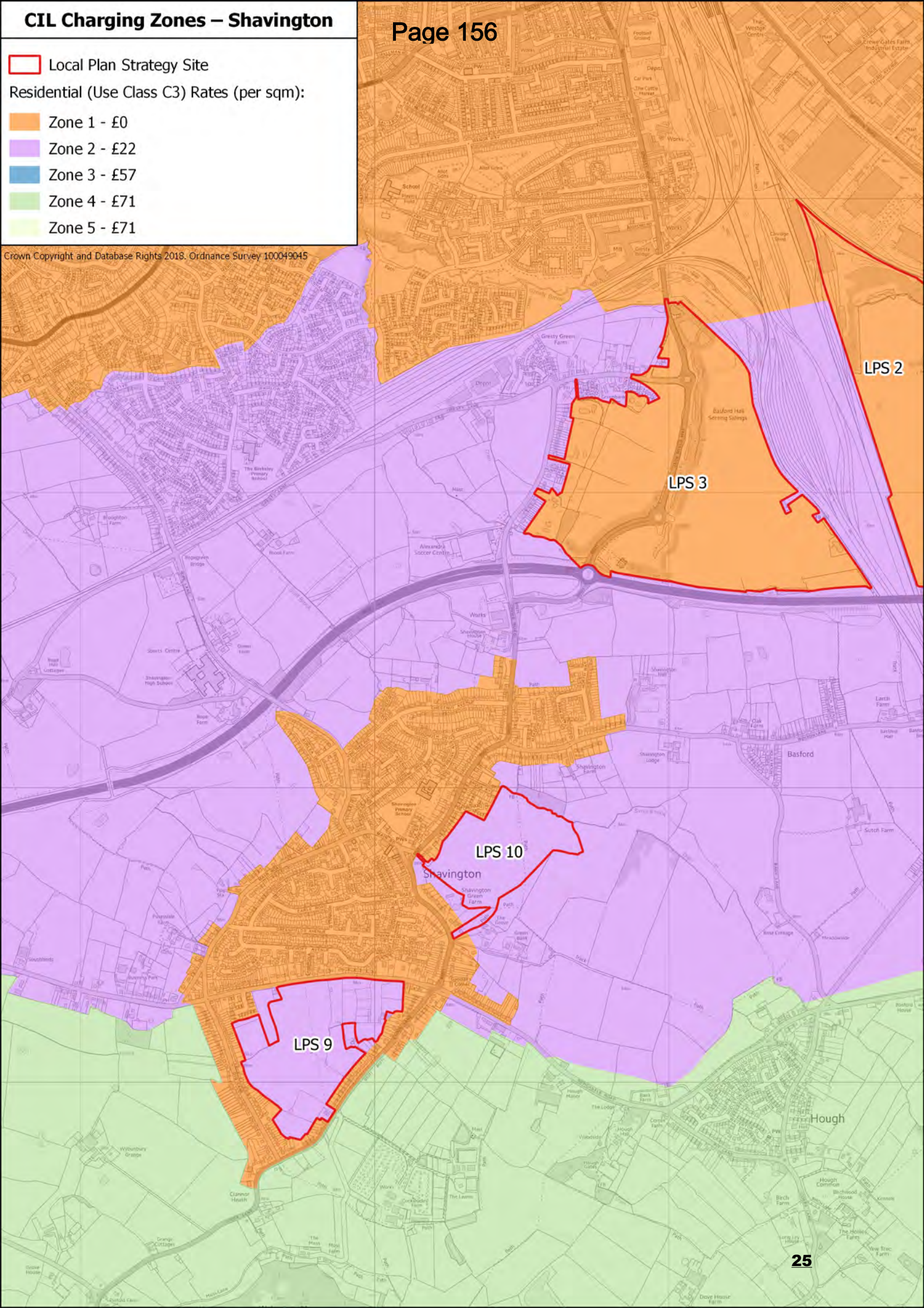
Zone 2 - £22

Zone 3 - £57

Zone 4 - £71

Zone 5 - £71

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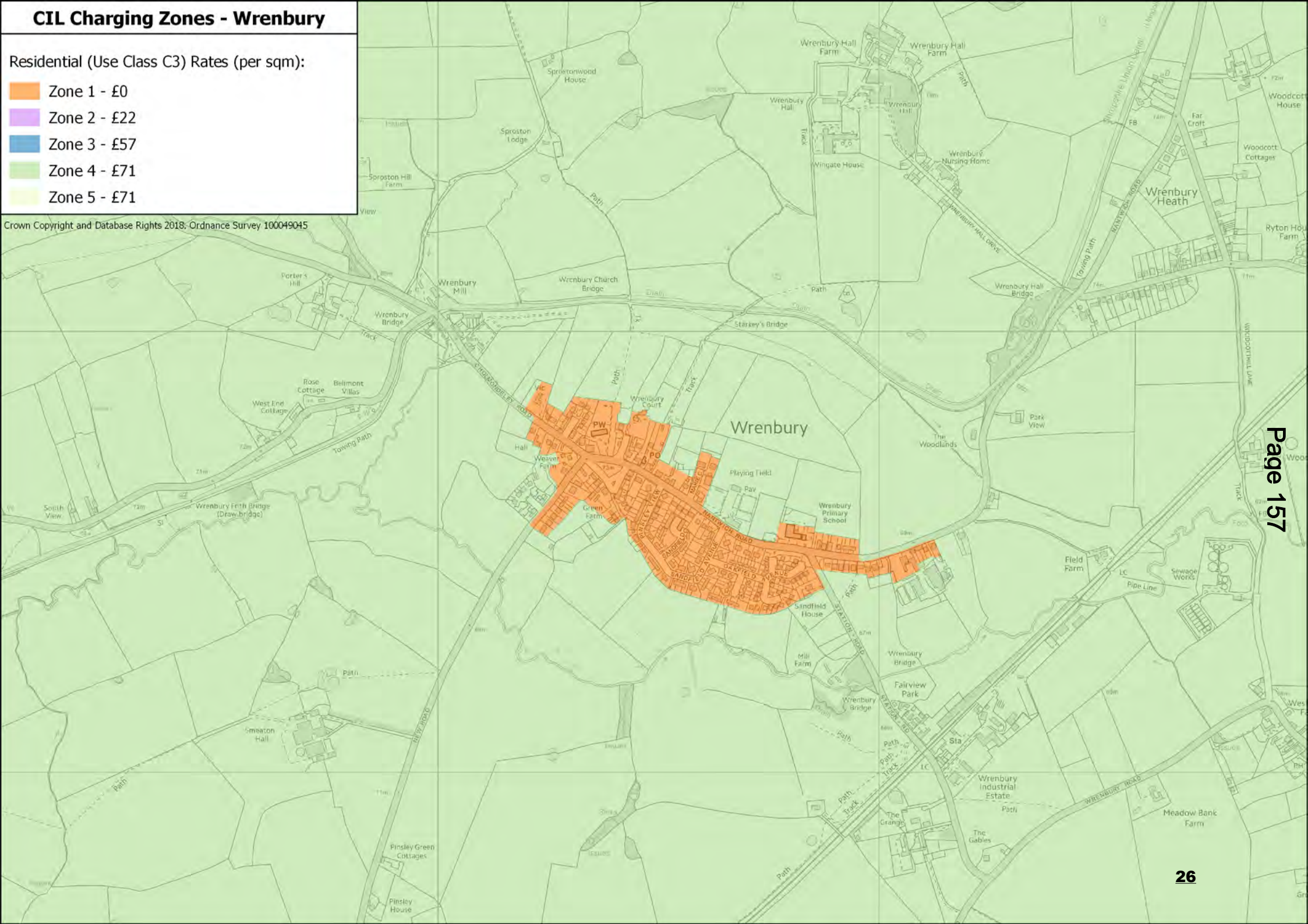


CIL Charging Zones - Wrenbury

Residential (Use Class C3) Rates (per sqm):

- Zone 1 - £0
- Zone 2 - £22
- Zone 3 - £57
- Zone 4 - £71
- Zone 5 - £71

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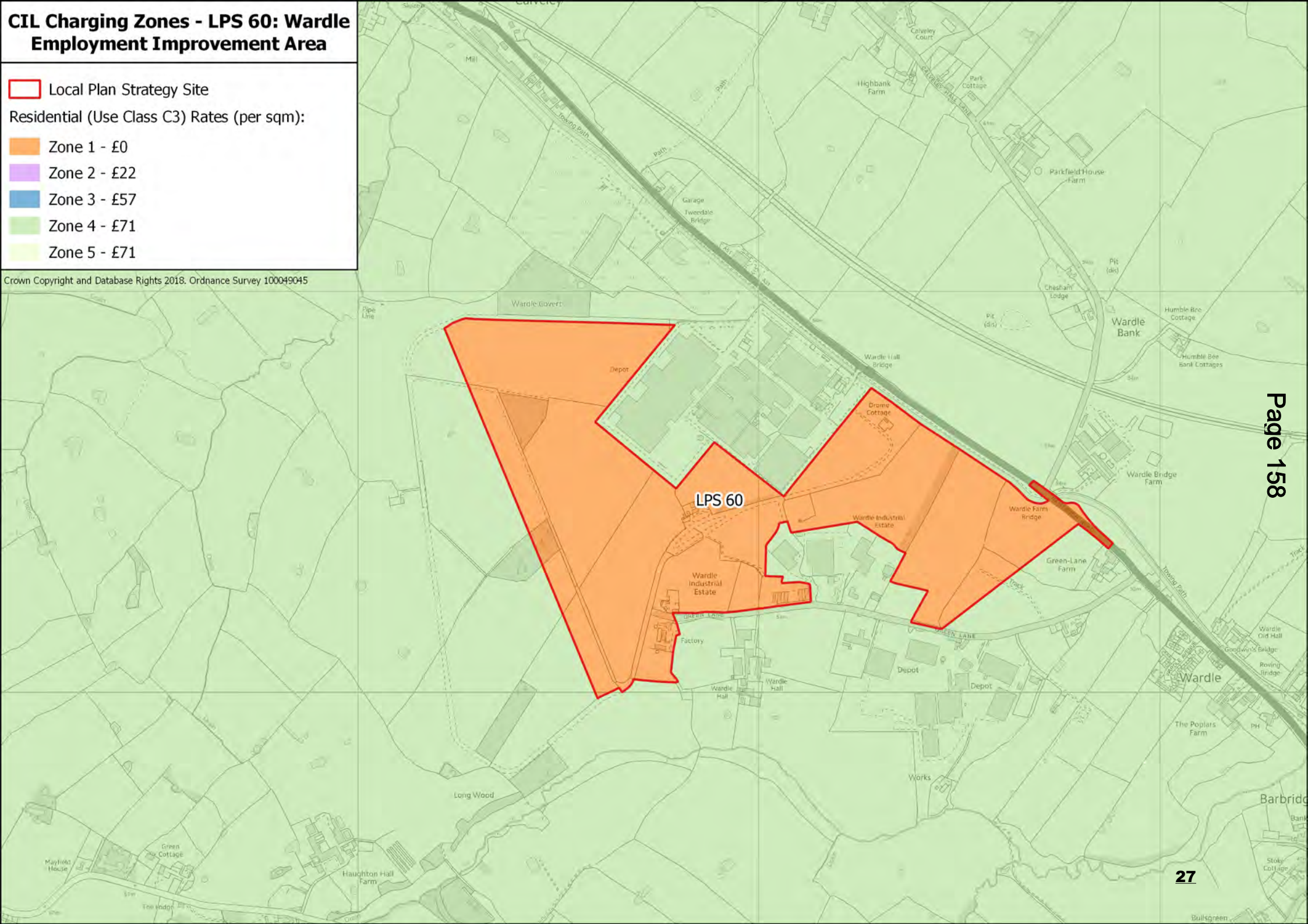
CIL Charging Zones - LPS 60: Wardle Employment Improvement Area

 Local Plan Strategy Site

Residential (Use Class C3) Rates (per sqm):


-  Zone 1 - £0
-  Zone 2 - £22
-  Zone 3 - £57
-  Zone 4 - £71
-  Zone 5 - £71


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 Local Plan Strategy Site


Residential (Use Class C3) Rates (per sqm):

 Zone 1 - £0

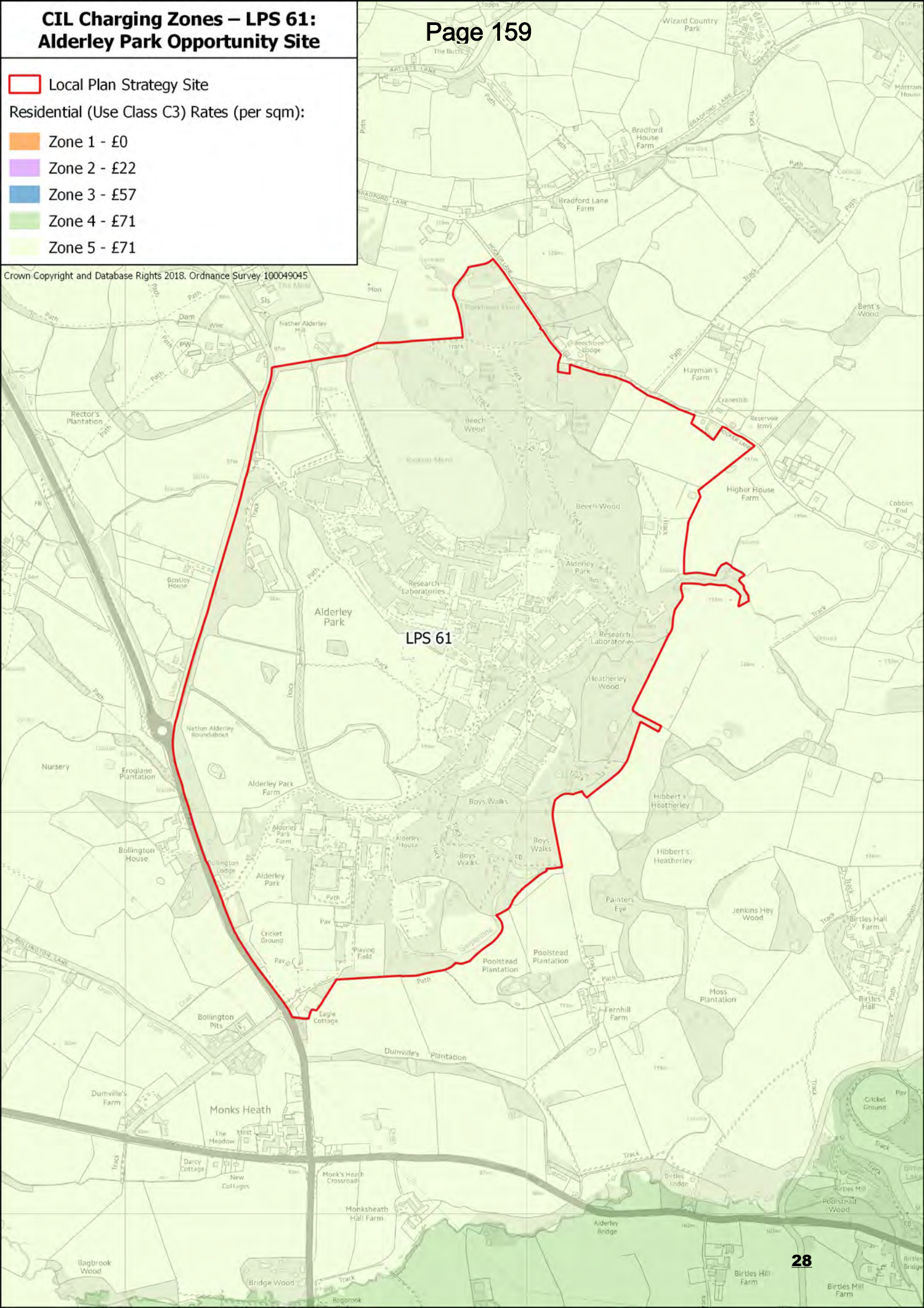
 Zone 2 - £22

 Zone 3 - £57

 Zone 4 - £71

 Zone 5 - £71

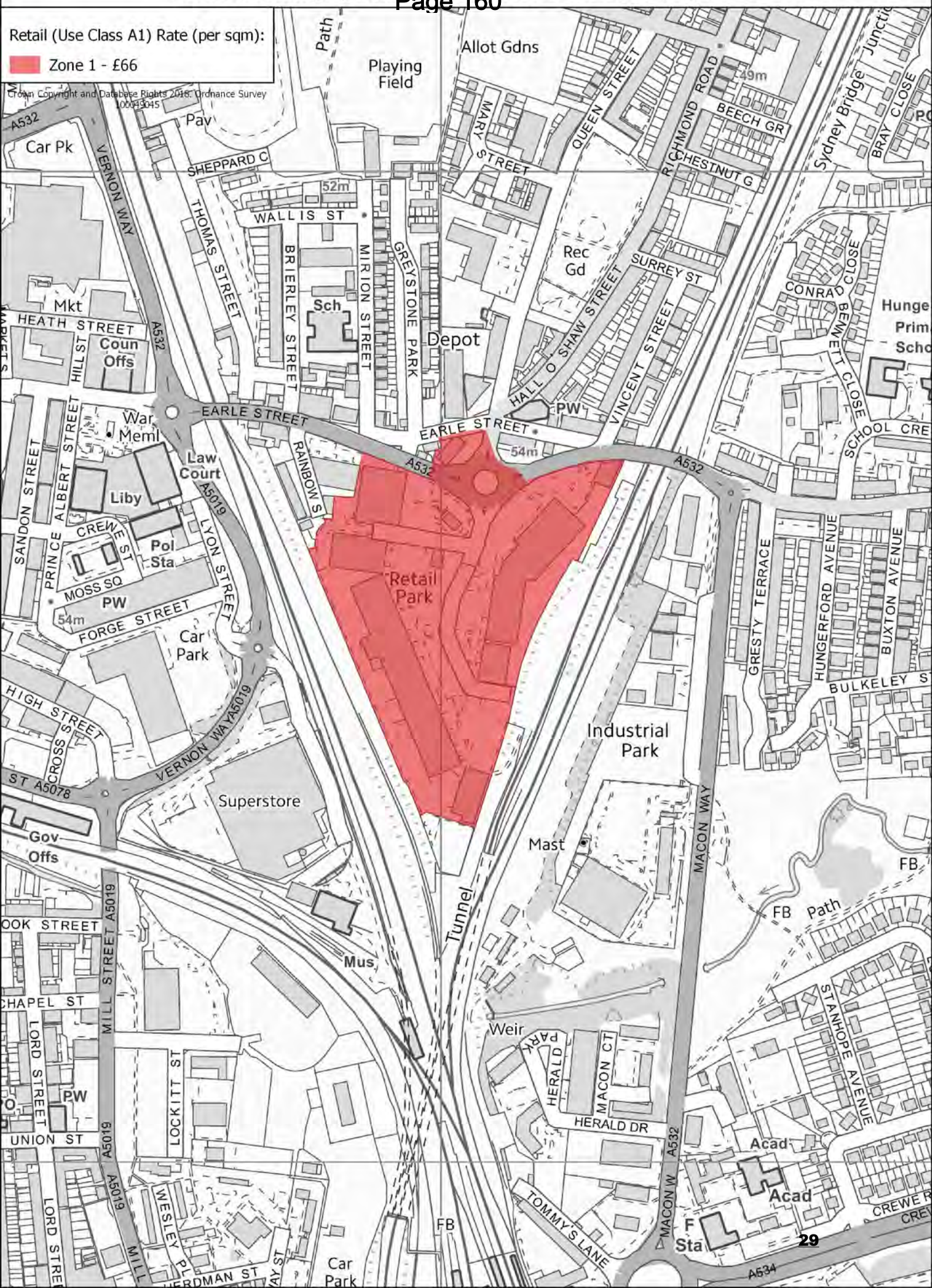
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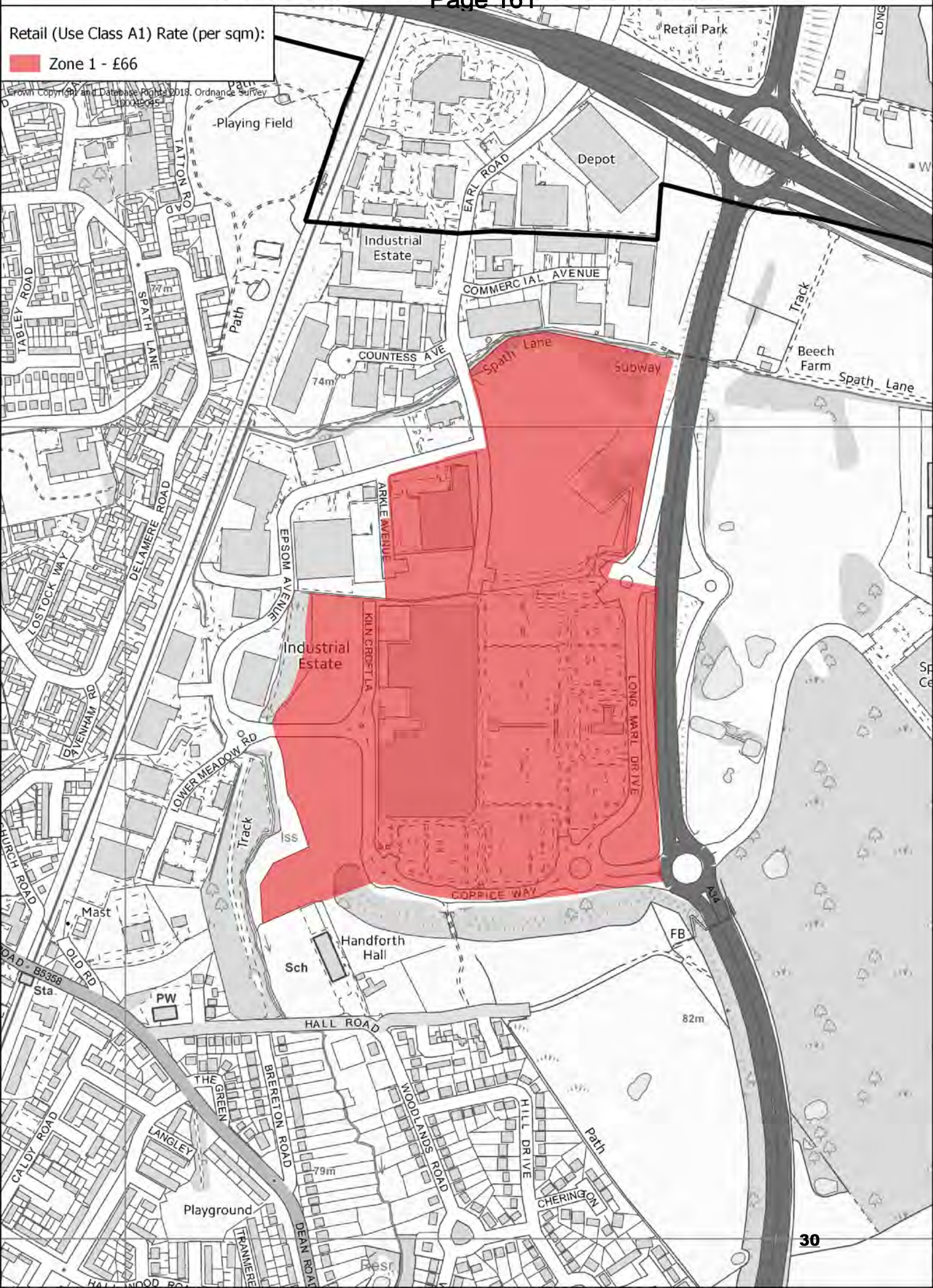
Retail (Use Class A1) Rate (per sqm):

Zone 1 - £66

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Retail (Use Class A1) Rate (per sqm):
 Zone 1 - £66



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Working for a brighter future together

Strategic Planning Board

Date of Meeting: 30 January 2019

Report Title: Crewe Station Hub Area Action Plan – Development Strategy

Portfolio Holder: Cllr Ainsley Arnold

Senior Officer: Sean Hannaby, Director of Planning & Environment

1. Report Summary

- 1.1. This report seeks approval to consult on the next stage of the Crewe Station Hub Area Action Plan (CSHAAP). The Plan is designed to guide and manage development in the environs of the new HS2 Hub Station at Crewe.
- 1.2. The CSHAAP has been the subject of a four week issues consultation during November and December with a series of local engagement events. Alongside further evidence this feedback has helped shape a Development Strategy as the next stage of the Area Action Plan.

2. Recommendations

- 2.1. To consider the consultation responses set out at Appendix 1 and the draft Development Strategy Document at Appendix 2.
- 2.2. Subject to any recommendations, that the Housing, Planning and Regeneration Portfolio Holder be recommended to approve the Development Strategy attached at Appendix 2

3. Reasons for Recommendation/s

- 3.1. The proposed consultation forms part of the engagement and consultation phase of plan making that will inform the Council's final

‘publication’ version of the Plan which in due course will be submitted to Examination.

4. Other Options Considered

- 4.1. The preparation of an Area Action Plan is discretionary; the Council could simply to opt to manage development as best it can with existing policies. However this is unlikely to provide the clarity and strategy appropriate for managing an area of rapid change and opportunity.

5. Background

- 5.1. The Local Plan Strategy recognises the importance of Crewe Station as a Transport hub – but it does not plan directly for the implications of HS2 and acknowledges that a more detailed Area Action Plan might be necessary in the future. The Local Plan Strategy is a pre-HS2 document and if the Council is to manage the change associated with the new station, it needs to have a robust and up to date development plan in place which addresses the additional development directly associated with the station and can be prepared quickly and efficiently without the risk of issues far outside Crewe side-tracking the programme.
- 5.2. Via the Local Development Scheme, the Council, through its Strategic Planning Board and Portfolio Holder, agreed in August 2018 to prepare an Area Action Plan for the Crewe Hub Station and its environs. The Area Action Plan will have a very narrow geographic focus, being confined to the area close to Crewe Railway Station.
- 5.3. The Council continues to campaign for a full HS2 station (enabling north and south connections) to be provided in the town, in order to maximise the opportunities for inter-regional connectivity and economic growth and the Plan is conceived as a means of managing and coordinating the significant change likely to arise from the Government’s investment in HS2 at Crewe.
- 5.4. During the Autumn the Council has gathered additional evidence and sought the views of stakeholders on a range of issues associated with the delivery of a HS2 Hub Station at Crewe. This has enabled key development principles to be drawn up for the area Action Plan. As a stepping stone towards the finalised ‘Publication’ Plan, this ‘Development Strategy’ is now proposed for consultation during February and March. The strategy is supported by Sustainability Appraisal and a number of evidential documents; these are accessible [here](#).

The Form of the Strategy

- 5.5. The Strategy first of all identifies the options for the proposed plan boundary. Unlike all other development plans which match the boundary of Cheshire East as a Planning Authority (the Peak District National Park having its own planning powers) a fundamental choice for the Area Action Plan is how far it should extend. In simple terms the wider the area covered, the more comprehensive it will be – but equally the more issues that will be provoked and the longer it will take to prepare. Conversely a more confined plan may prove more agile but also may fail to address all of the development implications of the enhanced station. Accordingly a balance needs to be struck in choosing the appropriate boundary and a series of potential options are included within the Strategy itself. Mostly these employ roads and railways to define their limits.
- 5.6. Secondly the Strategy sets out a series of key policy principles for the Area Action Plan which all new development would be expected to adhere to. These include:
- Improving accessibility to the Crewe Hub Station
 - Facilitating transport interchange
 - Improving Linkages between the Town Centre and Station
 - Maximising the opportunities derived from 5-7 trains per hour
 - Integrating development around the station with the rest of Crewe
 - Safeguarding Crewe's Railway & Built Heritage
- 5.7. Thirdly the Strategy sub-divides the Plan into six potential development parcels for which spatial policies and principles are drawn up. Foremost amongst these are:
- Crewe Commercial Hub / Station Central – The Weston Road gateway – creation of a new main entrance to the station, alongside supporting facilities and transport interchange. Opposite this will be the new Crewe Commercial District – a fresh business location which capitalises on the enhanced connectivity afforded by the upgraded station. This area will be characterised by land mark buildings and higher density development
- North West Link – a revamped commercial and residential area focussing on a direct link between Nantwich road and the Town centre

via Mill Street Bridge. There are also important heritage assets in this vicinity which require preservation and integration.

Gresty Road Gateway. This area will safeguard a potential future pedestrian entrance directly into the station. There is scope for additional development to complement the retained Crewe Alexandra stadium and improved public realm.

Infrastructure & accessibility

- 5.8. The enhanced rail service requires significant improvements in accessibility in and around the station. The benefits of HS2 will not be realised if major cities can be reached in minutes by train but grid lock prevails beyond the station entrance. Accordingly, alongside other measures, the Area Action Plan must anticipate new and improved transport infrastructure. Given that within the station itself all passengers are effectively pedestrians, thought must be given initially to the movement of people by non-vehicular modes. Allied to this there will need to be a complementary strategy for public transport interchange, then public car parking – and alongside it all, the management of existing and enhanced traffic within the town of Crewe.
- 5.9. To address this, the Development strategy proposes a corridor of exploration for a new high capacity road bridge located to the south of Crewe Station. This will carry through traffic away from the congested station area. Alongside this Nantwich Road could be significantly amended to improve the environment for pedestrians accessing the station – potentially reassigning road space from vehicles to people.

Next steps

- 5.10. This current Development Strategy brings together the Council's initial proposals for the planning and management of development around the Hub Station. It reflects many of the matters raised during the period of engagement during the autumn. If approved, consultation is planned to take place over a six week period between 11th February and 25th March.
- 5.11. Following this it is proposed to move towards a publication draft plan later in 2019. Ahead of this the Council will consider what further consultation or engagement may be necessary or appropriate. The Publication Plan will be the subject of formal consultation and will then be submitted to the Secretary of State for Examination.

6. Implications of the Recommendations

6.1. Legal Implications.

6.1.1. The Planning and Compulsory Purchase Act 2004 (as amended) requires local planning authorities to prepare Local Plans. The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) sets out the procedures to be followed in the preparation of such plans.

6.2. Finance Implications

6.2.1. The cost of preparing the Area Action Plan is met within existing budgets within Planning & Environment and Highways & Infrastructure.

6.3. Policy Implications

6.3.1. The Area Action Plan sets out the Council's policies for the development of land in and around the Crewe Hub Station.

6.4. Equality Implications

6.4.1. The sustainability Appraisal that accompanies the preparation of the Area Action Plan considers the implications for equalities.

6.5. Human Resources Implications

6.5.1. There are no direct implications for human resources

6.6. Risk Management Implications

6.6.1. There are no direct implications for risk management

6.7. Rural Communities Implications

6.7.1. The Area Action Plan concerns land within the urban area of Crewe

6.8. Implications for Children & Young People / Cared for Children

6.8.1. There are no direct implications for children and young people.

6.9. Public Health Implications

6.9.1. Appropriate Development Plan policies can help foster healthier living and working environments.

7. Ward Members Affected

7.1. All Crewe Wards

8. Consultation & Engagement

- 8.1. The Area Action Plan was subject to a period of engagement during the late Autumn of 2019. A series of events were held for local businesses and residents alongside an online consultation on the Issues Paper. A summary of the comments received is attached as Appendix 1.

9. Access to Information

- 9.1. Aside from the supporting information referenced in paragraph 5.4 the relevant section of the Council's [website](#) includes the previous Area Action Plan Issues Paper and related supporting information

10. Contact Information

- 10.1. Any questions relating to this report should be directed to the following officers:

Name: Adrian Fisher
Job Title: Head of Planning Strategy
Email: adrian.fisher@cheshireeast.gov.uk

Name: Tom Evans
Job Title: Neighbourhood Planning Manager
Email: tom.evans@cheshireeast.gov.uk

APPENDICES

Appendix 1 Crewe Station Hub Area Action Plan: Issues Paper – Summary of Responses

Appendix 2 Crewe Station Hub Area Action Plan: Development Strategy

CREWE STATION HUB AREA ACTION PLAN CONSULTATION - KEY POINTS

Introduction and Key Issues

- No mention of the Handsacre Link near Litchfield which will dilute the benefits of HS2 services to Crewe, Runcorn, Liverpool, Stoke-on-Trent, Macclesfield and Stockport. CEC should campaign for its cancellation and for its replacement by the 'Meaford Curve' near Stone.
- No preparation is being made for the arrival of HS2 in Macclesfield.
- More housing will be required as a result of HS2. The former Gorstyhill golf course offers potential for development.
- An increase in population due to housing growth in Crewe as a result of HS2 and an ageing population will result in a significant demand on health and care infrastructure.
- Concern that the focus is around Crewe. The HS2a will have a much wider impact on the whole of south Cheshire.
- Work should have regard to the Constellation Partnership HS2 Growth Strategy. Of some concern is the footnote to the growth figures provided for both employment and housing which excludes Chester and other towns in the northern fringe as these have been accounted for in growth figures for adjacent areas.
- The Plan is too restricted to 'complimentary and supporting development in the environs of the station' where most relatively recent development is of such poor quality it will act as a major barrier to ambition.

Timeframe of CSHAAP

- a) Is it appropriate for the CSHAAP timeframe to be the same as that of the Local Plan Strategy?
b) If not, what do you think the timeframe for the CSHAAP should be and why?"

- The timeframe should be parallel with the LPS.
- The timeframe should match the HS2 timeframe. The CSHAAP should be extended to include the completion of phase 2B in 2033.
- The CSHAAP, the Constellation Growth Strategy and a revision of relevant parts of the LPS in South Cheshire need to be considered holistically to ensure effective short, medium and long-term strategic planning.
- The timeframe of the CSHAAP must be sufficiently flexible to be functional over the life of the LPS, the completion of HS2a, the Hub Station, HS2b and a robust, inclusive strategy of the Constellation Growth Strategy.
- The Crewe HS2 Hub Draft Masterplan outlines the future outcomes from the potential capacity for gross additional space, homes, jobs and GVA that could be added to Crewe economy up to 2043. The outcomes of the draft Masterplan needs to be considered within the timeframe of the CSHAAP i.e. up to 2043.
- The timeline to 2030 is sensible but the vision could be for a longer period through to 2050 encompassing many of the longer term issues such as agglomeration, automation, and decarbonisation.

Geography and Boundary of CSHAAP

- a) How far should the red-line boundary of the CSHAAP extend from the hub station?
- b) Are there specific areas of land that could be included in the CSHAAP?
- c) Are there specific areas of land that should be excluded from the CSHAAP?

If you feel that specific land should or should not be included within the boundary please detail the reasons for this

- The CSHAAP map includes 3 GP practices which are at or above capacity. It is difficult to scope the services likely to be required but initial suggestions would look to include a walk in centre located within the architectural plan of the hub, with a potential for other health services such as pharmacies and dentist surgeries.
- The 1.5km red line boundary is not sufficient to cover the vast area of land likely to benefit the CSHAAP and to meet the regeneration strategy for Crewe. A radius approach is not appropriate and instead the boundary should follow physical and social infrastructure. To the south the boundary should follow the A500 bypass, to the west Rope Lane, and to the east the A5020. There is no particular preference for the northern boundary.
- The strategic locations Basford East and West should be included as they directly relate to the future development at the Crewe Hub.
- The boundary should extend to include the town centre, as this will help connect the two economic hubs in the area. Whilst the boundary will focus on the hub station, the plan must acknowledge the need to connect to wider parts of the hinterland. This includes industrial areas, business parks, housing estates and the local hospital.
- The boundary should be extended to include Weston and Basford Parish south-east of Crewe to Nantwich in the north-west in order to ensure that other essential infrastructure in the Crewe hinterland that will have to access the Station Hub, can be properly evaluated and included in the CSHAAP.
- The boundary needs to be close enough for both commuter using the HS2 facility and residents of Crewe, but reflecting the different infrastructure of Crewe being based around 4 main areas – the Royal Arcade, the Civic and Cultural Quarter, the Northern Edge, and the Southern Gateway.
- The current zone should be rationalised to extend to a zone of 500m.
- The CSHAAP could be broadly defined by a 400m walking distance; however it should be extended so the Crewe Town Centre abuts the boundary.
- Royal Mail owns and occupies the freehold of the Crewe Delivery Office, 2 Weston Road and the adjacent car park. Royal Mail will have a long-term interest in the site and confirms its intention to continue to operate at the Crewe DO for the long term given its strategic location and operational significance. Royal Mail would therefore like their site and adjacent car park to be excluded from the CSHAAP area.
- The boundary line should be extended up to Gresty Lane which adjoins the Basford allocation. The West Crewe Sustainable Urban Extension could support the aspirations around Crewe Railway Station.
- The boundary line should extend to 1250m to include all major employment sites and transport infrastructure.

- Assets such as the proposed town centre heat network, the Crewe Business Park, Basford West and the MMU site must be within the boundary red-line to enable a seamless and joined up approach to the management of these assets.
- The CSHAAP must have strong regard to wider infrastructure such as the J16 corridor, Crewe Green Roundabout, and the access of goods and people to the Science Corridor.
- The boundary should be extended to include Nantwich to the northwest and Weston and Basford and Alsager to the south east.
- Specific areas of land to be included should include: Crewe Railway Station and its environs; Weston Road corridor; Macon Way corridor; Gresty Road corridor; Nantwich Road corridor; Mill Street corridor; and Crewe Town Centre and its environs. The areas beyond these should be excluded from the CSHAAP and addressed via review of the LPS.

Sustainable Development

Does the LPS sufficiently address sustainable development in its existing policies or do you think that further guidance is required in the CSHAAP specifically regarding sustainable development?

- 5-7 trains per hour will have a huge effect on the area; therefore the local plan must be able to accommodate this growth in a sustainable manner. The comment in 12.2 is ambiguous – if the CSHAAP is not a daughter document to the LPS then earlier statement in 2.4 suggests that the CSHAPP is a supplementary planning document.
- Sustainability remains a key pillar in NPPF and the LPS of which transport infrastructure and accommodating car parking and congestion related to the station must be a significant consideration in the context of HS2.
- The LPS preceded HS2 and so there are no policy considerations of the impact of the HS2.
- The LPS, through policies MP1, SD1 and SD2, sufficiently addresses sustainable development. There is little requirement to duplicate or dilute such policies and therefore no additional policies are required unless the AAP uncovers specific risks or issues not addressed in the LPS.
- LPS provides a reasonable framework for the promotion of sustainable development, however this will need to be adapted to the specific needs of Crewe Town centre and the Hub, in particular issues of air quality, carbon reduction, resilience and biodiversity/greenspace.
- The construction of the Hub and surrounding area included in the area action plan is an opportunity to demonstrate the very latest in sustainable building practices.
- Further guidance is needed in terms of sustainable development given that the National Planning Policy Framework has been revised since the adoption of LPS.

Vision and Objectives

- a) What do you think the Vision for the CSHAAP should be?
- b) What do you think the objectives of the CSHAAP should be?

Vision

- The Vision and Objectives should adopt an approach which captures the development potential of the wider town, as opposed to solely the land surrounding the Hub Station. This will ensure the benefits of HS2 are felt from a wider catchment area.
- The WCSUE should form part of the wider vision for the Crewe Hub Station. The delivery of homes to cater for the growing need of Crewe as a result of the HS2 should be considered as part of a comprehensive vision.
- Should be centred on a comprehensive and integrated Crewe Station Hub that engages positively with the surrounding neighbourhoods and communities with regard to the social, environmental and economic opportunities.
- To create a destination with an iconic station and surrounding area that makes Crewe a must for visitors and trigger economic regeneration and growth for the benefit of all stakeholders in the area. The CSHAAP vision should include office, retail and leisure facilities.
- Should look to incorporate local values in terms of what additions would be of most benefit to the existing and potential future residents. The vision should look to incorporate the perceived increase in vitality and growth for Crewe; the aim being to have a mature and robustly functioning town with sufficient services contributing to the overall Cheshire East Council agenda. Proposed operational objectives are as follows: profitability; service to the population; retention of the services/population; efficiency of services.
- Any vision statement and accompanying objectives must include: the Crewe Hub Station and related developments must serve the residents of urban Crewe, providing a springboard for economic regeneration, job generation and a refreshed "quality of place" that reflects local, regional and national aspirations; and the Crewe Hub Station and related developments offer benefits beyond Crewe and outcomes must be considered in the context of the wider opportunities from Nantwich to the M6.
- Provide an area for the passengers and local people to be proud of.
- The best route to realising the vision will be to promote sustainable development that recognises the importance of social, environmental and economic development, and the interrelationship between them. For the economic aspects the following issues should be considered:
 - Improving the conditions for future investment and growth – including economic infrastructure (transport, energy, digital, smart), quality of place, decarbonisation and resilience.
 - Plans and actions to recognise and meet the need to develop and build local skills and talent to maximise potential growth opportunities.
 - Maximising opportunities as a gateway for Cheshire East's economy and the Northern Powerhouse – to reflect Crewe's role in our wider economy.
 - Supporting inclusive growth – so that all in Crewe benefit from the town's development, including its exiting businesses.

- Recognition of, and support for, the wider Constellation Partnership HS2 Growth Strategy.
- The vision and objectives must look beyond Crewe and assess the impact upon the wider area, especially the corridor from Crewe along the A500 to Junction 16 on the M6.
- The creation of a new, sustainable urban quarter with the HS2 Hub at its heart, offering first-class rail connections, a high-quality housing offer, and locations for new employment and leisure opportunities all set in a high-quality environment and with significant infrastructure improvements, but in a manner that complements the role of a reimagined and repurposed Crewe Town Centre, and underpinned by delivery high-quality links between these two strategic locations.

Objectives

- Should include: sustainable development, historical and natural environment, design principles, and to enact the inclusion of the wider area.
- Should encourage close links between the Station Hub and both Basford East and West but should also seek to encourage additional uses on the land around the strategic allocations linking opportunities for sustainable growth and transport e.g. parking facilities or a Park-and-Ride facility for the Station.
- Should include: strong transport and public realm links with the Town centre; developing office accommodation; providing retail space; building leisure facilities; integrated rail hub that links seamlessly with the local area's transport system; create a brand and an experience which sets the tone for Crewe and the surrounding area; accessibility from the wider region into the hub.
- The CSHAAP should boost the density of the area surrounding the station. Design quality should be excellent, and the view from trains as they pass through Crewe should be considered.
- The objectives should be well designed buildings; preservation of historic buildings' links to the town centre; and improvements to the area adjacent to the station.
- Natural England advise that the CSHAAP objectives should reflect paragraph 102 of the NPPF. The vision should aim to avoid any adverse effects and where this is not possible provide appropriate mitigation measures. Achieve net environmental gains where possible and seek to implement net gain opportunities that promote the conservation, restoration and enhancement of priority habitats and strengthen ecological networks.
- Should include: provision of first-class rail connections as part of a first-class transport interchange; development of a high-quality housing offer within a sustainable location and attractive local environment; creation of new employment opportunities, capitalising on infrastructure improvements; creation of a high-quality environment to benefit local residents, businesses, and visitors; delivery of a repurposed Town Centre that supports a range of diverse uses, and is a focus for new and existing residents, businesses, and visitors; and ensure that high-quality links are created to ensure that all parts of Crewe can access the HS2 Hub and its environs in a safe and sustainable manner.

Land Use and Master-Planning

Should the CSHAAP be underpinned by a masterplan?

If so what type of land uses do you think should be addressed by the masterplan and how should sub-areas for specific land uses be defined?

Underpinned by a Masterplan?

- It may be more suitable to develop a set of clear and detailed objectives that will underpin the schemes presented by each interested party. This may develop into a series of smaller Masterplan's which relate to each objective in order to maximize permeability, connectivity and sustainable development.
- The CSHAAP should be underpinned by a masterplan for the town and area. The development of the hub station should be complimentary to the ambitions of the area and not established in isolation.
- The CSHAAP should have a masterplan plan that is closely aligned to the plans to regenerate Crewe and Crewe's town. This alignment will drive out inefficiencies and will identify best example for Crewe.
- Natural England strongly advise that the CSHAAP should be underpinned by a Masterplan to ensure careful consideration is given to the detailed design of this major infrastructure project.
- Has any work been undertaken to look at other High-Speed train stations across Europe? If not why not and there are very valuable lessons to be learnt that no doubt could be applied to Crewe and its hinterland.

Type of Land Uses

- Land and offices around the station, retail and leisure to compliment the town centre and provide a gateway to the town. Housing developed to encourage investment in the local area. Sufficient parking and accessibility to cope with movement.
- The impact of high-speed trains operating alongside residential areas/schools e.g. Leighton on the north side of Crewe needs careful consideration e.g. noise and vibration impacts. Also consideration associated with power supply/gantries.
- The plan should specify industrial and residential areas and ensure they are not mixed.
- The commercial area of Nantwich Road should be maintained.
- Royal Mails DO site is located within an existing industrial area with similar uses adjacent which are not noise-sensitive. If the Council is minded to include this parcel, alongside Weston Road (A532), the uses within this area should be retained for industrial and commercial purposes only. Royal Mail would be concerned if land in the vicinity of the DO is promoted for alternative and potentially noise-sensitive uses (including residential) which could have the potential of imposing operational sanctions onto the DO and restricting Royal Mail's ability to meet its statutory objectives. Paragraph 182 of NPPF 2018 should be taken into consideration and further guidance included in CSHAAP.
- A mixture of housing – high density homes around the town centre and larger family homes elsewhere within the wider town. Gresty Lane should be incorporated into Basford Development area to help provide a variety of housing for the wider population.

- The use of infographics should be used to engage and communicate proposals. All land uses should be included, alongside infrastructure requirements, so that a holistic view of the area can be developed.
- A wide range of land uses should be addressed (A1, A2, A3, A4, A5, B1, B2, C1, C2, C3, C4, D1, D2, and Sui Generis).

Creating a New Centre that compliments the Existing Town Centre

- a) Should the CSHAAP ensure that new development around the hub-station supports the function of Crewe Town Centre?
- b) If so how could the CSHAAP best achieve this?

- The design of the new station needs to be modernistic, functional, appealing/pleasant to the eye, environmentally friendly e.g. energy conservation and efficiency features (solar panels on roof?), future proof (in terms of future passenger numbers and numbers of trains) and suit both train operators, retailers, and passengers. Maintenance costs are another consideration for the station design.
- As the station at Crewe is relatively central within the HS2 network, would this allow Crewe to build a state of the art conference center (or other centers) that would serve most of England? This would offer numerous possibilities for building new hotels/restaurants and offer enhancements to retailers etc.
- New development around the Station Hub should align and compliment the function of Crewe Town Centre. Existing uses around the station and within the Town Centre should be retained and enhanced. The CSHAAP should also seek to diversify the economy within Crewe by introducing alternative land-uses and industries to the area. Policy should also include and encourage an alignment between key strategic areas (and the land surrounding it) to the South, namely Basford East and West. To do this complimentary uses around existing clusters of commercial or residential buildings should be introduced. This will not only build upon the existing uses present around both the station and within the town centre, but also encourage the organic growth of the area.
- The medium term vision is to establish two hubs, station and town centre, but if successful there will naturally be investment and development between the two hubs which would include office retail, leisure and housing development. Eventually the two hubs would merge and be seen as one 'city-like' entity.
- The hub should support the town centre but become a centre with its own identity.
- Where is the most appropriate place for health services. If Crewe Town Centre is to remain a primary shopping and leisure destination; there is potential for a renewed focus on public services (inc. health) in the secondary hub.
- The two centres should be complementary. The key is good links between the two areas via foot, cycle and rapid transport system.
- It would be beneficial for the main centres of Crewe – hub station, town centre and to a lesser extent Grand Junction - to be mutually supportive and have a synergy of vision which capitalises on their strengths and allows each to be successful. The Town Centre and Grand Junction has a primarily daytime economy; and the hub station with Nantwich Road has more of a night-time offer.

- The main focus should be to deliver development that cannot be accommodated within Crewe Town Centre and its environs; is best suited to be in the vicinity of a major transport interchange; is of a scale appropriate to the context; and contributes towards the achievement of sustainable development.
- Certain parts of Town Centre and its environs could be subject of Neighbourhood Development Orders and LDO's.

Design, Heritage, Public Realm and Landmark Buildings

- a) Should the CSHAAP include more detailed policies than already set out in LPS?
- b) Is so what type of policies should be included and what matters should they address?

- Historic England welcomes the fact that heritage has been identified as a key theme for the CSHAAP. Development linked to the arrival of HS2 offers opportunity to enhance the setting of the station, and a number of locally notable buildings around it. Ensuring that new development is of appropriate scale, design and materials will do much to achieve this aim.
- Existing policies within the LPS and the emerging policies within the SADPD sufficiently address issues regarding design, heritage, public realm and landmark buildings. Specific policies may however be included should risk be identified e.g. specific guidance or direction on design, or having a stand off from such assets.
- The design brief should be a separate document dealing specifically with the challenges of the proposed redevelopment and not tied to a general document which might not be appropriate.
- The policies should be more detailed than the LPS and should address historic building preservation; detailed standards for new developments - design guide; good open space design; and plan for the residential area off Nantwich Road.
- Natural England believes that the CSHAAP should include more detailed policies than is set out in the LPS as it is a major infrastructure project that is outside of the normal context of LPS policy.
- It would be preferable to develop bespoke and detailed policies which reflect the conditions for growth that will allow businesses to consider whether they wish to establish a presence within the area, such as: place-shaping is a vital area for the development around the hub-station, especially environmental, built form and design standards; economic infrastructure – how the area will capitalise on digital/smart technologies, energy and decarbonisation; accessibility – safe walking and cycling routes and mixtures of usage; housing offer – especially densities and range of tenures; education and training – mapping of potential skills gaps and actions to address these.
- Design related policies should not seek to impose a particular type of architectural language, but should seek to establish key principles in terms of urban design and the public realm, with a particular focus on materials, housing densities, building heights, scale and massing, access and permeability, and the relationship with the major infrastructure works that will take place, while ensuring that these principles are compatible with land uses proposed.
- The CSHAAP will require an updated more relevant policy context to be set within an advanced LPS Review.

Landscape and the Natural Environment

Does the Development Plan (including emerging policies in the SADPD) sufficiently address matters of Landscape and the environment or should more bespoke policies be developed in the CSHAAP? If not what matters do you feel such policies should address?

- Policies within LPS and emerging policies within the SADPD sufficiently address issues regarding landscape and the environment. Specific policies may however be included in the CSHAAP to enhance and build upon these policies.
- The CSHAAP needs to consider the best methods of how to create linkages between existing urban green spaces, ecology corridors identified within Crewe environs and across Basford (including those included in current strategic development sites). Wherever possible Public Green Open Spaces need to be incorporated to off-set urban development and provide opportunities for the Hub Station and Crewe Town Centre regeneration to create a valued 'sense of place'.
- The plan needs to address: the lack of parks and open spaces and to set up a scheme to ensure more is created; and encourages the natural environment and wildlife movement through an urban corridor.
- The area surrounding Crewe is urban in character with a limited number of environmental assets. The Gresty Lane site could potentially help to provide new opportunities for publically accessibly open space. The site proposes to protect, maintain and enhance native hedgerows, trees, field ponds and watercourses as part of an integrated blue-green infrastructure network, whilst providing new open space and pedestrian and cycle routes for wider public use.
- Natural England considers that more bespoke policies addressing matters of landscape and the environment should be included in the CSHAAP. The environmental policy should reflect paragraph 174 b) of the NPPF. The CSHAAP should link into the wider HS2 aspirations, in particular HS2's Green Corridor concept that seeks to support local wildlife and communities, while simultaneously integrating the railway into the landscape. The Green Corridor seeks to create a network of new wildlife habitats, woodlands and community spaces that will improve ecological connectivity and ensure impacts upon the natural environment are managed appropriately.
- More bespoke policies should be developed in order to respond to the context of the area. Matters that should be addressed include: design and greening of infrastructure, public realm, and provision of urban greenspace.

Highways, Parking, Transport and Other Infrastructure

- a. What infrastructure issues should the CSHAAP address?
- b. Where do you think the key highway interventions should take place?
- c. What improvements to the highway network and facilities should be provided for pedestrians and cyclists?
- d. Is the existing policy framework sufficient to address air quality issues?
- e. How should the CSHAAP address parking? Should it set a new framework for this specific issue or rely on the existing parking standards of the Local Plan Strategy?
- f. Should the CSHAAP safeguard land to deliver key infrastructure requirements (for example where a highway route may benefit from improvement).

What Infrastructure should the CSHAAP address?

- The Crewe station development plan must consider a review of housing availability/requirements needs to address shortfalls and the impact on Council services, emergency service, police, doctors, hospitals, schools, utilities, and road/traffic implications.
- Access for cyclists.
- Poor infrastructure is effecting the town centre and companies are having difficulty recruiting key staff who quote poor accessibility as a reason to turn down job offers. The CSHAAP must provide an opportunity to address these issues.
- Crewe Town is notoriously constrained by its Victorian railway bridges and road network, together with traffic pinch-points at the Weston Road roundabout, end of Macon Way and Mill Street. A new Hub Station alone will be fail to accomplish its potential unless these issues are addressed. Traffic flows, parking, congestion issues and air quality management must be specific issues addressed by this Area Action Plan.
- Good car access and parking are essential if the station is to be used to its fullest capacity.
- The infrastructure plans within the CSHAAP need to provide for holistic solutions which give regard to transport and accessibility by all modes. It should articulate how digital infrastructure (including 5G, IOT and SMART) and energy networks will manifest themselves. In the case of energy, the role of decentralised heat and power to enable development in where there are energy constraints, and also how the area can facilitate the spread of networks in the presence of railway line barriers, i.e. facilitating connections for heat, power and digital networks at the hub and rail crossings. Regard should also be made to climate resilience of this infrastructure. The CSHAAP needs to ensure there is a strong supply of employment land to attract investment. As appropriate, this should include specialised facilities such as incubators and flexible working space.

Where do you think the key highway interventions should take place?

- Key highway interventions should be taken around periphery of station in order to ease congestion and improve accessibility
- Any highways interventions should be addressed in a strategic manner, and the CSHAAP provides the opportunity to do this. Specific locations for interventions include: Weston Road; Macon Way; Nantwich Road; Gresty Road/South Street; and Mill Street.
- The issue of infrastructure should be looked at beyond the new Crewe Station Hub.

- A reliable commuter system to serve all residential areas – the simplest option is to put in an electric tram which can also serve Leighton Hospital.
- Crewe is close to major roads/motorway links and there are opportunities to improve these so HS2 passengers can use Crewe as a hub to access places like Nantwich, Leek, Middlewich...etc.
- For the CSHAAP to be effective the boundary cannot be too large, but equally, there must be plans put in place to connect the wider areas of Crewe and Nantwich.
- The roundabout next to the railway station (B & Q, Crewe Arms etc.) would benefit from enlargement and alteration in the same way that the Crewe Green roundabout has recently been improved.
- To provide accessibility to certain key locations in addition to the hub station, these will include Crewe Business Park, routes to Leighton Hospital/Bentley, the Basford East and West developments and routes to the wider Cheshire area. These interventions should have full regard to promoting sustainable travel modes, application of smart technologies, and facilitate other economic infrastructure.

What improvements to the highway network and facilities should be provided for pedestrians and cyclists?

- A full review of current pedestrian and cycling infrastructure should be undertaken within Crewe and the surrounding settlements.
- A short bridge for pedestrians and cyclists should be provided, parallel to, and along south of Nantwich Road (between the site of the former post office/Weston Road (now a small car park) and the top of the station, currently occupied by two disabled bays). The bridge would span platform 1 to 6.
- Pedestrian bridges would make it easier and safer to cross the roundabout in one go, rather than crossing individual junctions one at a time.
- Cycle lanes would be great, space allowing. Nantwich road is especially difficult to alter/improve due to lack of space.
- There needs to be better cycle and walking routes. Could a changed Nantwich Road be needed to address the Crewe Green Roundabout and the bottle neck of the railway bridge on Nantwich Road.
- Green and blue Infrastructure should be included as a key infrastructure requirement in the CSHAAP e.g. green corridors and SUDS.
- Cyclists and pedestrians need good access to key locations around the station area such as Crewe Business Park. Pedestrians and cyclists should be prioritised in the area close to the station and strong routes provided to the town centre and retail park. Smart technologies such as digital wayfinding could be very useful in improving cycling and pedestrian routes.
- Access for buses arriving/departing from the station can be improved. It's dangerous and confusing outside the station on Nantwich Road and there are often cars parked in the way. Some kind of parking enforcement needs to be enforced there to deter people, either via fines issued using cameras to monitor the situation or with enforcement officers.

Is the existing policy framework sufficient to address air quality issues?

- Policies in the LPS and emerging SADPD provide sufficient guidance to air quality. Should evidence reflect a specific risk relating to air quality, it may be appropriate to address through the CSHAAP.
- Traffic should be moved from Nantwich Road as the air quality is poor. The current policies are not good enough.
- Air Quality issues will need to be considered in more detail as part of the HRA process so it is not possible to say if the existing policy framework is sufficient at this stage.
- Air quality issues are addressed within the existing policy framework but we would suggest that real time monitoring through the use of a comprehensive network of sensors would provide improvements to both decision making and recording of air quality. Utilising existing road furniture will allow the sensors to be powered at low cost and provide a sufficiently dense network to allow a variety of particulates to be monitored.
- Air quality is already a major issue across the CSHAAP area, and therefore the opportunity should be taken to develop a new policy approach to air quality through the development of the CSHAAP.

How should the CSHAAP address parking? Should it set a new framework for this specific issue or rely on existing parking standards of the LPS?

- Adequate and affordable parking (with long-term parking options) must be put in place. As space is limited, the simplest and most environmentally friendly way is building underground parking.
- Additional multi-storey parking should be supported around Gresty Road and Pedley Street.
- A high level of parking may not be available in close proximity to the station as it currently is, As there is limited scope to deliver sufficient land for parking for Station hub and the expected development within the town centre, additional land outside of the town centre and potentially outside of the current settlement boundary should be considered.
- A popular option for town and cities is to implement park-and-ride facilities.
- The boundary should be expanded to include west of Crewe Road and south of Gresty Lane which can deliver additional infrastructure e.g. park and ride facility
- The CSHAAP will need to identify clearly proposals for long term parking associated with the HS2 as their will be a high demand for travel to London and later possibly to Liverpool. As parking is already a problem for local businesses in the station area a great deal of ingenuity will be needed to fit more than 100% increase. As the station is already some distance from the town centre there will also be a high demand for rapid transit between the two. Space for this is currently not available. How will this be allowed in the CSHAAP?
- Parking is dreadful - especially for commuters - the price is astronomical to park all day, and more free short stay parking for people picking up/dropping off, popping in to book tickets etc. is needed (this would also encourage people to park properly instead of in the bus stops).
- A park and ride for the station would be an option if land could be found and the parking being a reasonable cost. This would also reduce congestion around the roundabout junction.
- The best way to ensure superb access and parking may be to build a separate station with a tram link to the existing one - possibly like the one between Birmingham Intl station and its airport. As near to the A500 as possible as that is where most cars will be coming from.

- Parking should be by the main entrance to the station which should be off Weston Lane.
- Whilst the LPS includes parking standards that all new development should adhere to, given that HS2 is a unique development opportunity, the CSHAAP could develop an approach that is more attuned to the demand initiated by HS2 and development in the station area and which also contributes to high quality place-making.
- Car parking will be a key issue for the CSHAAP to address, and a strategic approach should be taken that ensures that car parking is fully integrated with the transport network (for example through park and ride facilities), and that a more efficient approach to the use of land for car parking is taken.
- More free shorty stay parking is needed for people picking up/dropping off, popping in to book/collect tickets...etc.

Should the CSHAAP safeguard land to deliver key infrastructure requirement (for example where a highway route may benefit from improvement)?

- It may be necessary for the Council to safeguard pieces of land to deliver future infrastructure needs, including transport and social infrastructure, and encourage the Council to evidence any future designations made through the CSHAAP
- The land that is required to realise the bridge, i.e. outside the top of the station and at the space of the small car park (formerly the post office on Weston Road)
- It is vital the CSHAAP does safeguard land to deliver key infrastructure requirements, to make sure every possible solution can be explored to achieve the "end in mind" we all want to see.
- It is sensible for land to be safeguarded to ensure that infrastructure such as heat networks and digital infrastructure can be delivered alongside the HS2 station and associated development within the plan area. It will be vital that future aspirations are clarified and the necessary land requirements understood in order to properly safeguard the future sustainability of the area.
- A wider holistic appraisal must be adopted that takes into account the Constellation Growth Strategy and the major road infrastructure modifications being undertaken by HS2 Ltd in order to bring the HS2 a route through Wybunbury and Weston parishes.

Recreation, Leisure and Community Facilities

Does the Development Plan (including emerging policies in the SADPD) sufficiently address matters of recreation, leisure and community facilities or should more bespoke policies be developed in the CSHAAP?

If not what matters do you feel such policies should address?

- Adopted policies within the LPS and the emerging policies within the SADPD sufficiently address issues regarding recreation, leisure and community facilities and provide adequate guidance. Additional policy is not necessary unless evidence suggests otherwise. These issues may also be dealt with through policies regarding infrastructure and the natural environment.

- The CSHAAP should include the provision for recreation, leisure and community facilities. If the hub station and town centres are to become a destination then it must have activities to encourage people to stay and visit. Connectivity to leisure and recreational activities is vital.
- Any large scale development should seek to deal with shortfalls in recreational facilities. Landowners will derive a windfall improvement in land values by the public expenditure so its only fair that the community should seek some of that gain in the form of land and financial contributions where these are incapable of being self funding.
- Is there a mechanism in place for health to receive additional contributions aside from Section 106 funding?
- The Plan does not really cover recreation and leisure. The limited facilities need improvement. Community facilities to meet the needs of the diverse population in the area are needed.
- There is limited recreation, leisure and community space and facilities within close proximity to the Hub Station. The Gresty Lane site responds to this identified need by providing potential enhancements and improvements to the Alexandra Soccer Centre, as part of the wider scheme, providing indoor sport facilities for the wider community. The Site also has extensive public open space designed around the local landscape features with recreational facilities and play areas designed to suit the needs of the local residents.
- The area covered by CSHAAP is unique and of wider importance to Crewe and therefore bespoke policies should be developed. The key considerations for these bespoke policies must be overall quality of place, provision of facilities to facilitate and encourage both day and night-time economies, and provide for the needs of employees, businesses, and commuters.
- More bespoke policies should be developed . Such matters can be detailed in a masterplan to underpin the CSHAAP.

Other Issues

Are there any other issues the CSHAAP should address?

- To maximise the impact of the CSHAAP there must be good dialogue between the public and private sector, with a pro-active and influential ambassadors to promote the benefits of change and the need to think big and be ambitious.
- The WCPNPSG is anticipating the submission of a Neighbourhood Plan (Reg 14) in 2019. Other Parishes south of Crewe either already have 'made' neighbourhood plans or at an advanced stage. This is significant in the context of the emerging SADPD Policies that have also been recently consulted upon. The Steering Group remains concerned that the CSHAAP remains focused on Crewe.
- Some businesses will be displaced in the remodelling of the area and it's important that their needs are catered for. It will be necessary to obtain compulsory purchase powers at an early stage to encourage engagement of all parties.
- A key point to raise is security - these trains will be operating at high speeds so will be vulnerable to sabotage (explosives etc.) so adequate security screening plus adequate surveillance, similar to that in place for air travel, must be put in place at the station to avoid this potential issue. Another area that will need some consideration, are whether the

existing emergency services able to respond to possible emergencies e.g. ambulances, fire services, police, and engineers etc. Platform safety, facilities for maintenance/parking of high speed trains and carriages also needs to be considered.

- Cheshire has large sand deposits which need to be considered carefully with the HS2.
- There is a shortfall of 430 units, or 14% less than what was initially expected in the LPS. As such, the Council need to identify additional sites which are progressing towards a full or a hybrid planning application to address the identified shortfall and help meet the increased demand from HS2. The Gresty Lane provides a deliverable site that can progress towards a full application to help address the housing shortfall, and housing demand from HS2.
- The benefits of the HS2 station should be maximised in accordance with the recommendations in the Government's Housing White Paper 'Fixing our Broken Housing Market'. The WCSUE would help to support this local investment by providing new homes for the additional workforce generated by these proposals.
- It is vital that the CSHAAP is not seen as an isolated plan and should take into account SEP, HS2 Growth Strategy, Crewe Masterplan and the LPS amongst others. The way forward would be a unified and joined up approach to provide necessary improvements and realise the benefits of HS2.
- The plan focuses tightly on Crewe when the HS2a proposals will have a serious and significant impact on the wider area.

General Comments

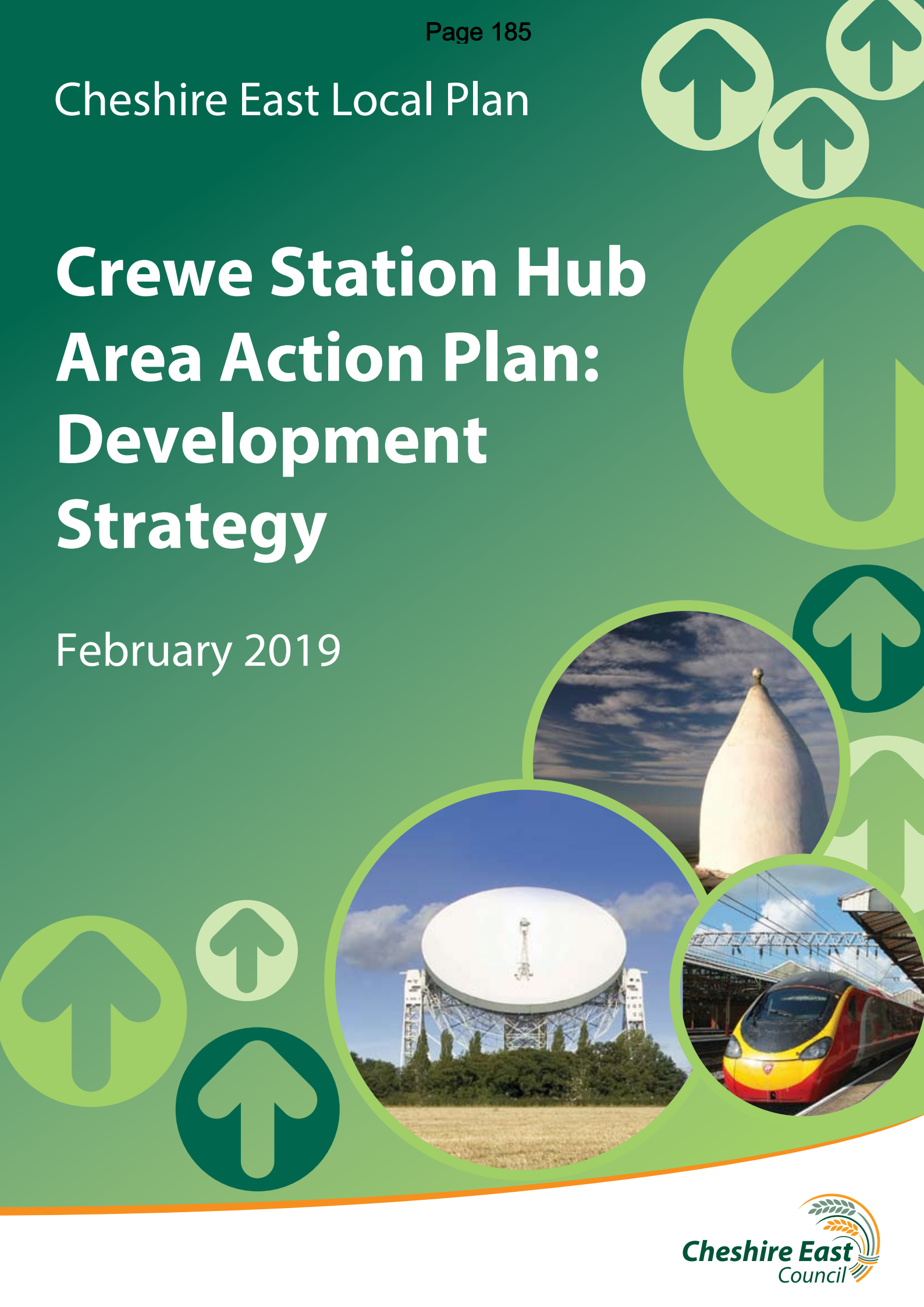
- Coal Authority – no specific comments at present
- Surrey Country Council – wish to be consulted in future should any development be focused around the existing railway sidings to ensure silica movements are not prejudiced
- National grid – no specific comments at present
- Active Travel – to emphasis and encourage implementation of the principles already adopted by CEC in its local plan and associated strategies.
- United Utilities – has significant wastewater infrastructure passing through the area, especially in and around the train station. This includes some associated easements which will need to be afforded due regard in the masterplanning process. Sustainable drainage needs to be fully reflected through the CSHAAP. The principles of sustainable surface water management should be used to support other principles and requirement of the plan e.g.) there are opportunities to reduce surface water run-off as part of the number of public realm improvements or sustainable design requirements within the CSHAAP. The CSHAAP should set out that there is a need to follow the hierarchy of drainage options for surface water in the NPPG and include exemplary SuDS. Referencing LPS SE13 in the CSHAAP will reinforce the requirement for future development to ensure the hierarchy is followed. The AAP should specifically reference that future development incorporates genuine, above ground, sustainable drainage systems, landscaping features and permeable/porous hard surfacing materials to help reduce or maintain rates of surface water runoff to existing drainage systems. The AAP should set out an ambitious target for the reduction of surface water discharge.

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Cheshire East Local Plan

Crewe Station Hub Area Action Plan: Development Strategy

February 2019



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1 Introduction

1.1 The arrival of HS2 to Crewe presents an unparalleled opportunity to realise Crewe's full potential as a regional and national hub. The step-change in connectivity enabled by HS2 could bring transformational growth around a future Hub Station that can have significant economic and social benefits for the community of Crewe and beyond.

1.2 HS2 phase 2A is set to open as far as Crewe by 2027, with phase 2B programmed for 2033. The Council continues to campaign for a fully enhanced HS2 Hub Station (enabling north and south connections) to be provided in the town, in order to maximise the opportunities for inter-regional connectivity, regeneration and economic growth. The arrival of HS2 to Crewe will require significant re-modelling of Crewe Station to create additional passenger capacity and facilities that in turn will create the need for complimentary and supporting development in the environs of the station.

1.3 The connectivity opportunity at Crewe Rail Station exists regardless of the Council's HS2 related growth ambitions and its desire to secure an enhanced HS2 hub station, however the levels of growth that can be achieved through significantly improved connectivity is potentially of a scale that is truly transformative for Crewe.

1.4 The purpose of this document is therefore to explore initial ideas and options on what transformative change could mean for Crewe and to progress multiple work-streams already undertaken by Cheshire East Council, the Local Economic Partnership and the Constellation Partnership. The growth aspirations set out in the Crewe Masterplan of 2017 and the Constellation Partnerships HS2 Growth Strategy 2018 set an important context that this document, and form the basis of the ideas set out here.

1.5 Based on both the feedback received in consultation and on an enhanced understanding of the evidence currently being prepared a series of key issues, the Council expects to further develop the ideas in this document. It is anticipated that by testing and evolving the Council's ideas against both public feedback and more detailed evidence will lead to a publication of a refined Crewe Hub Station Area Action Plan prior to submission.

Constellation Partnership HS2 Growth Strategy 2018

1.6 The Constellation Partnership (formerly known as the Northern Gateway Development Zone) consists of 7 major local authorities (including Cheshire East Council, and Cheshire West and Cheshire) and 2 Local Enterprise Partnerships.

1.7 On the 1st November 2018, The Constellation Partnership released its HS2 Growth Strategy⁽¹⁾ which outlines the important case for investment in the region. The Strategy features key information around the economic potential of HS2 and the ongoing and evolving Growth Strategy work that will help enable at least 120,000 new jobs, and 100,000 new homes, with a £6 billion per year of GVA by 2040 across the Partnership region. The document also sets out that Crewe has potential to deliver in the region of 7,000 new homes and 37,000 new jobs. This additional growth is dependent on the Partnership's ambition to create 5-7 HS2 trains per hour each way from the Crewe Hub, and 2 HS2 trains per hour each way from Stoke-on-Trent and Stafford.

¹ Constellation Partnership documents, available at: <http://constellationpartnership.co.uk/>



Crewe HS2 Hub Masterplan Vision 2017 (ARUP)

1.8 The Crewe Masterplan Vision 2017 document⁽²⁾ sets the agenda for transformational growth for the town of Crewe. It covers some 120 hectares of land around the proposed hub station and provides a framework to reinvigorate the town centre, create a new commercial hub around the station housing 350,000m² of new commercial floorspace and delivering an additional 7,000 new homes by 2043.

1.9 There are seven Key Masterplan Vision moves to help Crewe realise its future development potential. These are briefly as follows: to ensure that the two centres, Crewe Town Centre and Crewe Hub, complement each other by creating legible connections; reinvigorate the town centre with additional cultural, leisure and mixed uses; rationalise the road hierarchy to allow easy access to the station, whilst reducing vehicular access through the town; improve permeability of rail corridors using new and updated infrastructure; create clear links between town and station with enhanced multi-modal routes; link neighbourhoods, assets and centres via an integrated green network; and unify the station and town with the Cheshire landscape.

1.10 The ideas set out in this previous work will ultimately be taken forward and refined by developing the Councils 'Crewe Station Hub Area Action Plan' (CSHAAP). In November 2018 initial public engagement on issues related to this work was undertaken as the Council consulted on its 'Crewe Station Hub Area Action Plan: Issues Paper'.

1.11 This Development Strategy is the next stage in developing ideas toward establishing a land use strategy to manage and deliver HS2 related growth and together these documents seek to refine ideas and pave the way toward a publication version of the Crewe Station Hub Area Action Plan. The development strategy and policies set out here are therefore drafted in the context of evidence currently under preparation that will inform the approach to the next publication version of the Area Action Plan.

Background and context to HS2

1.12 HS2 is a proposed infrastructure project to build a high-speed rail line from London to Manchester and Leeds, via Birmingham. It is a Y-shaped network that will be delivered in several stages. Parliament granted powers in February 2017 for the construction of the first part of the route (Phase 1) from London to the West Midlands, with train services due to commence in 2026.

1.13 In January 2013 the Government made a decision on the configuration of the route from Birmingham north to Manchester (via Crewe) and Leeds (via East Midlands and Sheffield). The Government ran a consultation on Phase 2 between July 2013 and January 2014. In November 2015 the Government announced its attention to bring forward the route to Crewe (Phase 2a) before the remainder of the route to Manchester and Leeds (Phase 2b).

² Crewe Masterplan Vision (2017), available at: <https://moderngov.cheshireeast.gov.uk/documents/s59543/Crewe%20HS2%20Masterplan%20-%20app%202.pdf>



1.14 On 17 July 2017, the government introduced the High Speed Rail (West Midlands to Crewe) Bill into Parliament. This hybrid Bill is to authorise the next part of the HS2 railway network, known as Phase 2a. This will run between Fradley in the West Midlands and Crewe in Cheshire. Construction would start in 2020 and passenger services would start running along this section of the route in 2027.

1.15 In July 2017 the Government confirmed its preferred route for the remainder of the HS2, known as Phase 2b. This will complete the Y network. It has two parts: the Eastern Leg from the West Midlands to Leeds, which joins the East Coast Main Line east of Leeds at Church Fenton; and the Western Leg from Crewe to Manchester, with a connection to the WCML at Golbourne, south of Wigan. A Phase 2b hybrid Bill is proposed to be submitted in 2019 and subject to Parliaments approval, trains would run on the whole network from 2033.

Why are we preparing an Area Action Plan?

1.16 The Council's Development Plan sets out the development framework within which planning decisions are made across the Borough and consists of three key documents – the Cheshire East Local Plan Strategy ("LPS") (adopted June 2017), the emerging Site Allocations and Development Plan Document, the first draft of which has recently been consulted on, and the Minerals and Waste Plan.

1.17 The significant change instigated by the arrival of HS2 is anticipated by the Local Plan Strategy adopted in July 2017. However this is a 'pre-HS2 plan'⁽³⁾ and could not address the implications of HS2 in any detail because of the time when it was prepared.

1.18 The Cheshire East Local Plan Strategy recognises the importance of Crewe Station as a communications hub but it does not plan directly for the implications of HS2 and acknowledges that a more detailed Area Action Plan might be necessary in future.⁽⁴⁾

1.19 The Council is currently progressing a Site Allocations and Development Policies Document (SADPD as a part 2 to the LPS. As such it will similarly not address the implications of HS2. Therefore the CSHAAP will be consistent with the CELPS but represents an evolution of the approach set out here, and a selective departure from the strategic planning framework.

1.20 Policy LPS1: Central Crewe identifies a series of measures that will be supported to enhance the function of the town, connect its centres and improve the overall quality of the built environment. The CSHAAP will, in its final form, address some of these issues through a detailed and bespoke planning framework for the part of Central Crewe covered by the eventual boundary of the AAP. Within the Area Action Plan boundary all Development Plan Policies will be applied, except for those set out at LPS1. In this case the policies contained in the CSHAAP will take precedence.

1.21 Therefore, to realise the opportunities presented by HS2, manage this change and support investment and development of Crewe Station and the surrounding area, the Council will supplement the Development Plan with an Area Action Plan for the Crewe Station Hub. This is a more bespoke planning document which will set out a planning framework for development of the Hub Station and its environs. It is envisaged that the implications of HS2

3 Cheshire East Local Plan Strategy – Inspector's Report: June 2017, para.172.

4 Cheshire East Local Plan Strategy See Strategic Priority 1, p.44 and p.179 in particular.



on the wider Borough will be addressed through a full review of the Local Plan Strategy in due course. In the meantime there is an immediate imperative to manage change in the Crewe Station Hub area through appropriate planning policies.

1.22 Overall, the Crewe Station Hub Area Action Plan will:

- Establish a development framework which will facilitate and manage development around Crewe Hub Station.
- Represent an evolution of policies in the CELPS and a selective departure from Strategic Location LPS1: Central Crewe
- Set out a detailed policy approach to enable, shape and support growth in a defined area in Crewe
- Form part of the statutory development plan and legally be the starting point for deciding planning applications.

1.23 Importantly the Crewe Station Hub Area Action Plan will not:

- Trigger a Local Plan review or
- Trigger investigation into other development opportunities arising from HS2 and located outside of Crewe.

What is an Area Action Plan?

1.24 An Area Action Plan is a type of Development Plan Document providing a planning framework for a specific area of opportunity, change or conservation. Unlike the Councils Local Plan Strategy, the Area Action Plan will have a very narrow geographic focus, being confined to an area close to the existing Crewe Railway Station.

1.25 The early stages of preparing an Area Action Plan are used to gather evidence and explore, including through consultation, the planning and development matters which the Area Action Plan should address.

1.26 Area Action plans typically set out a timeframe across which the plan policies will apply. Given that HS2 is expected to be fully operational by 2033 the timeframe of the CSHAAP seeks to manage development in the period leading up to this point and the shape the anticipated higher levels of growth coming forward once the HS2 is operational. Therefore, whilst subject to the usual review procedures, the Council currently consider that the plan period of the CSHAAP will extend to April 1st 2040.

1.27 There are opportunities throughout the CSHAAPDS to provide feedback on the issues the Council anticipate will need to be addressed and importantly for you to highlight anything else that you think the CSHAAP should cover.

What is the Crewe Station Hub Development Strategy Paper?

1.28 This paper builds on the CSHAAP Issues Paper 2018 to further develop the Councils thinking on delivering HS2. It forms part of the Councils regulation 18 consultation on the development of an Area Action Plan to progress ideas and options that can support delivery of enhanced HS2 connectivity. This paper is part of the process toward the developing a Regulation 19 submission Area Action Plan and sets out:



- A vision of change for the area around a future HS2 Hub Station
- A series of Objectives that development should seek to meet
- A set of General Development Policies to guide all development within the Area Action Plan
- A set of initial ideas in the form of a high development strategy for land around the future HS2 Hub Station
- Development Options that address both quantum of development and the boundary within which delivery could be achieved.

1.29 This Development Strategy Paper identifies a range of matters that the CSHAAP is likely to address at a variable degree of detail that anticipates further refinement. Whilst the ideas, policies and options presented here represent an evolution of thinking on the issues presented in the CSHAAP Issues Paper, there remains much further analysis and consideration to be given to the matters at hand.

1.30 The intention of this consultation is therefore to seek feedback on ideas so far, reflect on stakeholder input and inform the development of a robust evidence base to further improve the mechanisms that will support the Councils growth aspirations for Crewe.

Sustainability Appraisal

1.31 The Council must carry out an appraisal of the sustainability of the policies and proposals in the CSHAAP. This will help the Council to demonstrate how the CSHAAP will contribute to the achievement of sustainable development.

1.32 A Sustainability Appraisal Scoping Report (Scoping Report) was published in June 2017, alongside a Site Allocations and Development Policies Document (SADPD) Issues Paper. It identified the scope and methodology for the appraisal of the Local Plan, and was produced to make sure that the social, environmental, and economic issues previously identified were up to date.

1.33 The Scoping Report:

- identified the key social, environmental, and economic issues facing Cheshire East
- developed a series of social, environmental and economic objectives for Cheshire East, based on the issues facing the Borough and the objectives of national, regional and local plans, policies and programmes
- developed a series of tools for the assessment of the sustainability of the Local Plan

1.34 The Scoping Report has been updated, taking into account the boundary options presented here and is included as an Appendix to the Interim Sustainability Appraisal of the CSHAAP, published alongside this document.

1.35 This Interim SA Report has been produced under Regulation 18 of the Local Planning Regulations, to demonstrate that the SA process has formed an integral part of plan-making. It sets out the method and findings of the SA at this stage, including the consideration of any reasonable alternatives and is included in this paper at Appendix 1.

1.36 The legally required SA Report will be published alongside the final draft ('Proposed Submission') version of the CSHAAP, under Regulation 19 of the Local Planning Regulations.



Habitats Regulations Assessment (“HRA”)

1.37 The CSHAAP will also be supported by a HRA to assess the impact of the CSHAAP on internationally designated nature conservation sites both alone and in combination with other plans and projects. The HRA is an iterative process and will play an important role in refining the contents of the CSHAAP. HRA screening has been undertaken and a full report is included at Appendix 2



2 Key Assumptions

2.1 Implementation of the CSHAAP is predicated on a package of measures including royal assent of phase 2a, including confirmation of a G1C rail layout that enables enhanced connectivity at Crewe Station.

2.2 In exploring a development strategy and the options that could deliver this, four key assumptions have been made which underpin the approach. This section sets out those assumptions and some of which will necessarily be further developed in detail following the feedback from this consultation and tested in light of additional evidence currently being prepared.

Assumption 1: Delivery of the Vision and Objectives

2.3 A core aim of the AAP is to make sure the vision and objectives set out below are delivered and, in doing so, each of the options considered here make provision for a level of development that meets the identified growth aspirations set out in the Constellation Partnership's HS2 Growth Strategy and supports wider objectives.

2.4 This includes enhanced parking facilities, infrastructure improvements directly associated with the HS2 Hub Station and improved linkages to the town centre. Additionally, the development strategy assumes delivery of development that does not undermine the existing town centre but does seek to provide a level of retail that is ancillary to growth.

2.5 The arrival of HS2 with 5 to 7 trains per hour is anticipated to be the catalyst for transformational growth and regeneration in Crewe. This step-change in connectivity, together with a supporting package of transport, regenerative and enabling infrastructure could support the delivery of new development in the town and attract significant inward investment, helping the town to grow and prosper. It is the delivery of sustainable plan-led growth, and the ability to capture a proportion of the value that it creates, that will underpin the ability to fund and deliver an enhanced station at Crewe and the supporting infrastructure and investment needed to realise the full HS2 regeneration and economic growth potential for Crewe and Cheshire East.

Assumption 2: Delivery of Growth Aspirations

2.6 The Constellation Partnership HS2 Growth Strategy has identified the opportunity to deliver:

- HS2 core station transformation - connecting HS2, national, and regional rail services to the motorway network and Crewe town centre
- A Crewe Commercial Hub adjoining the station and generating 3,750 homes and 20,000 jobs
 - A further 3,400 homes and 17,000 jobs across the wider area of the Crewe Hub Masterplan
- Total growth at Crewe: 7,150 new homes and 37,000 new jobs by 2043



2.7 Alongside the emerging issues, the existing policy context and feedback from the CSHAAP Issues consultation, these growth aspirations have been considered in preparing the development strategy and options set out below. It is assumed that a level of growth informed by with those figures set out in the HS2 growth strategy will be pursued in the final version of the CSHAAP

Assumption 3: Delivery of the Crewe Commercial Hub

2.8 The Crewe Commercial Hub is a term used to describe a new business district in the area of land immediately adjoining the Hub Station and by virtue of its proximity to the station, is anticipated to be the highest demand area within the boundary of the Area Action Plan. The extent and detail of this commercial hub is not defined here but will be further developed and tested following feedback from this consultation and the preparation of further evidence.

2.9 Development in this area will be underpinned by a masterplan approach and focus on delivering a high level of mixed use, but strongly office-led development at the greatest heights and densities.

Assumption 4: Delivery of Improved Connectivity

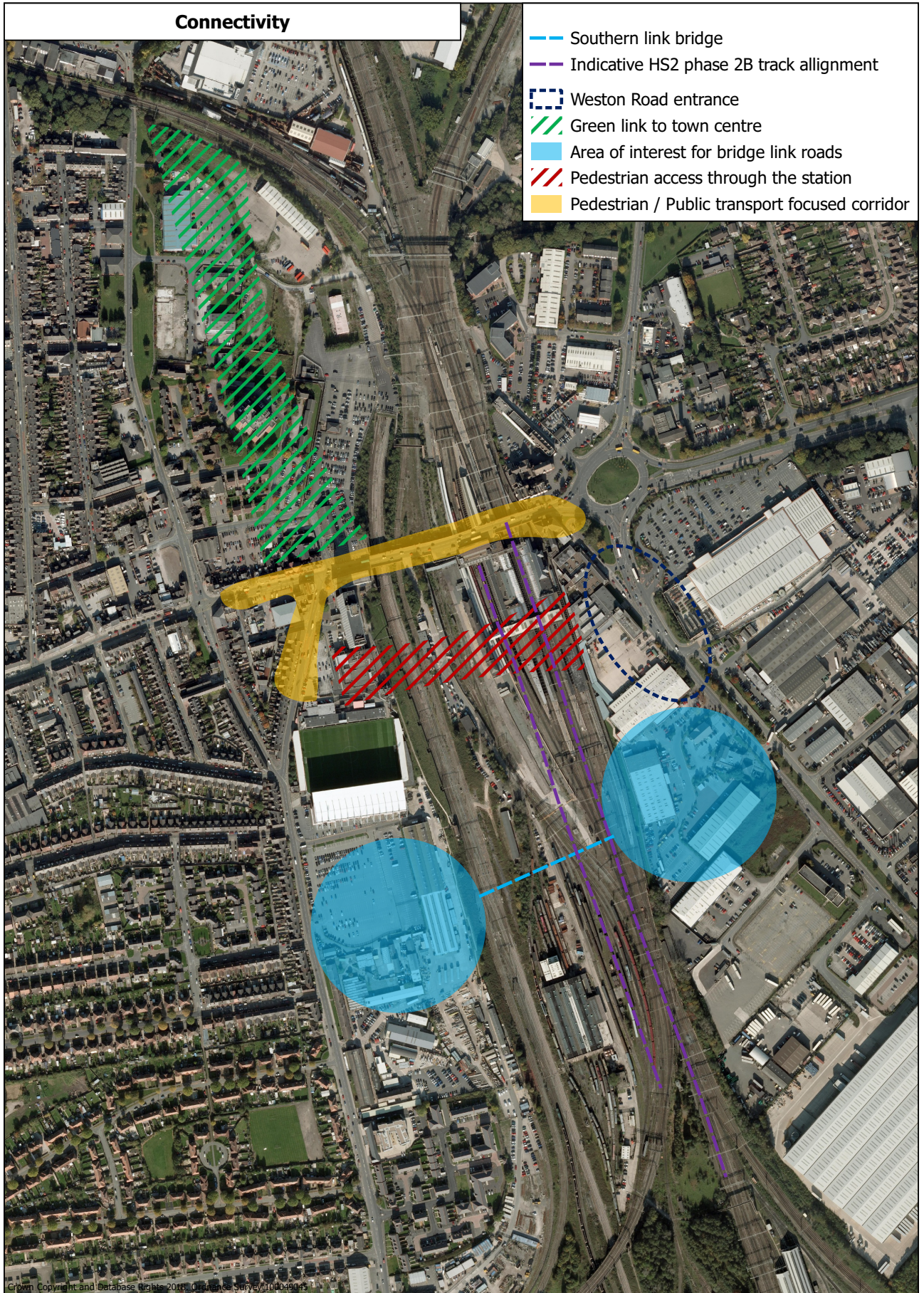
2.10 A fundamental objective of the AAP is to ensure that new development enables the creation of a new series of pedestrian focused routes that better connect Crewe's existing centres, in particular the town centre to the station, and that key infrastructure investments are made that support the highways network to perform more efficiently under scenarios of higher demand.

2.11 A number of measures will be pursued to ensure an overall improvement of connectivity to and from the station, some of which will be reliant on changes to the physical network and built environment, some of which will be dependent on traffic managements strategies, including developing a parking strategy that supports the rationalisation of parking facilities across the final boundary of the area action plan.

2.12 Each of the options includes key measures to achieve Objective 2: Connectivity and assume the delivery of:

- A Southern Link Road Bridge: this infrastructure is intended to enable greater network capacity through central Crewe and allow the ability to investigate a re-alignment of the existing primary routes within the network to accommodate enhanced public transport strategy and the creation of more space for cycling and pedestrian public realm.
- New pedestrian focused routes connecting the HS2 Hub Station to the existing town centre
- Increased focus on public transport, pedestrian and cyclist access to Station entrances on Gresty Road and Nantwich Road.
- Delivery of multi storey parking at multiple locations across the boundary of the Area Action Plan but in particular at the Weston Road Entrance .

Picture 2.1





3 Emerging Issues

3.1 The Sustainability Appraisal process, Habitats Regulations assessment process, emerging evidence base and consultation on the CSHAAP Issues Paper of 2018 have identified a series of issues that have been considered in preparing this Development Strategy and that the final iteration of the CSHAAP will need to consider and plan for.

People and Population

3.2 Across the borough there is an aging population which is reflected in Crewe; Crewe has some of the most deprived communities in England; there is an association between deprivation and health inequality; across the Borough there is an increase in the proportion of obese Year 6 children.

3.3 In Cheshire East the proportion working in skilled trades and low-skill or elementary occupations are slightly below the UK average; almost half of the people working in the Borough are employed in high-skill occupations; the proportion of 16 to 64 year olds in the Borough with a first degree or equivalent qualification exceeds the figures for the North West and UK.

Environment and Biodiversity

3.4 The scoping area is predominantly urban with a general lack of amenity green space and habitats however there are European Designated Sites within 10km of the scoping boundary and a site of Biological Importance in close proximity to the boundary at Quaker Coppice.

3.5 Across the borough there is a general decline in river quality and within the scoping area there are areas of flood risk around Valley Brook.

3.6 CO2 from traffic has increased and the scoping boundary includes part of Nantwich Road, the subject of an Air Quality Management Area; road traffic is the main source of air pollution in Cheshire East.

Heritage

3.7 Crewe is a regional if not nationally important location for rail heritage. There are two Grade II Listed Buildings, and five locally listed buildings located in the scoping boundary. Two areas in the scoping boundary are subject to Tree Preservation Orders; the character of the scoping boundary area is urban, with limited areas of greenspace.

3.8 A Heritage Impact Assessment has been commissioned to assess the impact of final proposals on local heritage assets and identify any buildings of notable character or architectural significance that are not currently listed that should either be considered as candidates for the this status or awarded some form of policy protection within the final version of the CSHAAP.



Transport, Connectivity and Highways

3.9 Mott MacDonald have been commissioned to model various scenarios to understand the potential merits of different configurations of highway crossing over the West Coast Mainline including that of the new Southern Link Bridge; the various options and interrelationships between potential station entrance locations, public realm, bus facilities, and pick-up/drop-off movements; the projected car park demand of both the station and wider masterplan land uses; and potential cycling infrastructure, bus infrastructure and key restrictions. The emerging issues that have been identified are:

- The Southern Link Bridge is required to support the full development proposed in the AAP; and in any case would have significant highway benefits
- The approach to Gresty Road needs to be carefully considered due to capacity issues.
- Further highway benefits are likely with the dualling of Weston Road.
- Dualling of Gateway and Second Avenue could help make the most of a Southern Link Bridge
- A scheme is likely to be required at Catherine Street and Bedford Street
- The approach to Nantwich Road Bridge entrance is key to understanding wider implications for the local network
- Reconfiguring Crewe Arms Roundabout could reduce severance and enhance this area as a 'place'.
- This is an opportunity to provide best-in-class infrastructure and reduce car dependency.
- There is an opportunity to depart from the adopted Cheshire east Parking Standards within the boundary of the AAP
- An interim report on these issues is included at Appendix 4

Public Transport, Walking and Cycling:

3.10 Crewe is well served by bus routes and the new bus station, which will be improved as part of the wider regeneration plans for Crewe Royal Arcade, will enhance the experience of arriving in the town centre by bus.

3.11 Pedestrian and cycle movements in the town centre are supported by a number of pedestrianised streets. These streets provide good walking links between the four public squares but this is in contrast to the lack of quality pedestrian and cycle routes beyond this area towards the edge of the town and the residential areas within walking distance of the town centre. Currently there is not a clear route for pedestrians and cyclists from the station to the town centre

3.12 The Local Transport Strategy acknowledges that although the railway station is situated less than a mile from Crewe town centre, connectivity and integration of modes between the town centre and the station needs improvement.

3.13 A public transport, walking and cycling strategy is anticipated to be developed alongside the CSHAAP



Greenspace, Culture and Leisure

3.14 Crewe's leisure service provision has declined by nine units and 2,795 sqm floorspace since 2005. However a new Lifestyle Centre opened in April 2016; this provides a leisure facility and community hub.

3.15 Central Crewe does lack provision of green and open space however development in the CSHAAP offers opportunities to address identified shortfalls, improve accessibility to, and the quality of, such spaces. However, a balance will need to be made between delivering the scale of open space provision required and delivering quality and appropriate provision in the CSHAAP area.

3.16 Crewe hosts notable cultural venues including the Lyceum Theatre, the Crewe Rail Heritage Museum and Crewe Alexandra Football Club that could benefit from HS2 related development. The CSHAAP offers opportunities to explore better links between these existing assets and to support new facilities.

Commercial and Retail

3.17 The WYG Retail Study (2016) evaluated retail performance across Cheshire East producing a series of health check assessments.

3.18 Crewe town centre provides an important resource, particularly for residents in the southern part of the Borough, in catering for their convenience and comparison goods needs, as well as providing a key location to access a range of services. The study highlighted that:

- The health of Crewe town centre has declined in recent years
- Crewe contains 17 of the top 27 retailers within the town centre boundary.
- Operators focussed on the value end of the market, with the town lacking in terms of more upmarket national operators.
- Grand Junction Retail Park, acts to enhance the wider appeal of Crewe as a shopping and leisure destination but also provides a competing destination to the town centre.
- Crewe has a comparable, but slightly lower provision of financial and business services (9.75 of units compared to a 10.8% national average) occupying a notably lower floor space than the national average (5.4% compared to 8.2% nationally).
- The vacancy rate in 2015 was 23.9% of all units, double the national average of 11.3%.

Housing

3.19 As part of the evidence base a housing strategy is being developed to investigate the appropriate approach to delivering residential development within the CSHAAP. Some of the emerging issues arising from this work are:

- Crewe has a faster level of population growth than the Cheshire East trend over the past 5 years this may support the case for a higher share of the town's existing housing delivery targets to be delivered within the AAP area.
- Although Crewe has a n ageing population there is a lower proportion of older residents in Crewe than the borough average. This could imply that the proportional need for older persons' accommodation (C2 class) in the study area is lower than for the Borough as a whole.



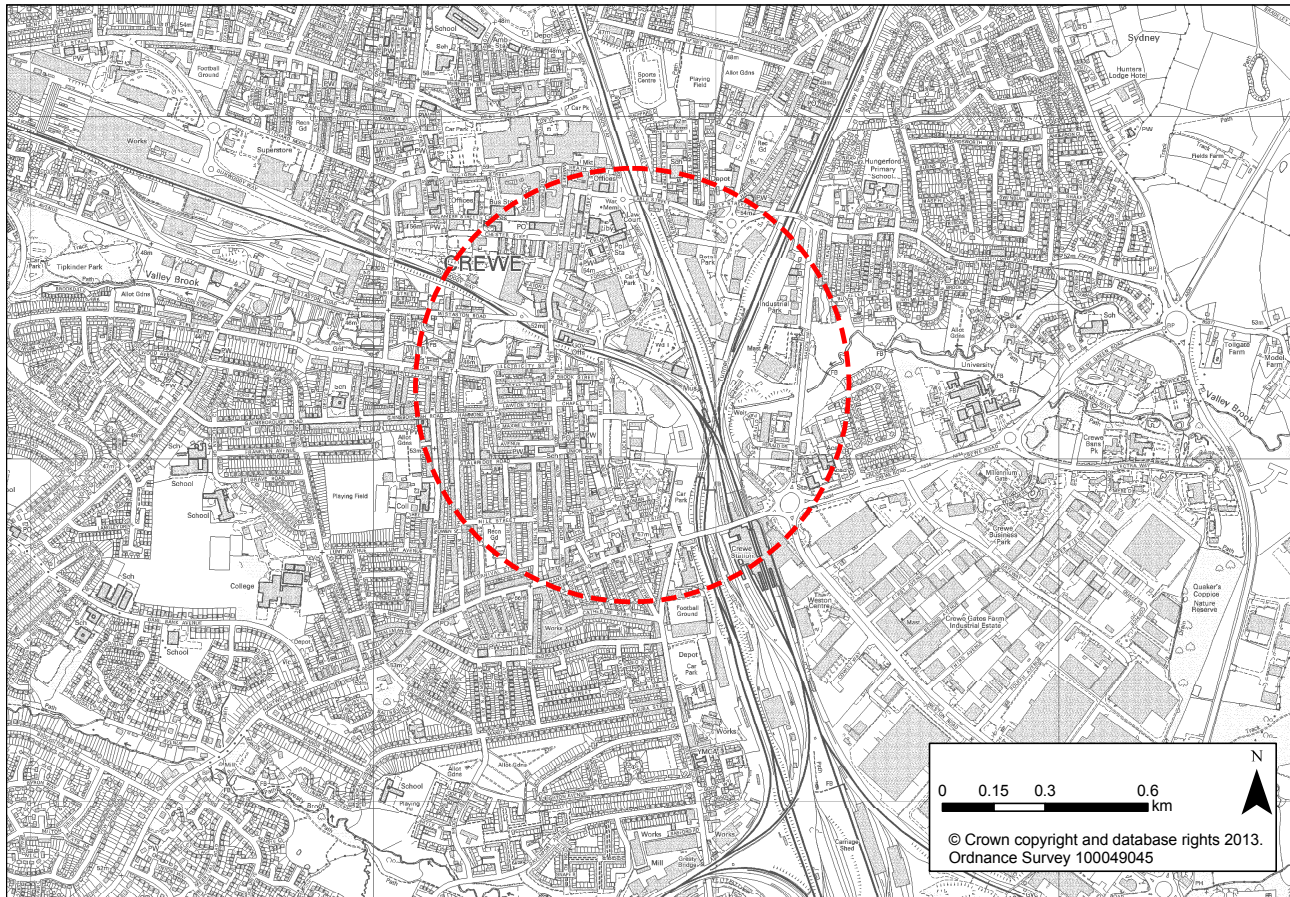
- Crewe has smaller household sizes than the borough average, leading to requirement for smaller property types.
- While the local affordability ratios are better than at the Borough level, this is largely driven by lower property prices. It is apparent that income constraints acts as a barrier to the local population's ability to afford housing. This means that interventions that would lead to an increase in local property prices might push existing residents into a situation where they require affordable housing. This creates the case for either additional affordable housing provision above and beyond current needs to plan ahead for this, or other interventions to ensure that the AAP's existing population becomes able to access better paid jobs.
- Lower satisfaction with living area in Crewe than the Borough average, and relatively high level of deprivation on the living deprivation index, points to a strong need for qualitative interventions.
- Low car ownership rates and proximity to a key national rail hub, creates possibilities for low car parking provision within any housing development, potentially allowing for higher densities.



4 Area Description

4.1 The AAP will be delivered over an area identified the Cheshire East Local Plan Strategy as 'Central Crewe, and covered by Policy Strategic Location LPS1. the final boundary of the CSHAAP may extend outside of the broad area identified in the CELPS.

Picture 4.1



4.2 Central Crewe is characterised by three main development areas: the traditional town centre, Grand Junction Retail Park and the railway station (with adjoining areas of Nantwich Road). Despite its origins as a railway town, Crewe town centre has historically developed at some distance from the railway station. Crewe's rail lines create a radial form of severance in the urban structure which exacerbates the disconnection between the town centre, the railway station and Crewe's residential neighbourhoods. This structural issue has been further exacerbated by the development of the Grand Junction Retail Park from the late 1990s onwards which is separate from the town centre.

4.3 The area includes:

- Significant rail infrastructure
- Key centres: Town Centre, Grand Junction and the railway station
- Substantial residential development
- Regional, if not nationally significant rail heritage and a significant number of listed and locally-listed buildings



- Significant retail and employment land, particularly focused on B8 and warehousing uses in the south east and beyond
- Key highways routes (A534 Nantwich Road corridor in particular is fundamental to east west connections)

4.4 LPS1 introduces a series of measures intended to create stronger physical connections, improve building design and increase the provision of green infrastructure across central Crewe. This approach is reflected in the Council's most recent work on the Crewe Masterplan 2017 and the Local Enterprise Partnerships, Constellation Partnership work in 2018.

4.5 The Crewe Masterplan Vision 2017 document⁽⁵⁾ sets the agenda for transformational growth for the town of Crewe. It covers some 120 hectares of land around the proposed hub station and provides a framework to reinvigorate the town centre, create a new commercial hub around the station housing 350,000m² of new commercial floorspace and deliver an additional 7,000 new homes by 2043.

4.6 There are seven Key Masterplan Vision moves to help Crewe realise its future development potential. These are briefly as follows: to ensure that the two centres, Crewe Town Centre and Crewe Hub, compliment each other by creating legible connections; reinvigorate the town centre with additional cultural, leisure and mixed uses; rationalise the road hierarchy to allow easy access to the station, whilst reducing vehicular access through the town; improve permeability of rail corridors using new and updated infrastructure; create clear links between town and station with enhanced multi-modal routes; link neighbourhoods, assets and centres via an integrated green network; and unify the station and town with the Cheshire landscape.

5 Crewe Masterplan Vision (2017), available at:
<https://moderngov.cheshireeast.gov.uk/documents/s59543/Crewe%20HS2%20Masterplan%20-%20app%202.pdf>



5 Vision

5.1 Based on the emerging evidence base, initial consultation and the policy and research undertaken to date in the Councils other work programmes, the following Vision is proposed to underpin the CSHAAP:

5.2 *Through an exceptional and vibrant urban business district integrated with a new HS2 enhanced Hub Station, Crewe will realise its potential as a nationally significant economic centre and prime destination for sustainable growth, serving as an impressive gateway into the dynamic and ambitious North West of England and creating a new core to and from which enhanced sub-regional connectivity can be achieved.*

5.3 *This new sub-centre and HS2 Hub Station will unlock the capacity to catalyse commercial, residential and business investment in Crewe, delivering an economically successful, publicly vibrant and exciting place to live, invest and visit. It will be well-connected to and support the existing town centre, hosting development associated with the arrival of HS2 to Crewe. Ultimately, transport and rail infrastructure delivered here will be the catalyst to deliver wider sub-regional aspirations and HS2 associated growth.*

5.4 *Development here will incorporate the highest quality design, permeability and connectivity befitting its location adjacent to a strategic transportation hub and gateway into the region, whilst recognising the importance of Crewe's industrial and rail heritage.*

5.5 *The Hub Station itself will provide key infrastructure that enables land and development opportunities to be unlocked in the Crewe Commercial Hub, vastly increasing the capacity here for jobs, skills development and sustainable growth, and creating the platform for change in the built environment that improves connectivity to, from and through the HS2 Hub Station.*

5.6 *Alongside a net improvement in the amount and quality of new and enhanced public realm and green spaces, the local highways network will see significant investment in infrastructure, capacity and parking facilities, creating a place navigable for all and that efficiently connects people to the places they need to be.*

5.7 *Achieving this vision will optimise the benefits arising from this opportunity – through economic investment and jobs growth, through the regeneration of Crewe, support for the town centre and through the creation of high quality new buildings and public spaces, which, in combination will unlock significant economic and social benefits to Crewe and the communities it serves.*



6 Plan Objectives

6.1 The four proposed objectives of the Crewe Station Hub Area Action Plan have been developed to reflect the issues discussed above, incorporate the key assumptions developed through other work streams associated with HS2 and take account of the feedback received through initial consultation on the CSHAAP Issues Paper. Each has been tested through the Sustainability Appraisal:

6.2 Objective 1: Crewe Commercial Hub

6.3 Support and enable the delivery of a HS2 Hub Station through developing a new mixed use commercial district; the Crewe Commercial Hub

6.4 This will be delivered by:

6.5 a. Enabling the delivery of new employment land and premises

6.6 b. Enabling the delivery of new homes, leisure and cultural facilities, and a limited amount of ancillary retail

6.7 c. Capitalising on accessibility by supporting improved transport infrastructure

6.8 d. Support for the on-going regeneration of Crewe town centre through:

6.9 i. New and improved pedestrian links between the town centre and the HS2 Hub Station

6.10 ii. A retail offer in the Crewe Commercial Hub that serves the needs of travellers, visitors and new residents, but which does not compete with the existing town centre

6.11 Objective 2: Connectivity

6.12 Vastly improve connectivity and accessibility to, from and around the Crewe Hub Station, and across the wider sub-region

6.13 This will be achieved through:

a. The delivery of a HS2 Hub Station with:

6.14 i. Rail infrastructure and platforms capable of running 5 to 7 HS2 trains per hour and enhanced operational capacity to improve local and regional rail connectivity

6.15 ii. A primary entrance established on Weston Road including multi-storey parking and main vehicle access

6.16 iii. The Nantwich Road entrance reconfigured with a focus on pedestrian, cyclist and public transport

6.17 iv. A new pedestrian access created at Gresty Road



- b. The delivery of transport infrastructure including:
 - 6.18** i. A southern link road bridge to accommodate vehicle traffic and create a new route south of the HS2 Hub Station
 - 6.19** ii. Wider improvements and investment in the local highways network to upgrade junctions, roundabouts and capacity
- c. g. Vastly improving the pedestrian experience to, from and around the HS2 Hub Station in terms of pedestrian and cyclist priority, accessibility, safety and comfort
- d. h. Successfully managing increased vehicular demand by
- e. i. delivering new and improved highways infrastructure
 - 6.20** ii. establishing new primary routes for vehicle traffic
 - 6.21** iii. delivering increased parking capacity
 - 6.22** iv. promoting sustainable travel options
 - 6.23** v. integrating digital and smart technology capacity in all new development and infrastructure
- f. i. Implementing a public transport strategy that connects the HS2 Hub Station to key destinations in Crewe and beyond by providing:
 - 6.24** i. A range of new pedestrian and cycling routes
 - 6.25** ii. Public routes through the HS2 Hub Station itself
 - 6.26** iii. New and improved pedestrian and cycle links to Crewe town centre

6.27 Objective 3: Sustainable Development

6.28 Enable sustainable development, underpinned by the right infrastructure, which is well integrated with Crewe

6.29 This will be delivered by:

- a. The provision of social, health, education and green infrastructure to underpin the successful function of development within the boundary of the AAP.
- b. Creating new and unique homes through a variety and mix of modern, excellently designed apartments and town houses as part of a mixed use development in walking distance of the HS2 Hub Station; reducing the need to travel
- c. Supporting skills and jobs by ensuring that local education and skills-based training supports development associated with the delivery needs of HS2 and new development in the Crewe Commercial Hub
- d. Ensuring development supports and enables healthier and positive lifestyles through an improved leisure, recreation, sport and cultural offer
- e. The retention and improvement of valuable habitats



- f. Measures that successfully manage and mitigate flood risk and improve water quality
- g. Supporting energy efficient development and schemes that seek to provide renewable and low carbon energy

6.30 Objective 4: Environmental Quality

6.31 Create new and dynamic design that enhances environmental quality

6.32 This will be delivered by:

- a. Integrating a step-change in the design quality, character and active use of land in the AAP boundary through:
 - 6.33** i. Outstanding station design including exceptionally high quality frontages that create a positive transition between the HS2 Hub Station and the Crewe Commercial Hub
 - 6.34** ii. Delivering landmark buildings of exceptional design quality in key locations
 - 6.35** iii. Building design that fully integrates environmentally sustainable measures and that improves the image and function of the Crewe Commercial Hub
 - 6.36** iv. Creating a new townscape with active ground floor use and skyline of increased height
 - 6.37** v. Improved urban landscape more recognisably connected to the best of Cheshire's countryside
 - 6.38** vi. Integrating and protecting valuable trees
 - 6.39** vii. Retaining and integrating valuable heritage
 - 6.40** viii. Creating an active, interesting and high quality public realm that incorporates civic spaces and public art



7 General Development Policies

7.1 This section of the plan sets out the general policies that will apply across the whole of the Area Action Plan. They are reflective of the plan's central objectives and set out the key principles that all development should adhere to. These policies will supplement those of the Local Plan Strategy and Site Allocations and Development Policies Document which will continue to apply within the Area Action Plan, with the exception of Strategic Location LPS 1 Central Crewe. In addition to these general development principles and policies there are more specific proposals for different parts of the Plan Area ('Opportunity Areas') set out in Section 9.

7.2 Where the General Development Principles establish an over-arching policy objective (for example, Transport interchange) a proportionate approach will be taken, taking account of the overall scale of development. It is acknowledged that some small scale development may not be able to meet such broad objectives; but wherever it can reasonable do, it should do so.

7.3 All development within the boundary of the Area Action Plan will be subject to the following policies:

Policy GD 1

Policy hierarchy

The Policies of the Adopted Cheshire East Local Plans will apply within the boundary of the Area Action Plan; if a conflict arises between the plans, the policies and proposals of the Area Action Plan will take precedence.

7.4 This policy explains the relationship between the policies of the area Action Plan and the policies and proposals of the Cheshire East Local Plan. The policies of all Borough Wide Local Plans (outside of the National Park) will apply equally within the boundary of the Area Action Plan; this will avoid repetition of those policies within this Action Plan document.

7.5 The Area Action Plan is rooted in the strategic policies of the Local Plan Strategy, which itself recognises the need for an AAP to be produced. In particular many of the policies are an evolution and further progression of Policy LPS1 Central Crewe, reflecting additional thinking and evidence in this regard. In accordance with national policy should a conflict arise between plans, the most recently adopted plan will prevail.



Policy GD 2

Supporting the development of and maximising the opportunities of the Crewe Hub Station

All new development will support the delivery of the Crewe Hub station wherever possible; development which impedes delivery of the station and its supporting infrastructure and facilities will not be permitted. New development must maximise the provision of local employment opportunities must also demonstrate that it capitalises on the improved connectivity afforded by the arrival of HS2 at Crewe Station. Development will not be permitted which fails to maximise the locational advantages of its proximity to Crewe Hub Station.

7.6 An enhanced HS2 Hub Station will include the following key features: Much development directly associated with the railways network, including rail infrastructure itself, is governed by permitted development rights relating to operational railways. Whilst the Hub Station itself will be delivered under this regime, development outside of the station, and where the station adjoins the wider public realm is not subject to the same permitted development regime. Accordingly a variety of works are likely to be developed which require planning permission.

- A new station building including a new roof and reconfigured internal layout
- Extended platforms to accommodate 5 (north) and 7 (south) HS2 trains per hour
- A main entrance accessible from Weston Road including multi-story parking and drop-off facilities.
- A secondary pedestrian focused entrance opening to Gresty Road, connecting through the station to Weston Road, creating a new public link through the station itself.
- Retention of the entrance to Nantwich Road but with a significantly improved design and frontage plus reconfigured traffic management creating more space for pedestrian and cyclist movement and public realm.
- A Southern Link Road Bridge, south of the existing station.

7.7 The construction of a new/enhanced station and its environs is the foremost propriety for the Area Action Plan. Accordingly new development which would hinder the delivery of the station and related infrastructure and facilities will not be permitted.

7.8 Through the Area Action Plan the Council will seek to ensure the successful integration of the station building within its wider context and that the station environs is developed to not only support the delivery of the station but take full advantage of the benefits of new and improved connectivity here.

7.9 The connectivity afforded by the new HS2 services at Crewe brings with it the potential for significant beneficial change. It is a requirement of the Area Action Plan that new development takes account of and maximises the advantages of this highly connected place. Development which fails to do this will not be permitted.



Policy GD 3

Facilitating New Infrastructure

All new development shall make provision for the transport and digital infrastructure necessary to support the Crewe Hub Station and its associated facilities. Where necessary key infrastructure routes will be identified on the policies map and safeguarded from development.

7.10 Development will contribute to the delivery of the physical and digital infrastructure which underpins the successful operation of the hub station and the commercial district. There may be specific requirements in particular locations. Where these are identified in advanced they will be set out on the policies map. This policy addresses the infrastructure requirements of the station and its related facilities – be that rail, highways, parking, digital infrastructure or other supporting measures.

Policy GD 4

Improving Linkages between Town Centre and Station

All development by virtue of its form, design, layout, landscaping and external treatment must maximise the opportunities to improve accessibility between the Crewe Hub station and the town centre. Development will not be permitted which impedes access or fails to improve it where that is reasonably possible, given its location, form and scale.

7.11 The Plan seeks to support the on-going regeneration of the town centre, in particular, through contributions to the creation of a new pedestrian link between the hub-station and This policy requires the delivery of enhanced connections to the town centre, in particular through new development, the public realm strategy and masterplan. It is a key objective of the Plan to improve all access between the town centre and the station – with particular emphasis given to better and more direct pedestrian and cycle access.

7.12 town centre. Development should be designed so as to have this linkage at its heart – and not as a ‘bolt on’ after-thought.



Policy GD 5

Facilitating Transport Interchange

All new development shall be designed so as to improve interchange between different transport modes. All Major Developments should incorporate measures to facilitate the use of walking, cycling and public transport together with interchange between each of these modes and the Crewe Hub Station.

7.13 It will support the delivery of a public transport strategy which reduces the need to travel by car, successfully connects the station to wider Crewe and prioritises pedestrians and cyclists in the road hierarchy. The policy relates to key physical features/infrastructure, identified routes and other management measures (controlled parking for example). The policy will also focus on how the masterplan seeks to facilitate pedestrian focused access to, from and around the station, making it easy to get there and move around. This policy sets out how movement around, to and from the station will be improved through better interchange, complimenting a public transport strategy which includes measures to prioritise pedestrians and cyclists. All development has a responsibility to support this objective where it is reasonable and proportionate to do so.

Policy GD 6

Infrastructure Costs

Where the Council or its partners have forward funded infrastructure to support wider development proposals, applications dependent on this infrastructure should contribute towards those costs on a proportionate basis. Development which depends on forward funded infrastructure but fails to contribute towards it will not be permitted.

7.14 The Council will capture the long term benefits of development through specific contributions to local infrastructure; this includes improving the public and pedestrian environment. This is a policy to capture the long term benefits of development where that development relies on forward funded infrastructure.

7.15 Alongside the recovery of such costs, other obligations may be required to mitigate the impact of development; this includes supporting skills based training within the local community.



Policy GD 7

Design of Development

New development must demonstrate an improvement in the quality of design, public realm, and green infrastructure and accord with the relevant design codes that support this AAP. Wherever possible, as an integral part of their design, new development should:

- Incorporate net gains to green space and biodiversity
- Fully remediate land where necessary
- Incorporate renewable or low carbon technology on site
- Contribute to improving water quality by successfully addressing flooding and surface water run-off; and
- Protect site of biodiversity importance

7.16 The policy will seek to set out the need to comply with the masterplan and any subsequent more specific design codes, identify key locations/buildings where design is especially sensitive and identify key heritage assets that need to be preserved/integrated. This policy sets out the design principles that will apply in the plan area; it instigates a very high bar for design and covers delivery of (in particular) environmentally sustainable development in the fabric of buildings. This might include techniques such as natural ventilation, water retention and recycling, and maximising passive heating / cooling.

7.17 Development should wherever possible be supported by or contribute to green infrastructure and greenspace, incorporating net gains in biodiversity and the protection of sites considered to have biodiversity value. Collectively these measures will ensure buildings and spaces are safe, inclusive and foster well-being.

Policy GD 8

Integrating Development around the Station with the rest of Crewe

New development must be designed so as to integrate with the existing urban fabric of Crewe beyond the boundary of the Area Action Plan. Development by virtue of its type, form, layout and access should:

1. Promote physical and social linkages between the area action plan and the remainder of Crewe;
2. Provide a range of housing types and tenures; and
3. Provide directly, or contribute to a range of services and facilities.

7.18 This Policy requires development to successfully integrate with and connect to the existing urban fabric. This means delivering a net improvement to green spaces, preserving valuable heritage, establishing an exceptional design ethos and creating new high quality public realm links which knit development into the wider community.



Policy GD 9

Safeguarding Crewe's Railway and Built Heritage

All development should respect, retain and enhance Crewe's railway and Built Heritage. The demolition of buildings with an identified heritage value shall not be permitted. The re-use and redevelopment of these buildings will be encouraged subject to the preservation of their heritage interest and, where appropriate, the safeguarding of their setting.

7.19 Work to assess heritage significance is underway and this will inform a selection of structures which will be identified on the policies map. It is intended that the policy will afford a greater degree of protection to any such structures, so that their heritage interest is retained. This Overarching Policy to protect Crewe's Heritage places particular emphasis on the town's Railway past. Crewe was founded on the railways and so buildings and features associated with the development of the railway are of special local significance.

Policy GD 10

Complementing Crewe Town Centre

All development should respect and be complementary to the role and function of Crewe Town centre. Retail development should be limited to convenience provision that serves the needs of travellers and businesses. Planning applications for town centre uses will be subject to the sequential and impact test requirements, in line with national planning policy.

7.20 The creation of an improved station with greater footfall combined with a new business area will prompt the need for additional retail development; such facilities will enhance the attractiveness of Crewe Station and environs for all users. Any such retail uses (in terms of quantum and offer) should be seen as complimentary to Crewe Town Centre and should not compete with it. The offer should be limited to retail provision that serves the needs of travellers, visitors and new residents but should not be of a scale / type to compete with the town centre 'offer'. In accordance with national and local strategic policies, any large scale proposals will be subject to town centre impact and sequential tests



8 Developing the Options

8.1 The options presented here have been developed by considering the existing policy context and growth aspirations set out by the Constellation Partnership, understanding the opportunities presented in land-use terms at locations around the future HS2 Hub Station and envisaging a development strategy that could bring forward the vision and objectives of the CSHAAP.

8.2 The LPS sets out the policy context in which the CSHAAP is being prepared and in particular, Strategic Location LPS 1 "Central Crewe" establishes a series of detailed principles that should underpin development in a broad area of Crewe including the existing Railway Station and the town centre.

8.3 The Crewe Masterplan 2017 further investigated many of these issues in seeking to understand a high level approach to enabling HS2 growth for Crewe. In particular, this work helped refine the issues of connectivity between Crewe's key centres and set out a series of 'key moves' that could improve the urban structure of the town and unlock growth potential.

8.4 In October 2018 the Constellation Partnership published its HS2 Growth Strategy identifying the potential to deliver some 3,700 homes and 20,000 jobs close to the future HS2 Hub Station.

8.5 In November 2018 the Council embarked on its first consultation toward the development of a Crewe Station Hub Area Action Plan by publishing an Issues Paper. This identified a series of key issues the AAP could consider and sought input on the approach that could be taken in developing a planning framework to manage growth around the Railway Station.

8.6 The issues explored through the LPS, Crewe Masterplan and CSHAAP Issues Paper were refined to put forward a vision for the area, a series of objectives, emerging policies and land use ideas based on delivering the aspirational growth opportunities identified in the Constellation Partnerships HS2 Strategy.

8.7 Based on the Constellation Partnership's growth aspirations to deliver 3,700 homes and 20,000 jobs in the area around a HS2 Hub Station, a series of residential and employment quantum options were developed. This was done through the establishment of a potential level of residential and office-use floorspace, by considering development opportunities in the land blocks around the Railway Station. The overall gross external area of each land use was calculated and then, using established approaches to calculating job densities and the Nationally Described Space Standards, converted into residential units or potential number of jobs. Further information on how the number of units were calculated is set out in Chapter 8 of the Draft CSHAAP.

8.8 The quantum options have been developed at a high level by using standard recognised assumptions but do not represent a finalised position on growth capacity either from a position of supporting what is desirable or what is deliverable in land use terms. Further work is required to understand the detailed level of development that could be accommodated, and the figures presented represent a meaningful, rather than precise, approach to understanding the difference between what each option is capable of delivering.



8.9 The boundary options have been established through investigating the wider urban context of Crewe and its functionality, in particular developing an understating of how its key centres relate to one another. This was investigated in detail through the Crewe Masterplan 2017, which further highlighted the current disconnection and severance between key centres that, if addressed, could help to unlock Crewe's potential.

8.10 Focusing on the relationship of the HS2 Hub Station to the town centre and Grand Junction Retail Park then led to an investigation of the development opportunities around the Railway Station itself.

8.11 To provide some context and structure in which to form ideas, a series of 'broad opportunity areas' were developed based on distance and time from the Railway Station and the potential to accommodate key land use issues associated with the Objectives.

8.12 Subsequently, four opportunity areas were identified, further information on which is set out in Chapter 8 of the Draft CSHAAP:

1. Core Station Hub
2. Primary Opportunity Area
3. Secondary Opportunity Area
4. Peripheral Opportunity Area

8.13 Each opportunity area could perform a different function supporting delivery of specific land uses identified in the CSHAAP Objectives. Accordingly, a high level development strategy was set out to describe the potential role and function of each area, and then used alongside the development quantum options to establish the potential development Options.

8.14 Therefore, taking into account the boundary Options and quantum Options, three development Options were identified, which were developed to take account of three factors:

1. Delivering the growth aspirations established through the Constellation Partnership's HS2 Growth Strategy
2. Understanding broad opportunity areas – the spatial geographies in which Objectives of the CSHAAP could potentially be delivered
3. Developing a high level development strategy, which has been applied across the opportunity areas. The configuration of each Option captures different opportunities presented by this strategy

8.15 1. Developing the Growth Aspirations:

8.16 The HS2 Growth Strategy published by the Constellation Partnership in 2018 set out aspirations to deliver 3,750 homes and 20,000 jobs in the area around a future HS2 Hub Station, and additional residential and employment related development in the wider area.

8.17 These figures have been used as a bench mark to develop a series of options that could potentially delivery a variety of growth scenarios however it is important to recognise that a detailed understanding of the capacity, deliverability and desirability of growth around the HS2 Hub Station is a key issue that will be investigated thoroughly as the CSHAAP progresses.

8.21 This assumption is based on 50% to be delivered as 2 bed / 4 bed spaces and, 50% as 1 bedroom/2 bed spaces. There is clearly much scope to refine a more detailed approach to housing which will be investigated through an accompanying Housing Strategy currently being prepared as part of the evidence base. Therefore the calculations here are indicative only to a) test at a high level whether the growth aspirations are achievable and b) enable a meaningful comparison between the performance of each option.

Land Use Type	Option 1: Commercial and Regeneration Led	Option 2: Mixed use led	Option 3: Opportunity and Market Led
Boundary Area	43ha	96ha	186ha
Jobs	25,000 job	26,000 jobs	36,200 jobs
Residential	1,500 homes	3,800 homes	36,200 homes
Summary Description	A level of development that meets growth aspirations for jobs but does not fully meet the aspiration to deliver residential development; focus on office led development and mixed use regeneration in the primary opportunity area and part of the secondary opportunity area; restraint applied to residential development.	A level of development that meets and exceeds growth aspirations; development dispersed across the primary and secondary opportunity areas; High levels of mixed use led schemes, including residential development.	A level of development that significantly exceeds growth aspirations; development dispersed over primary, secondary and peripheral opportunity areas; peripheral opportunity areas included to enable a market led approach and establish a delivery framework for highways and other infrastructure.

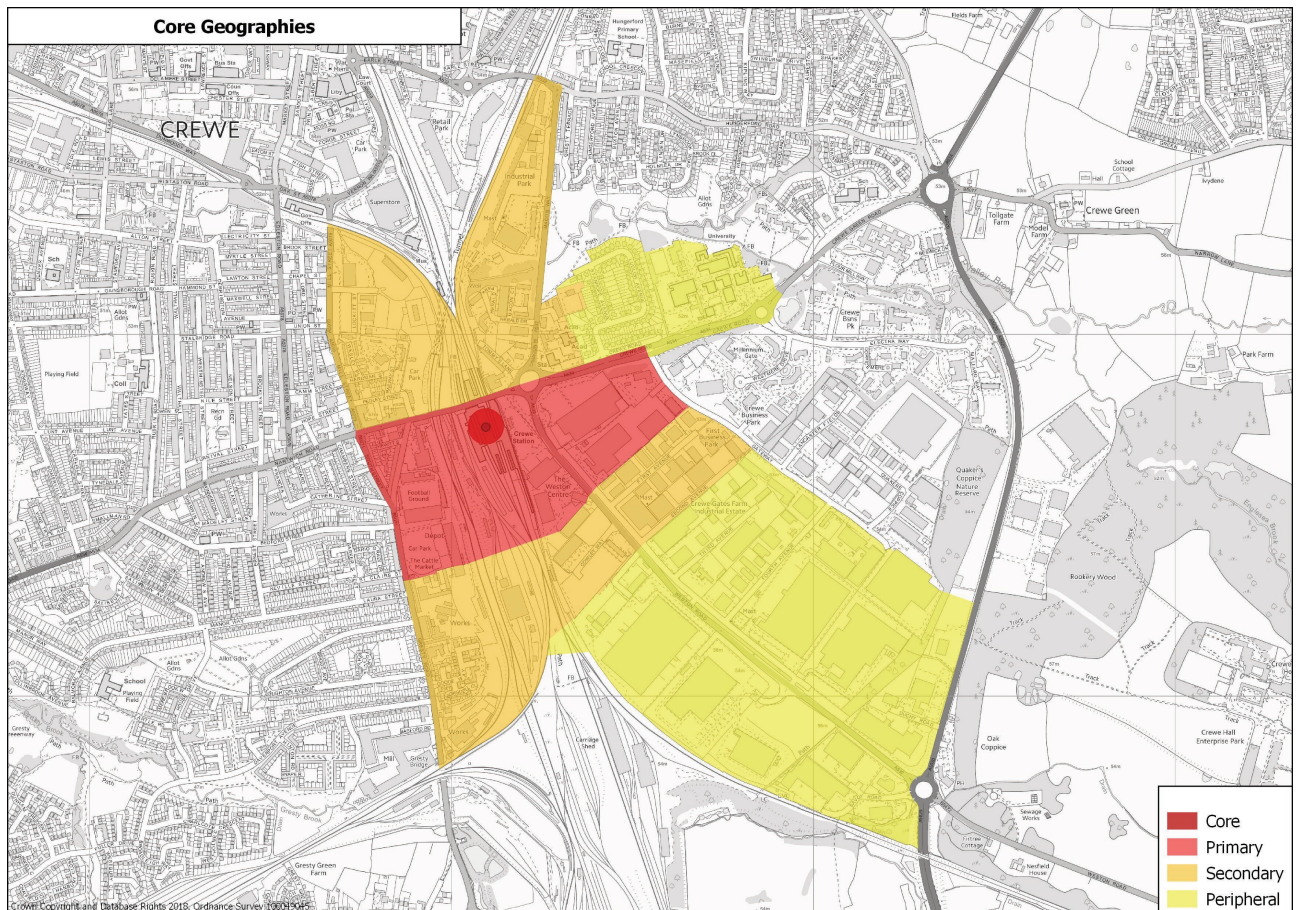
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8.24 2. Developing Broad Opportunity Areas



8.25 The boundary options have been established through investigating the wider urban context of Crewe and its functionality, in particular developing an understating of how its key centres relate to one another. This was investigated in detail through the Crewe Masterplan 2017 which further highlighted the current disconnection and severance between key centres which, if addressed, could help to unlock Crewe's potential.

Picture 8.1



8.26 Focusing in on the relationship of the HS2 Hub Station to the Town Centre and Grand Junction then led to an investigation of the development opportunities around the station itself.

8.27 To provide some context and structure within which to form ideas, a series of 'broad opportunity areas' were developed based on distance and time from the station and the potential to accommodate key land use issues associated with the Objectives.

8.28 Subsequently, four opportunity areas were identified: A Core Station Hub and Primary, Secondary and Peripheral Opportunity Areas.

8.29 Each area could perform a different function supporting delivery of specific land uses identified in the objectives. Accordingly a high level development strategy has been set out to describe the potential role and function of each area and then used alongside the development quantum scenarios to establish the potential boundary options.



3. High Level Development Strategy

Core Area: HS2 Hub Station

8.30 This area will contain the main HS2 Hub Station entrance and all of the related supporting development and infrastructure within the operational remit of Network Rail. The fundamental objective for the area will be to provide the best possible interface between the operational station and Crewe. Key features include:

- Eastern pedestrian focused entrance at Gresty Road
- Northern entrance to Nantwich Road with reconfigured public realm
- Main regional entrance at Weston Road with parking facilities
- Public accessibility through the station
- Infrastructure to enable five HS2 train north and seven HS2 trains south per hour
- Creation of high quality public realm and very high standards of design around the immediate station

Primary Opportunity Area

8.31 Using existing road boundaries to mark its extent, the primary opportunity area has loosely been defined as the area south of Nantwich Road, extending between Gresty Road in the east and Gateway in the west. The area extends south eastward to Cowley Way and south westward to the land currently occupied by Unipart Rail.

8.32 The primary opportunity area is an area of land closest, and best connected to, the HS2 Hub Station. It includes land within a five minute walk (500m) south of the station in any direction taking the most direct path between any two points ('as the crow flies') and is expected to host the most dense and intense forms of land use. Development here is expected to:

- Facilitate the key physical interchange between HS2 Hub Station and Crewe
- Accommodate the station entrances and multi-storey parking
- Enable delivery of the Crewe Commercial Hub and landmark buildings
- Focus on office-led and mixed use development
- Offer a building height range of 6-8 storeys
- Accommodate key infrastructure, notably the landings of the Southern Link Road Bridge
- Deliver a pedestrian focused public realm that improves connectivity to and from the station

Secondary Opportunity Area

8.33 The secondary opportunity area is an area of land that extends north of Nantwich Road to the top of Mill Street and Macon Way and to the southern limits of Gresty Road and Fourth Avenue on the eastern side. Land here is roughly within a 15 minute walk (1,000m) of the existing station north and south. The secondary opportunity area offers important opportunities to deliver additional growth and meet key objectives of the AAP. Development here is expected to:

- Enable the delivery of a pedestrian focused 'green link' between the HS2 Hub Station and the Town Centre



- Offer a building height range of 4-6 storeys
- The primary opportunity area is likely to contain the highest and most dense development. This has potential to visually conflict with the existing townscape. To create a visual and design transition between development around the HS2 Hub Station and its outer edges, it is anticipated that in the secondary opportunity areas development will become more mixed, lower height and potentially less dense.)
- Accommodate additional residential development in existing residential areas
- Offer flexibility of land supply and additional opportunities to meet the objectives of the AAP.

Peripheral Opportunity Area

8.34 The peripheral opportunity area offers opportunities to provide a flexibility of land supply, whilst enabling wider highway network improvements. This area extends eastward along Crewe Road, using Valley Brook as its northern limit, and southwards along Weston Road, with Gateway marking the eastern limit. Land here is roughly within a 15 to 30 minute walk (1,000 to 2,000m) of the existing station to the north and south east. Development here is expected to:

- Offer a building height range of 2-4 storeys
- Improve the land supply to accommodate additional development
- Support enhancements and upgrades to the existing highways network

Assessing the Options:

8.35 This process established three options to take forward for assessment which may be further refined/developed through this consultation process. Although the options have been assessed through the Sustainability Appraisal Process and through Habitats Regulations Assessment, as the CSHAAP progresses toward defining a preferred option, a more detailed appraisal will be undertaken in light of feedback from this consultation and the output of further evidence based work.

8.36 The Options are:

- Option 1: Commercial and regeneration led - investigates using a restrained boundary to deliver a lower quantum of development, but which satisfies growth aspirations and the emerging Vision and Objectives
- Option 2: Mixed use led - uses an extended boundary to exceed growth aspirations, enables more flexibility of land supply and the ability to plan for wider opportunities
- Option 3: Opportunity and market led - hybrid of Options 1 and 2, which exceeds growth aspirations over a land area and offers a balance of key opportunities



9 Boundary Options

9.1 The growth aspirations, broad opportunity areas and development strategy have been used to inform three red-line boundary options offering a different configuration of growth and development opportunities.

9.2 For each option varying degrees of growth and intervention have been explored. The options are referred to as:

- A Commercial and Regeneration Led Approach that investigates using a restrained boundary to deliver a lower quantum of development but which satisfies growth aspirations and the emerging vision and objectives
- An Opportunity and Market Led Approach that uses an extended boundary to exceed growth aspirations, enables more flexibility of land supply and the ability to plan for wider opportunities
- A Mixed-use led Approach that is a hybrid of the first two options that exceeds growth aspirations over a land area that offers a balance of key opportunities

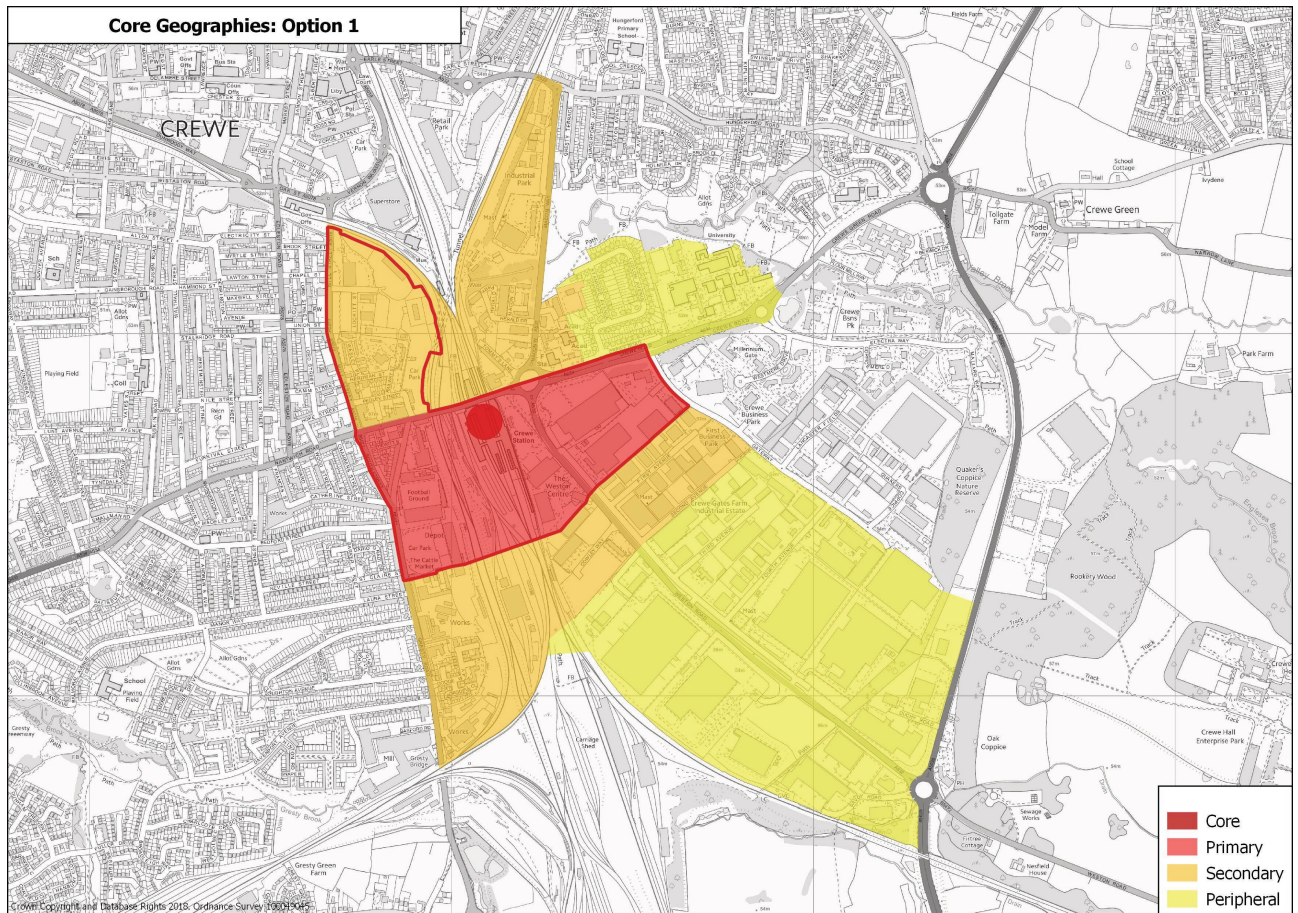
9.3 The options are not mutually exclusive, and as the evidence base is further developed and the ideas from this paper are refined, the CSHAAP may eventually be made up of various elements of each of the scenarios investigated here.

9.4 Each of the options is further detailed below and, subject to refinement based on consultation feedback and the outputs of the emerging evidence base, will be further assessed at the next stage of the CSHAAP process.



Option 1: Commercial and Regeneration Led

Picture 9.1



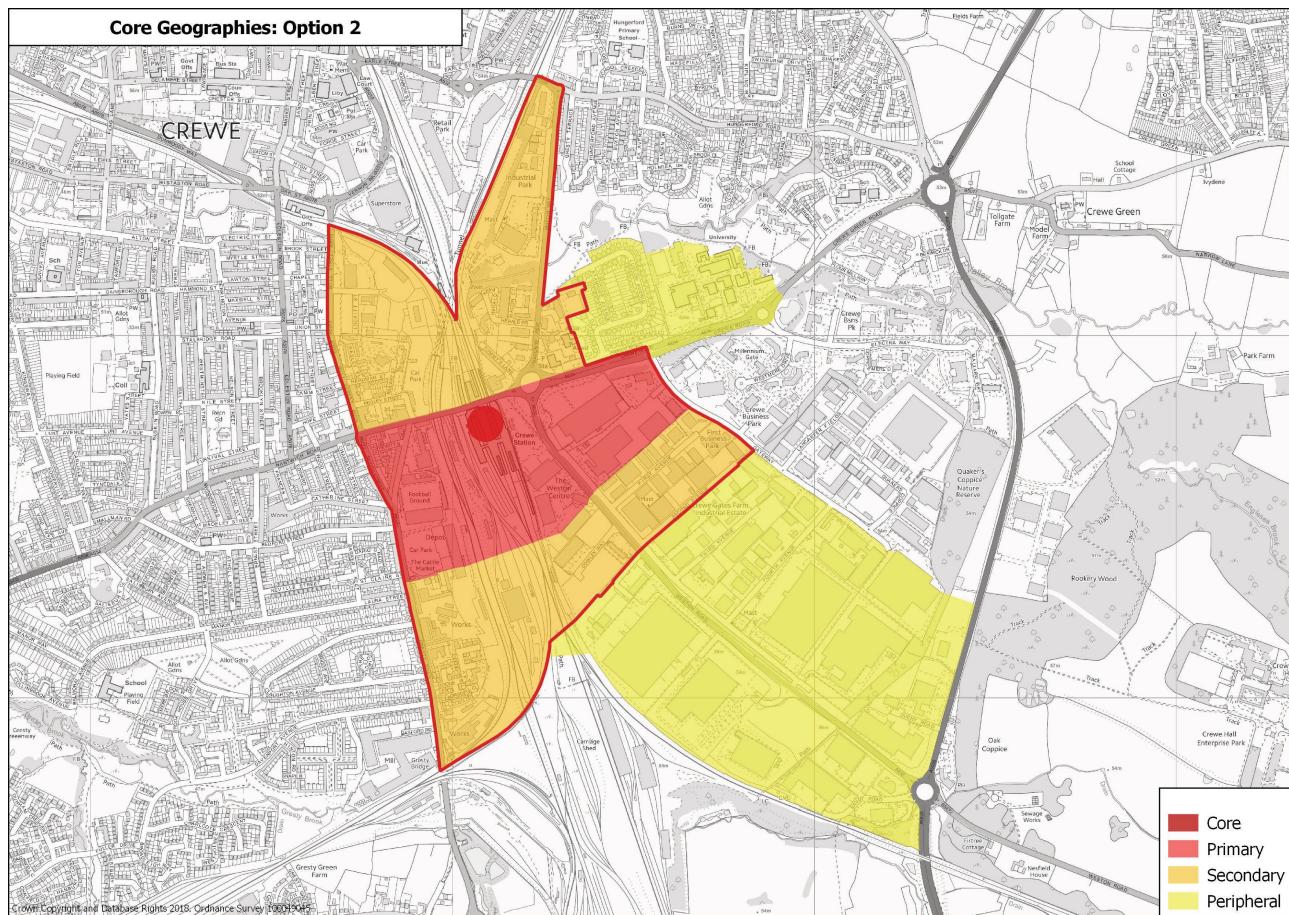
9.5 This alternative would deliver a relatively low amount of growth at a relatively high intensity of land use in part of the primary opportunity area, and the north west section of the secondary opportunity area.

- Development focused around the HS2 Hub Station and part of the primary opportunity area
- Relatively high level of office led development, resulting in a relatively low level of residential development
- Residential development does not fully meet the growth aspirations
- Office led development in the primary opportunity area
- Mixed use, residential and a limited amount of other development in the north west section of the secondary opportunity
- Delivery of key linkages to the town centre



Option 2: Mixed-use Led Development

Picture 9.2



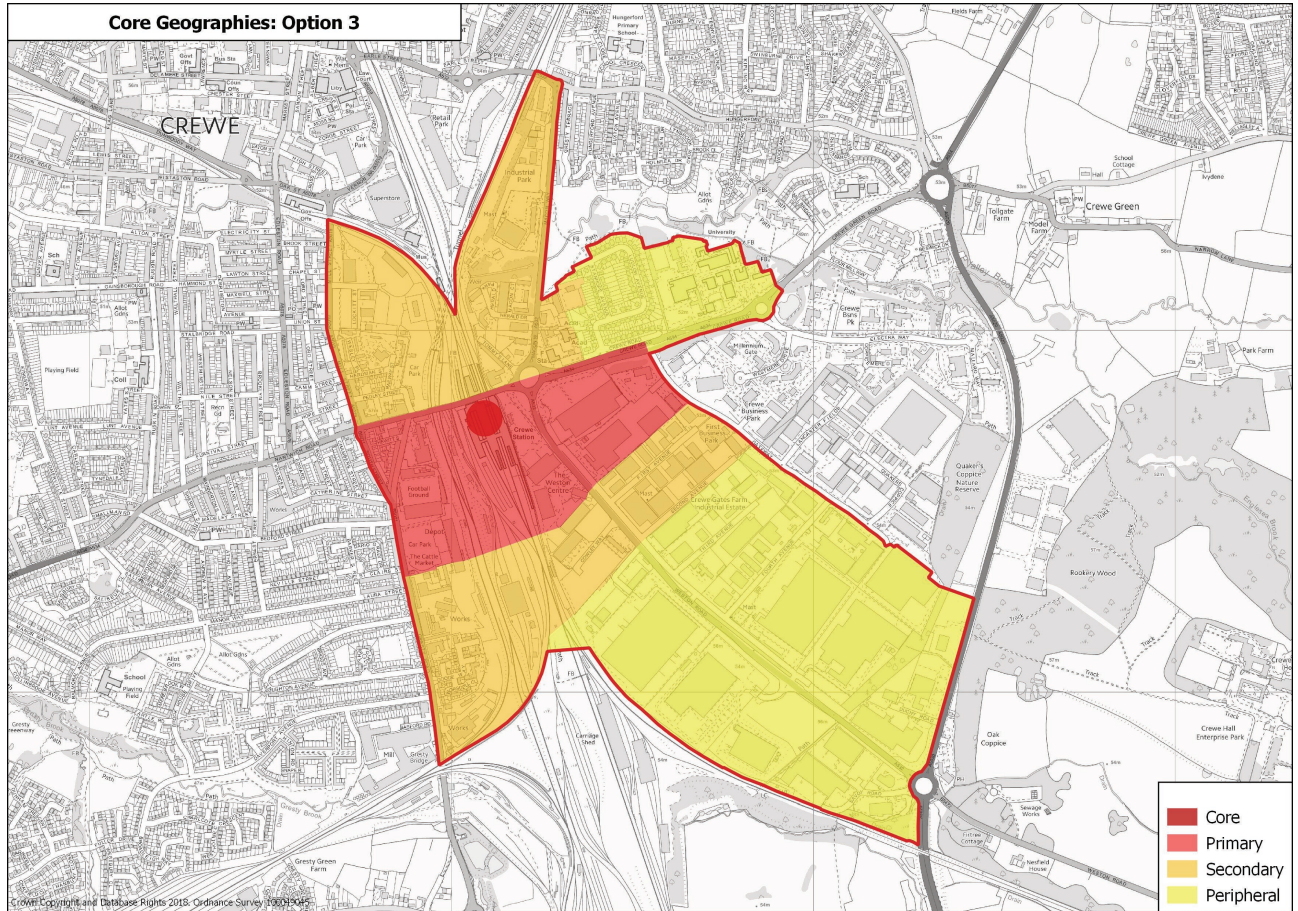
9.6 This alternative would deliver a level of growth that exceeds the aspirations set out in the Constellation Partnership Growth Strategy 2018. It would have a focus on commercially led development in the primary opportunity area and enable delivery of mixed use and residential development across the secondary opportunity area.

- Development focused around the HS2 Hub Station and across both primary and secondary opportunity areas
- Relatively high level of office led development alongside a relatively high of residential development
- Office led development in the primary opportunity area
- Mixed use, residential and other development across the secondary opportunity area
- Delivery of key linkages to the town centre

Option 3: Opportunity and Market Led

9.7 This alternative would deliver a high level of growth that substantially exceeds aspirations and could enable evenly distributed development through a market led approach. The option retains a focus on development of land around the HS2 Hub Station, but also encourages greater emphasis on the potential regeneration, commercial and infrastructure opportunities of sites beyond the immediate HS2 Hub Station area.

Picture 9.3



- Development distributed across all opportunity areas
- High level of office led, residential and mixed use development across all opportunity areas
- Office led development in the primary opportunity area
- Focus on delivering sites and highways infrastructure opportunities (such as upgrading Weston Road to dual carriage) beyond the HS2 Hub Station itself
- Delivery of key linkages to the town centre



10 Identifying Potential sub-areas

10.1 Taking the ideas set out in the Development Strategy, a series of more detailed opportunity areas have been identified:

Picture 10.1



10.2 Below is a high level outline of the role and function that each of the potential sub-areas could perform identifying the approach / key principles that could be applied to establish a relevant policy framework to support delivery of the vision and objectives. It is anticipated that the ideas here will be further developed at the next stage of the CSHAAP process.

10.3 The boundaries here are indicative only and represent subdivision of the higher level opportunity areas based on physical boundaries, predominant land uses and distance from the future HS2 Hub Station. At this stage no decisions have been made on the detail of each area, however the Council are keen to publish initial ideas and seek feedback ahead of developing more detailed policies across a preferred boundary for CSHAAP.

Opportunity Area 1 (Northwest Link)

10.4 A comprehensive redevelopment of the land north of Nantwich Road, west of the rail line and east of Mill Street reconfiguring existing land uses to deliver a mixed use development defined by a new pedestrian and cycle link between the existing town centre and HS2 hub station. This greened and vibrant route will link from Pedley Street car park and exit at the bridge to the north of Mill Street and to ensure successful link is created, will require alterations to the bridge.



10.5 The pedestrian link will be an exemplary feature of the public realm strategy, prioritising pedestrian and cyclist movement and fully integrating green and blue infrastructure.

10.6 The area will accommodate a mix of residential and secondary commercial uses potentially at heights consistent with buildings on site (Waverly court at 12 storeys). Commercial development is anticipated to be focused toward the east of the site, adjoining the rail lines with a mix of commercial and residential development occupying the central and western sections of the site. The policy will define the more detailed quantum and location of development here and area specific parking standards

10.7 To the south, the retail and commercial frontages to Mill Street and Nantwich Road will be retained, as will any buildings of heritage value.

10.8 To support an active and vibrant and inviting public realm, a limited amount of additional ancillary retail is anticipated at ground floor in locations along the new link.

10.9 Additional parking in the form of a multi-storey car park is anticipated to be delivered to the south of the site and the rail signalling building in the north east of the site must be retained.

Opportunity Area 2 (North East 1)

10.10 The North Eastern character area should be typified by development which is supportive of the Core Station Hub Area.

10.11 The north of the area is suitable for redevelopment for residential – to sit alongside the existing established housing area off Hungerford Road

10.12 The south of the area is suitable for commercial / business activities, being closer to the station entrance.

10.13 New Development should maximise the opportunity to make better use of green space around the brook and improve the frontage to Macon Way.

Opportunity Area 3 (North East 2)

10.14 This area is closely related to the station itself and is therefore suitable for commercial and business development.

10.15 Development should be designed so as to provide landmark buildings around Crewe Arms Roundabout. Buildings of up to six storeys would provide a suitable linkage between the Crewe Commercial District and adjacent residential areas.

10.16 Crewe Arms Roundabout should be reconfigured so as to improve the quality of public realm and the environment and ease of access for pedestrians and cyclists.

10.17 The Setting of Crewe Arms Hotel, a Grade ii Listed Building shall be respected and maintained



Opportunity Area 4 (Eastern Edge)

10.18 The land incorporating residential development north of Crewe Road and the Manchester Metropolitan University campus site to the east could offer an opportunity to increase the long term local land supply and support additional employment and residential opportunities, alongside establishing a framework to develop highways infrastructure opportunities

Opportunity Area 5 (Crewe Commercial Hub)

10.19 Development here will transform the land immediately accessible from the Weston Road entrance into a core commercial hub, the focus of which will be high quality office led development integrated into an active pedestrian focused public realm with a new street hierarchy oriented toward the station itself.

10.20 The area will host a range of exemplary high profile office buildings, at a height 4-8 storeys, with a focus on exceptional design quality at the frontage of Crewe Road and onto the roundabout.

10.21 New multi storey parking will be provided in the east of the area, primarily accessed from Gateway to the east. A new primary highways route will also be created through the existing route of First Avenue to meet the Southern Link Road Bridge creating an improved road hierarchy and to accommodate capacity redirected from Nantwich Road.

10.22 In the north western area of the site an interlinking section of public realm will be delivered, visually connecting the commercial hub to the central station area, fusing the fabric of the built aesthetic here. In the same area, public realm and key traffic management interventions will calm the flow of vehicles and prioritise pedestrian access to and from the station entrance across Weston Road. Significant improvements to the environment will be delivered by the addition of green spaces and extensive tree planting to create an active and green public realm throughout the commercial hub

Opportunity Area 6 (Station Central)

10.23 This area will contain the main HS2 Hub Station entrance and all of the related supporting development and infrastructure. The fundamental objective for the area will be to provide the best possible interface between the operational station and the town of Crewe. Key features include:

- Eastern Station entrance with focus on high quality building design, landmark buildings, accessibility, public realm and frontages
- Part of the primary commercial area incorporating hotel/conferencing facility, multi storey parking, high quality office buildings, limited retail.
- Focus on public realm and pedestrian accessibility to, from and around the station – calming of Weston Road
- Creation of public space to the entrance of the station which spans Weston Road, physically and visually integrating the station entrance with the primary commercial area opposite (across Weston Road)



10.24 An essential part of the strategy for this area will be to improve the environment on Nantwich Road for non-vehicular users. In conjunction with the proposed southern link road bridge internal and through traffic will be directed away from Nantwich Road and priority given to pedestrians, cyclists and public transport. Ahead of the construction of the bridge, temporary measures will be considered to create more space for pedestrians along Nantwich Road.

Opportunity Area 7 (Hub Edge)

10.25 The land adjoining the Commercial Hub to the south offers an opportunity to support additional office led, but mixed use development which could also incorporate leisure and recreation based development.

10.26 If Weston Road were to be upgraded to dual carriage, incorporation of this area would enable delivery of an enabling planning framework to support this.

Opportunity Area 8 (Southern Edge)

10.27 The land here offers an opportunity to take a market led approach and enable for further mixed commercial and residential development in the long term, particularly in the later years of the plan period as well as supporting an upgrade to Weston Road to deliver a dual carriageway here.

Opportunity Area 9 (South Western Edge)

10.28 At the north of the area will adjoin a new high way enabling access to the southern link road bridge and ensure sufficient land space for this key infrastructure.

10.29 A policy will significant redevelopment of the existing commercial/industrial land at the north of this area to provide a residential development at a variable density and height but which integrates with existing residential areas adjoining to the south and across Gresty Road to the west.

10.30 The area contains some potential heritage assets which may require retention and or/integration into new development schemes and layouts.

Opportunity Area 10 (Gresty Road Landing)

10.31 A fundamental reconfiguration of land use to open up a new western entrance to the station and facilitate enhanced provision of prime commercially led development.

10.32 Land to the north and east will directly adjoin a new enhanced HS2 hub-station creating a focus on high value commercial development and, by closing the north section of Gresty Road to private vehicles the area could have an enhanced focus on pedestrian dominated public realm.

10.33 The policy can set out the potential for delivery of a landmark building at significant height on the site of the exiting Rail House fronting Nantwich Road. Building heights in general to be consistent with Rail House and Crewe Alex stadium.



10.34 Adjoining this area, the triangle of land between Nantwich Road, Gresty Road and South Street is expected to deliver further office led development at an increasing level of building height toward rail house and the station. Frontages of heritage value will be retained and incorporated into new buildings

10.35 There are no proposals to relocate Crewe Alexandra but should the site become available the policy will enable additional commercial development to come forward.

10.36 Consolidation of existing parking at Crewe Alexandra will enable additional built development to the south of the site, hosting secondary commercial uses and lower value office space.

10.37 Highways improvements will be made to Gresty Road to widen the route on the eastern side and improve environmental quality through the planting of street trees.

10.38 The south of this area will adjoin a new highway enabling access to the Southern Link Road Bridge.



11 Seeking Your Feedback and Next Steps

Seeking Your Feedback

11.1 The consultation on the CSHAAP Development Strategy will run for six weeks - from Monday 11th February to 5pm on Monday 25th March 2019.

11.2 You can view the SADPD Issues Paper: online at:

- www.cheshireeast.gov.uk/localplan;
- at libraries in Crewe;
- and at the Council's offices / Customer Service Centres: Sandbach - Westfields, Middlewich Road, CW11 1HZ Crewe - the Planning Helpdesk, Municipal Buildings, Earle Street, Crewe, CW1 2BJ Macclesfield - Customer Service Centre, Town Hall, Market Place, SK10 1EA

Making Comments

11.3 We would encourage you to respond online if you can at: www.cheshireeast.gov.uk/localplan.

11.4 You can also pick up a paper comments form from your local library and post it to the Council's Spatial Planning Team, Cheshire East Council, c/o Earle Street, Crewe, CW1 2BJ. 1.21 We cannot accept anonymous comments.

11.5 If you have any questions about the Crewe Station Hub Area Action Plan, the Interim Sustainability Appraisal or how to respond to these, please get in touch with the Spatial Planning Team. We are here to help you.

Next Steps:

11.6 A series of consultations are taking place under Regulation 18 of the Town and Country Planning Regulations 2012 which so far have included consultation on an CSHAAP Issues paper in November 2018, and consultation on this CSHAAP Development Strategy 2019.

11.7 Ahead of submitting a Pre-Publication Draft CSHAAP, the Council may undertake further consultation under Regulation 18 as additional evidence is prepared and the ideas presented in this paper are developed and refined.

Table 11.1

Stage	Indicative Timeframe
CSHAAP Plan Preparation (Reg 18)	3rd Quarter 2018 to 3rd Quarter 2019
CSHAAP Publication Version	3rd Quarter 2019
Submission of the plan to Secretary of State for examination	4th Quarter 2020
Receipt of Inspectors Report	1st Quarter 2020
Adoption of the CSHAAP	2nd Quarter 2020

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