

# Strategic Planning Board

## Agenda

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**Date:** Wednesday, 26th February, 2020  
**Time:** 10.00 am  
**Venue:** Council Chamber, Municipal Buildings, Earle Street, Crewe  
CW1 2BJ

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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 any 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 5 - 8)

To approve the minutes of the meeting held on 29 January 2020 as a correct record.

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**Please Contact:** Sarah Baxter on 01270 686462  
**E-Mail:** [sarah.baxter@cheshireeast.gov.uk](mailto:sarah.baxter@cheshireeast.gov.uk) with any apologies or request for further information  
[Speakingatplanning@cheshireeast.gov.uk](mailto: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. **18/0083C Land East of Warmingham Lane, Moston, Middlewich: Proposed erection of 84 residential dwellings, access, landscaping and associated works for Mr Michael Orgill, Seddon Construction (Pages 9 - 40)**

To consider the above application.

#### 6. **19/2513M Former Mere Farm Quarry, Chelford Road/Alderley Road, Nether Alderley, Cheshire SK10 4SZ: Delivery of Watersports and Outdoor Activity Centre on the North Lake of the former Mere Farm Quarry, including new vehicular access, car parking, and multi-use building for ADV. Holdings Ltd (Pages 41 - 62)**

To consider the above application.

#### 7. **19/5736C Land South of Old Mill Road, Sandbach: The construction of 57 dwellings and erection of a petrol filling station (sui generis) and associated convenience store (class A1), drive-through restaurant (Class A3 / A5), drive through café (Class A1 / A3), offices, (Class B1(a)) along with the creation of associated access roads, parking spaces and landscaping for C Muller, Muller Property Group (Pages 63 - 102)**

To consider the above application.

#### 8. **Cheshire East Local Plan: Authority Monitoring Report 2018/19 (Pages 103 - 240)**

To consider the Cheshire East Local Plan: Authority Monitoring Report 2018/19.

#### 9. **Crewe Hub Area Action Plan Report - Publication Draft Plan (Pages 241 - 406)**

To consider the Crewe Hub Area Action Plan Report - Publication Draft Plan.

Appendices 2, 3, 4 and 5 may be accessed via the link below:

<https://cheshireeast-consult.objective.co.uk/portal/planning/cs/crewe/pubchaapsbagenda>

**Membership:** Councillors A Critchley, S Edgar, A Farrall, S Gardiner (Vice-Chairman), P Groves, S Hogben, M Hunter (Chairman), D Jefferay, R Moreton, P Redstone, J Weatherill and P Williams

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**CHESHIRE EAST COUNCIL**

Minutes of a meeting of the **Strategic Planning Board**  
held on Wednesday, 29th January, 2020 at The Capesthorpe Room - Town  
Hall, Macclesfield SK10 1EA

**PRESENT**

Councillor M Hunter (Chairman)  
Councillor S Gardiner (Vice-Chairman)

Councillors S Edgar, A Farrall, P Groves, S Hogben, N Mannion, R Moreton,  
J Nicholas, P Redstone, J Weatherill and P Williams

**OFFICERS IN ATTENDANCE**

Ms S Dillon (Senior Lawyer), Mr N Hulland (Principal Planning Officer), Mr P  
Hurdus (Highways Development Manager), Mr R Law (Principal Planning  
Officer) and Mr D Malcolm (Acting Head of Planning)

**61 APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors D Jefferay and B Roberts.

**62 DECLARATIONS OF INTEREST/PRE DETERMINATION**

It was noted that Members had received correspondence in respect of application  
19/1068M.

In the interest of openness in respect of application 19/1392M, Councillor S  
Gardiner declared that he knew Brian Chaplin and Councillor Q Abel who were  
both speaking on the application. As a result he had purposefully avoided  
anything but exchanging pleasantries.

In the interest of openness in respect of application 19/1068M, Councillor S  
Gardiner declared that he knew the agent for the applicant speaking on the  
application.

In the interest of openness in respect of application 19/1068M, Councillor A  
Farrell declared that he had received a number of representations through social  
media as well as emails however had not made pre determined the application.  
In addition a number of Cheshire East Councillors speaking on both applications  
were known to him.

In the interest of openness in respect of application 19/1068M, Councillor N  
Mannion declared that he was a former pupil of King's School. Since he had left  
the school nearly 40 years ago he had not visited the premises until the site visit  
nor had he had any contact with the school since that time.

**63 MINUTES OF THE PREVIOUS MEETING**

**RESOLVED**

That the minutes of the meeting held on 18 December 2019 be approved as a correct record and signed by the Chairman.

**64 PUBLIC SPEAKING**

**RESOLVED**

That the public speaking procedure be noted.

**65 19/1068M-THE DEMOLITION OF EXISTING BUILDINGS AND THE RESIDENTIAL REDEVELOPMENT OF THE KING'S SCHOOL CUMBERLAND STREET SITE TO PROVIDE A MIXTURE OF CONVERSION AND NEW BUILD DWELLINGS AND 'LATER LIVING' APARTMENTS, WITH ASSOCIATED ACCESS, CAR PARKING, OPEN SPACE, LANDSCAPING AND INFRASTRUCTURE, KINGS SCHOOL, CUMBERLAND STREET, MACCLESFIELD FOR MR JAMES PAYNE, HILLCREST HOMES (EST 1985) LTD AND THE FOUNDATION OF SIR JOHN PERCYVALE**

Consideration was given to the above application.

(Councillor Lloyd Roberts, the Ward Councillor, Councillor James Barber, the adjacent Ward Councillor, Councillor Suzie Akers Smith, a visiting Member, Town Councillor Fiona Wilson, representing Macclesfield Town Council, Jason Tetley, an objector and Jon Suckley, the agent for the applicant attended the meeting and spoke in respect of the application).

**RESOLVED**

That the application be deferred for the following reasons:-

- Publication of viability appraisals;
- Consideration given to cost of providing internal footpath / cycleway balanced against affordable housing;
- Submission of an affordable housing scheme;
- Clarification on air quality;
- Consideration given to using the commuted sums towards indoor sport and recreation on upgrading the children's play equipment at West Park;
- Review and redesign of the scheme with particular reference to Type P, F, E and D house-types and the Later Living Block;
- Further review on impact of proposal on setting of designated heritage assets.

(During the consideration of the application the meeting was adjourned for a short break. Prior to consideration of the following application the meeting was adjourned for lunch from 2.00pm until 2.35pm. Councillors N Mannion and P Redstone left the meeting and did not return).

**66 19/1392M-RESERVED MATTERS IN RELATION TO SCALE, APPEARANCE, LANDSCAPE AND LAYOUT FOR THE ERECTION OF 190 DWELLINGS INCLUDING ALLOTMENTS, COMMUNITY ORCHARD, PLAYING PITCH, LANDSCAPING, OPEN SPACE, CAR AND CYCLE PARKING, DRAINAGE AND ASSOCIATED WORKS PURSUANT TO OUTLINE APPLICATION 17/3853M, LAND NORTH OF, NORTHWICH ROAD, KNUTSFORD FOR MICHAEL BLACKHURST, REDROW**

Consideration was given to the above application.

(Councillor Q Abel, the Ward Councillor, Brian Chaplin, representing South Knutsford Resident Group and Paul Sinclair, representing the applicant attended the meeting and spoke in respect of the application).

**RESOLVED**

That for the reasons set out in the report and in the written update to the Board, the application be approved subject to the following conditions:-

1. In accordance with outline permission
2. In accordance with approved plans
3. Updated facing (walls and windows) and roofing materials – Prior submission/approval
4. Updated AIA –Implementation
5. Updated Tree protection – Implementation
6. Updated landscape scheme to require revised hard surfacing materials specification – Prior submission/approval
7. Landscape - Implementation
8. Noise Impact Assessment Mitigation - Implementation
9. No lighting should be used during construction of the drainage works on Sudlow Lane
10. Hedgerow planting – Implementation
11. Habitat Landscape Management Plan – Implementation
12. Ecology enhancement strategy/plan – Implementation
13. No surface water shall discharge to the existing public sewerage system either directly or indirectly in accordance with the submitted information
14. Football Pitch Installation and Maintenance Strategy (v2) – Implementation & submission/approval of a final inspection by sports turf agronomist prior to first use
15. Updated existing and proposed spot levels and finished slab levels – Implementation
16. Removal of Permitted Development Rights Classes A-E, Part 1, Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) in relation to Plots 1-3, 16-19 and 20-22

In order to give proper effect to the Strategic Planning Board's intent and without changing the substance of its decision, authority is delegated to the Acting Head of Planning 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.

The meeting commenced at 10.00 am and concluded at 3.05 pm

Councillor M Hunter (Chairman)



Application No: 18/0083C

Location: LAND EAST OF, WARMINGHAM LANE, MOSTON, MIDDLEWICH

Proposal: Proposed erection of 84 residential dwellings, access, landscaping and associated works

Applicant: Mr Michael Orgill, Seddon Construction

Expiry Date: 11-Mar-2019

## **SUMMARY**

### **Social Sustainability**

The proposal would satisfy the social sustainability roles by providing for much needed housing adjoining an existing settlement where there is existing infrastructure and amenities. As with other key allocated sites in Middlesbrough the site is making a significant contribution towards the Middlesbrough Eastern Relief Road, and as a result of the contribution to this road this proposal makes, there is a reduction in affordable housing to 11 units (13%) for viability reasons. No other mitigation for education, health, open space, indoor sport is achievable for those viability reasons.

### **Environmental Sustainability**

Details of the proposed landscaping are considered to be acceptable.

The drainage/flood risk implications for this proposed development are considered to be acceptable. The development would not have any significant impact upon the trees and hedgerows on this site.

Ecological mitigation is proposed by virtue of replacement ponds on land adjacent within the applicants' control, therefore the proposal is considered to have an acceptable impact upon ecology.

### **Economic Sustainability**

The proposed access point and the traffic impact as part of this development are considered acceptable. The internal design of the highway layout/parking provision is considered to be acceptable.

The development of the site would provide a number of economic benefits in the residential use of the site. The proposal also allows for a significant contribution to the Middlesbrough Eastern By-Pass, which in itself will deliver significant economic benefits to the town.

In this case the developer has raised viability issues which have been independently assessed and accepted by the Council's own independent viability consultant.

The adverse impacts of the development are the reduced provision of 11 affordable housing units (13% of total – 73% rented/27% intermediate) and there are no other contributions to health, education, off site sport possible.

It is considered that the economic and environmental benefits of the scheme in the form of the financial contribution it will make to the Middlewich Eastern By-pass would outweigh the adverse social impacts to affordable housing, health, sports and education.

**RECOMMENDATION Approve subject to the completion of a S106 Agreement and conditions**

## **BACKGROUND**

An application for 74 units on this site was considered by Strategic Planning Board on 24 July 2019, the housing mix at that time was -

- 2 bedroom – 5 open market and 8 affordable (11% affordable)
- 3 bedroom – 37 open market
- 4 bedroom – 24 open market

The Board deferred the application in order for officers and the developers to reassess the layout of the development including the number and mix of housing units.

## **DESCRIPTION OF SITE AND CONTEXT**

The site is 3.2ha green field which was last used as agricultural land. There are a number of trees and hedgerows to the boundaries of the site. The vast majority of the site falls within the Parish of Moston whilst a small part of the open space ( the pipeline easement) adjoining existing houses falls within the boundary for Middlewich.

The site forms the remaining part of the Glebe Farm (Booth Lane to Warmingham Lane) allocation in the CELPS (LPS42) for up to 525 dwellings.

A local centre with a Tesco Express, post office, pharmacy, ATM fast food outlets, bus stop and public house is located on Warmingham Lane circa 1km from the site. Middlewich High Street is circa 1.5km to the north of the site.

## **DETAILS OF PROPOSAL**

This is a revised application which now seeks full permission for 84 dwellings, open space and ancillary development. A single access is proposed on Warmingham Lane which has a staggered relationship with the access to the residential development approved on the other side of Warmingham Lane.

A viability appraisal has been submitted which provides for 11 affordable housing units (13%) and a total S106 mitigation package of £437,388 (£5207 per dwelling). The applicant puts forward that anything more than this contribution would render the scheme unviable

The proposed mix is:

**Market Units**

|                         |      |
|-------------------------|------|
| 2 bedroom semi detached | x 12 |
| 2 bedroom mews          | x 11 |
| 3 bedroom mews          | x 19 |
| 3 bedroom semi detached | x 18 |
| 3 bedroom detached      | x 13 |

**Affordable Units**

|                   |     |
|-------------------|-----|
| 2 bedroom flat    | x 8 |
| 2 bed mews houses | x 2 |
| 3 bed mews houses | x 1 |

**84 Total**

The majority of the units, including the apartments, are of 2 storey height, however there are 4 no semi detached bungalows provided.

**RELEVANT HISTORY**

***With respect to the site itself***

No relevant planning history

***With respect to sites opposite on Warmingham Lane***

13/5297C - Reserved matters application for proposed residential development for 194 dwellings and associated public open space with details submitted for appearance, landscaping, layout and scale granted 21 March 2014 (Morris Homes site to the immediate north) – currently under construction

12/2584C - Full Planning Application for Erection of 149 Dwellings with Associated Access and Landscaping Arrangements Alongside a Newt Relocation Strategy granted 24 January 2014 (Bellway Homes to immediate north of Morris Homes site) – currently under construction

15/5840C – Outline planning permission for up to 235 residential dwellings (including up to 30% affordable housing), introduction of structural planting and landscaping, informal public open space, and children’s play area, 0.22ha for a community facility (use class D1 or D2), surface water flood mitigation and attenuation, vehicular access point from Warmingham Lane and associated ancillary works. All matters to be reserved with the exception of the main site access. Approved subject to conditions and S106 on 29/01/2019

The Heads of Terms as signed are –

- Management Company to maintain all open space in perpetuity inc all incidental open space not in private gardens or adopted highway
- 10 % affordable housing
- Funding for TRO necessary on Warmingham Lane/Travel Plan Co-ordinator (£5000)
- Contribution of £1,223,645 towards the provision of the Middlewich Eastern Relief Road £611,822 payable on 1<sup>st</sup> occupation of any dwelling and a further contribution of £611,822 upon occupation of the 75<sup>th</sup> dwelling.

Should the Middlewich Eastern Bypass not come forward within 5 years from the date of the implementation of the reserved matters of this outline scheme then the MEB contribution shall be re-allocated to either affordable housing and/or education provision, with a report going back to Strategic Planning Board (or any other committee which takes the responsibilities of SPB) to consider the issues for affordable housing and education provision as a result the development relevant at that time.

***With respect to the site adjacent forming the other (main) part of the LPS42 Allocation Glebe Farm***

13/3449C - Outline application for residential development (approximately 450 dwellings) – approved subject to conditions and S106 Agreement 20/02/2018 Glebe Farm, Booth Lane.

The Heads of Terms for the Glebe Farm site as signed are:

- 10% affordable units
- £220000 replacement playing field contribution
- £4,780,000 to Middlewich Eastern Bypass. If the MEB is not delivered the sum will be spent on the following highway/sustainability measures: Bus Service/Facility Improvements; Town Bridge – Signal Junction Improvements; Cycle Lanes -Towpath: Middlewich to Glebe Farm; Cycle Lanes -Carriageway Modification: Middlewich to Glebe Farm; and Cycle Lanes - Towpath: Glebe Farm to Elworth. The sum is to be paid in 4 equal stages on the first occupation of 20%, 40%, 60% and 80% of the dwellings approved on the site at the Reserved Matters stage.

**POLICIES**

By virtue of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the application should be determined in accordance with the development plan unless material considerations indicate otherwise.

The Development Plan for Cheshire East comprises the recently adopted Cheshire East Local Plan Strategy, and the saved policies from the Congleton Borough (January 2005), Crewe and Nantwich (February 2005) and Macclesfield Local Plans (January 2004). The Congleton Local Plan is applicable for the majority of this site.

**Cheshire East Local Plan Strategy – (CELP)**

PG2 – Settlement Hierarchy



PG7 – Spatial Distribution of Development  
SC4 – Residential Mix  
CO1 Sustainable Travel and Transport  
CO4 – Travel Plans and Transport Assessments  
SC4 - Residential Mix  
SC5 – Affordable Homes  
SD1 - Sustainable Development in Cheshire East  
SD2 - Sustainable Development Principles  
SE 1 Design  
SE 2 Efficient Use of Land  
SE 3 Biodiversity and Geodiversity  
SE 4 the Landscape  
SE 5 Trees, Hedgerows and Woodland  
SE 6 – Green Infrastructure  
SE 8 – Renewable and Low Carbon Energy  
SE 9 – Energy Efficient Development  
SE 13 Flood Risk and Water Management  
LPS 42 Glebe Farm  
IN1 – Infrastructure  
IN2 – Developer Contributions

#### **Saved Policies Congleton Local Plan 2005**

MP1- Presumption in favour of Sustainable development  
PS3 – Settlement Hierarchy  
PS8 - Open Countryside  
GR21- Flood Prevention  
GR1- New Development  
GR4 – Landscaping  
GR5 – Landscaping  
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  
NR1 - Trees and Woodland  
NR3 – Habitats  
NR4 - Non-statutory sites  
NR5 – Habitats

#### **Moston Neighbourhood Plan**

HOU2 – Housing Mix and Type  
LCD1 – Design and Landscape Setting  
LCD2 – Dark Skies  
INF1 – Utilities  
INF 2 Broadband  
INF3 Surface Water Management

ENV1 Wildlife Habitats, Wildlife Corridors and Biodiversity  
ENV2 Trees Hedgerows and Watercourses  
REC1 Footpaths, Bridalways, Cycleways and the Canal Towpath

### **National Planning Policy Framework**

Of particular relevance are paragraphs:

11 Presumption in favour of sustainable development.

50. Wide choice of quality homes

102-107 Promoting Sustainable Transport

124-132 Requiring good design

### **Other Considerations**

Cheshire East Urban Design Guide

### **CONSULTATIONS (External to Planning)**

**Cheshire Brine Subsidence Compensation Board:** The area has a history of subsidence; require foundations to be strengthened and notification of the use of raft foundations

**United Utilities:** No objection

**Lead Flood Risk Authority:** No objection subject to conditions

**Natural England:** No objection

**Strategic Highways Manager:** No objection subject to conditions and S106 mitigation payment to the Middlewich bypass. Requests £454,776 based upon the agreed contributions from other nearby residential developments of £5414/unit.

**Environmental Health:** No objections, subject to conditions relating to hours of piling, the prior submission of a piling method statement, the prior submission of any proposed external lighting, acoustic noise mitigation, phase I contaminated land assessment,

**Public Open Space/ Indoor Sports Provision:** Requests financial contribution in lieu on site children's plays space on site and indoors sports provision for 84 units:

|                                   |                       |
|-----------------------------------|-----------------------|
| Provision (improvement elsewhere) | £31,289.54            |
| Maintenance:                      | £65,073.00 (25 years) |
| Indoor sport (2 rowing machines)  | £13,000               |

**Education:** The proposal is expected to impact upon the secondary and SEN sector. To mitigate the impact of this development the following contributions should be secured via a S106 Agreement;

13 x £17,959 x 0.91 = £233,467 (Secondary)

1 X 50,000 X 0.91 X 0.023% = £45,500 (SEN)

Total education contribution: £278,967.

Objection without a total education contribution of a total of £278,967.

**Strategic Housing Manager:** No objection to the reduced affordable housing contribution if the viability case is proven. Requests overage clause be imposed should there not be 30% affordable housing

**Archaeology:** No objection – satisfied with the report submitted. Require no further action

**NHS South Cheshire Clinical Commissioning Group (CCG):** Requests a financial contribution to fund existing Middlewich surgeries expansion. Based on the revised scheme this equates to £75168.

## **VIEWS OF THE PARISH COUNCIL**

**Moston Parish Council:** ‘Moston Parish Council had asked for consultation with the developer, finally that has happened. Many of our concerns about the social/affordable housing were addressed satisfactorily. Our neighbourhood plan was discussed. The development is on the very edge of Moston and the housing supply is linked to Middlewich. We are reassured policies in our Neighbourhood Plan will be respected where practical due to the location. Our objection concerning road safety remains. This specific development is part of a larger plan, the increase and speed of traffic using Moston lanes is a fact. Cheshire East Highways and all developers need to address that fact.’

**Middlewich Town Council:** No reply to the consultation undertaken in respect of the revised scheme.

In respect of the application as originally submitted -

The Town Council feels this area of Middlewich should be subject to a Masterplanning exercise.

In addition, the Town Council objects to this application on the following grounds:

- Inappropriate access onto the site;
- Concern regarding current infrastructure and capacity of current schools and medical services to cope; no measures to manage speed and volume of traffic;
- Should the application be approved then the Town Council requests the following:
- A Section 106 contribution towards bus services to improve connectivity;
- Provision of routes for pedestrians and cyclists.

No further comment has been received from Middlewich Town Council to the re-consultation exercise undertaken in respect of this application

## **OTHER REPRESENTATIONS**

A number of objections (28 letters or web-based submissions) have been received in respect of the original submission. A further 13 submissions have been made in respect of the revised application

The main concern is with regards to highways impacts, both in terms of the general congestion issues in Middlewich, and on Warmingham Lane. Many residents express the opinion that the site should not be developed before the MEBP is in place.

Other concerns include:

- The infrastructure (doctors/schools/sewers etc) of Middlewich can't cope with the additional houses.
- Warmingham Lane is dangerous, more houses worsen situation for existing residents
- Not enough buses/ town needs a railway station
- Cumulative impact of all the developments
- Loss of farmland and open countryside
- Landscape impact, change in character and loss of wildlife habitat.
- Air/Noise pollution concerns
- Concern about sustainable transport links, and in particular lack of bus access near the site.
- Lack of safe well-lit crossing points- zebra/ pelican
- Lack of local employment opportunities- therefore creating a congested commuter town. Seddon homes have provided no data to demonstrate how this development will improve employment
- 2 blocks of social housing rented flats will be overlooking existing residents on Inglewood Avenue. This is not in keeping with existing properties, nor does it protect amenity value for existing residents.
- Outdated traffic data from 2013 - shows Warmingham Lane as 'lightly trafficked'. Data is pre Bellway and Morris (pre 400 houses)
- Lack of community awareness of the proposed development therefore lack of involvement (contravenes the Localism Act 2011)
- NEED - has to be evidenced, but existing and current developers are still trying to sell properties after months!
- The Bellway development are still trying to sell their properties after months of marketing.
- The Morris estate STILL has affordable houses for sale, in addition to other house styles. They are also still building phase 2. I would like to see the evidence that proves this site is needed in this area.
- The publicity undertaken is not adequate
- There is inadequate infrastructure in terms of schools/doctors
- Increased population and traffic, increased pollution, lack of concern of the Council for Middlewich residents
- Refurbish the town centre and redevelop brownfield land before taking a virgin piece of land
- Where are the safe crossings for children and families?
- Why build houses when the others opposite are not finished

## **OFFICER APPRAISAL**

### **Principal of Development**

Sec.38 (6) of the Planning and Compulsory Purchase Act 2004 and Policy MP1 of the CELPS state that planning applications and appeals must be determined "*in accordance with the plan unless material considerations indicate otherwise*".

Policy PG2 of the CELPS identifies Middlewich as a Key Service Centre. Within such locations, development of a scale, location and nature that recognises and reinforces the distinctiveness of the town will be supported to maintain the vitality and viability.

Policy PG7 of the CELPS states that Key Service Centres are expected to accommodate 24 hectares of employment land and 4,150 new homes over the plan period (2010-2030).

The application site forms part of strategic site LPS42 of the CELPS, which seeks to deliver a residential development of around 525 new dwellings and the provision of pedestrian and cycle connections which enhance Green Infrastructure.

Specifically the emerging Local Plan identifies the following development over the Local Plan Strategy period:

*'The development at Glebe Farm over the Local Plan Strategy period will be achieved through:*

- *The delivery of up to 525 new homes;*
- *Provision of Pedestrian and cycle links, which enhance green infrastructure. On site provision or where appropriate, relevant contributions towards highways and transport. Education, health, open space and community facilities*

#### *Site Specific Principles of Development*

- *Contributions towards to the delivery of a Middlewich Eastern Bypass.*
- *Relevant contributions towards highways and transport, education, health, open space and community facilities*
- *The achievement of high quality urban and architectural design and the delivery of a high quality public realm*
- *The provision of a network of open spaces for nature conservation and recreation which re-inforce connections to adjacent green infrastructure*
- *Contributions to health and education infrastructure*
- *The site will deliver excellent connections to existing residential areas and facilities within Middlewich and the site inc pedestrian, cycle and vehicular connection between Booths Lane and Warmingham Lane*
- *The provision of affordable housing in line with policy requirements set out in Policy SC5 (Affordable Homes)*
- *A pre-determination desk based archaeological assessment will be required for the site.*
- *The Local Plan Strategy Site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).*
- *The development proposals must be of a high standard and have a positive impact upon various listed buildings, their character and appearance, including the setting of the Trent and Mersey Canal Conservation Area*
- *Retention (or replacement) of the existing sports ground should be in accordance with the findings of an up to date, adopted and robust need assessment*

Together with the outline permission granted for up to 450 dwelling on the larger part of this allocation (application 13/3449C refers), this proposal for 84 dwellings would result in approximately 534 dwellings across the entire LPS42 strategic site should the adjacent site within the allocation comprise the 450 units referred to in the permission. As no reserved matters have been reserved on the neighbouring part of the allocation, it is considered that the quantum of development proposed is acceptable in this case.

As per para 11 of the Framework and CELPS Policy MP1, there is a presumption in favour of sustainable development taking into account the three objectives of sustainable development (social, economic and environmental) and compliance with the Development Plan in accordance with Sec.38 (6).

In light of this allocation, the principle of developing the site for 84 dwellings is acceptable.

## **SUSTAINABILITY**

### **Housing Land Supply**

The Cheshire East Local Plan Strategy forms part of the statutory development plan.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. This is the test that legislation prescribes should be employed on planning decision making. The 'presumption in favour of sustainable development' at paragraph 11 of the NPPF means: "approving development proposals that accord with an up to date development plan without delay"

The Council can now demonstrate a 5 year supply of land for housing, but it is important to note that this proposal would deliver 84 no dwellings on an allocated site within the adopted Local Plan. The allocation of this site also results in the site now being located within the Settlement Boundary for Middlewich by virtue of the land use allocation within the Plan.

The Council needs to keep the supply rolling and proposals that bring forward the Council's strategic vision through the development of the allocated sites such as this one will assist in relieving pressure on other edge of settlement sites and the countryside. As such, this is a key benefit of the scheme.

The NPPF determines that sustainable development includes three overarching objectives: economic, social and environmental. Which are interdependent and need to be pursued in mutually supportive ways (so opportunities can be taken to secure net gains across each of the different objectives).

**an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation and improved productivity; and by identifying and co-ordinating the provision of infrastructure;

**a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

**an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

These are not mutually exclusive and a scheme may contribute to or have impacts upon all 3 objectives.

### **ECONOMIC SUSTAINABILITY**

The allocation of the site as part of a considerably larger site within the Local Plan Strategy (Glebe Farm LPS42 allocated for approx. 450 houses) is considered to contribute significantly to the economic strand of sustainable development by virtue of the planned release of housing together with the delivery of the Middlewich Eastern Relief Road which provides for the right level of growth in the right places at the right time.

This development proposal is required to effectively mitigate against its traffic impact on the strategic highway network. The allocation of the site with the Local Plan Strategy recognises the role that this site plays in supporting the delivery of the Middlewich By-Pass (MEB)

The developer is offering a S106 financial package which Officers' recommend be used as a funding contribution to Middlewich Eastern by-pass. This will enable the total funding package for MEB to be brought together and this would lead to the completion of the by-pass. This would contribute in a meaningful and significant way the local economic conditions by easing congestion/ job creation in Middlewich, notwithstanding the economic benefits generated by the housing development itself.

It therefore follows that the development of 84 units on this allocated site would contribute significantly to the economic arm of sustainability.

### **ENVIRONMENTAL SUSTAINABILITY**

#### **Access To Services**

The accessibility of this area of Middlewich has been assessed in determining the other adjacent applications and was considered to be acceptable when permissions were granted for the sites opposite and on the larger portion of this CELPS residential allocation.

It should also be noted that this site has been considered to be an appropriate housing site in the adopted Local Plan Strategy. In addition, all of the services and amenities listed are accommodated within Middlewich (apart from a train station) and are accessible to the proposed development on foot/bike or via a short bus journey on Warmingham Lane.

Accordingly, it is considered that this site is a locationally sustainable site and future residents would be able to avail them services of the services in the area by public transport, bike or on foot.

### **Highway safety & traffic generation**

Saved Policy GR9 of the Congleton Local Plan states that proposals for development requiring access, servicing or parking facilities will only be permitted where a number of criteria are satisfied. These include adequate and safe provision for suitable access and egress by vehicles, pedestrians and other road users to a public highway.

#### Development Impact

The trip generation rates used are the same as those used for the nearby residential scheme that has been approved - the trip generation has reduced to 44 AM peak hour trips and 52 in the PM peak. The applicant has distributed the generated traffic onto the local road network with and without the inclusion of the Middlewich Eastern By-Pass (MEBP), the highest percentage of traffic would travel towards Middlewich from the site without the MEBP in place as would be expected. The trip distribution changes with the MEBP in place with more trips using the By-Pass to avoid the centre of Middlewich.

No modelling assessment of junctions has been submitted with the application although it is recognised that the centre of Middlewich is congested especially the traffic signal junction at Leadsmithy Street/Kinderton Street. It is important that the MEBP is delivered so that it can alleviate the traffic congestion in the centre of Middlewich and can also allow this and the other residential development schemes to come forward.

Therefore, a financial contribution of £454776 (£5,414 per dwelling) is sought towards the delivery of the MEBP by the Strategic Highways Manager. This level of contribution is identical to the contribution agreed by SPB in respect of application 15/5840C opposite the application site

#### Internal Layout and Connectivity

The internal road layout is considered to be acceptable and is provided to adoptable standards. Car parking provision for each of the units is in conformity with the adopted parking standards and is provided by off street driveway parking.

The revised site design also provides a pedestrian/cycle link between Warmingham Lane and the adjacent Glebe Farm site thereby linking this site to Booths Lane by foot/cycle.

#### Accessibility

The accessibility of this area of Middlewich has assessed in determining the other adjacent applications and was considered to be acceptable in regards to sustainability, this would be considered to be the case in this application. The current site frontage onto Warmingham Lane does not have a footway, a new footway will be provided as part of this application on the frontage of the site that links with the existing footway to the north of the site.



## Middlewich Eastern Bypass Proposal (MEBP)

The DfT has confirmed a maximum 80% contribution (£46.78m) to the predicted costs of the MEBP which currently stands at £58.5m. Hence a local contribution of £11.7m is required from development identified within Middlewich in the Local Plan on the basis that the full 80% DfT funding is secured.

In application 13/3449C on the other part of the Glebe Farm allocation, the agreed Heads of Terms (HOTs) secured a contribution of £4.78m or £10,662 per dwelling.

However when the more recent Gladman proposal on the other side of Warmingham Lane (and opposite this site) was determined at Strategic Planning Board, Members resolved that a contribution of £5,414 per dwelling together with the delivery of some on site affordable housing was appropriate (the level of affordable housing approved in that case is 10% without any contribution to health or education).

The Strategic Highways Manager therefore seeks the same contribution as agreed with the Developer on the site opposite (15/5840C) of £5,414 per dwelling.

This contribution will provide the following:

- Completion (with the other sites within the LPS42 Allocation of the Local Plan) of funding for Middlewich Eastern By-pass allowing Cheshire East Council to pursue its completion.
- The opportunity to provide other local infrastructure highway improvements if Middlewich Eastern By-pass is not completed.

The build out of this development as a whole will rely on the completion of the Middlewich Eastern Bypass or the delivery of the alternative complimentary measures which would be necessary as consequence of the traffic generated by this development

The funding profile for Middlewich Eastern Bypass (MEB), which secured 80% DfT funding, and subsequent programme entry was predicated on a local funding contribution. This local funding element consists of £11.7m of which the Council has committed to underwriting on the basis this amount is repaid through developer s106 contributions. It is imperative that this local contribution from s106's is forthcoming as the delivery of the MEB is at significant risk if this funding element is not realised. Cheshire East Council will be unable to proceed to contract award or promote a CPO, if required to enable delivery, if significant funding gaps emerge.

In the event of the failure to secure the aforementioned s106 contributions it will be necessary to pursue alternative funding streams for the MEBP; this will inevitably result in a lengthy scheme delay significantly impacting on the delivery timetable of a key infrastructure project supporting development sites identified in the adopted local plan and the wider highway network in Middlewich.

The viability information submitted by the Applicant indicates that S106 financial contributions achievable in this case (with 13% affordable housing) are £5207 per dwelling (total £437,388).

This is slightly lower than the £5414 per dwelling sought by the Strategic Highways Manager, who has taken the precedent from the Gladman scheme to form the basis of his request in this case (15/5840C). The appropriateness of this contribution, without the other mitigation requests being fulfilled will be considered further in the viability section of this report.

### **Landscape and Tree/Hedgerow Impact**

As part of the application a Landscape and Visual Impact Assessment has been submitted. The assessment follows the guidelines and methodology outlined in the Guidelines for Landscape and Visual Impact Assessment 3<sup>rd</sup> Edition 2013. The assessment refers to the National Character Area, Area 61 – Shropshire, Cheshire and Staffordshire Plain/Cheshire Sandstone Ridge. The assessment also refers to the Cheshire Landscape Character Assessment, although it identifies this as being at the local, rather than county level. The Cheshire Landscape Character Assessment 2009 identifies the application as being located within Type 7 East Lowland Plain, specifically ELP5 Wimboldsley Character Area; the application area exhibits many of the characteristics of this landscape type.

The assessment also refers to the Congleton Landscape Character Assessment 1999. The Congleton Landscape Character Assessment identifies this as Middlewich Open Plain, an area that is generally flat and of medium scale with irregular fields, with clipped hedgerows and some post and wire infill fencing.

The application site is on the southern edge of Middlewich and is located to the east of Warmingham Lane. Whilst clearly building houses in the open countryside will have a landscape impact, this site is the missing piece of the jigsaw as far as allocation LPS44 is concerned, with housing approved on sites opposite and adjacent. As such the character of this area will change significantly in the near future and as such the landscape impact will change accordingly. As the site is visually very self contained behind hedges/trees its impact in any event would be reduced. It is therefore considered the landscape impact is acceptable.

### **Trees**

The application is supported by a Tree Survey and Constraints report dated 15/12/16.

The report identifies 25 trees; 15 grade A, 5 grade B, 1 grade C and 4 U. The tree constraints are plotted on a topographic survey as existing. The report does not plot or assess hedgerows in the survey.

The report concludes that the site is important for its arboricultural merit and the impact the trees have on the landscape character both in its local and wider context.

### **Hedgerows**

Policy NR 3 of the CBC Local Plan refers to Important Hedgerows. 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'. 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 presence of a significant number of 'Important' hedgerows on the site is a material consideration. It is considered that a condition is required for the retention and protection of the significant number of important hedgerows on this site.

### **Flood Risk and Drainage**

The application site is located within Flood Zone 1 according to the Environment Agency Flood Maps. This defines that the land has less than 1 in 1000 annual probability of flooding and all uses of land are appropriate in this location. As the application site exceeds 1 hectare, a Flood Risk Assessment (FRA) has been submitted as part of this application.

The submitted FRA identifies that there is no risk from river/coastal flooding, the flooding maps and from historical flooding. However there is a high to very high risk of groundwater flooding, a low risk from surface water flooding and a risk from blockages along the water ditches on site and infrastructure failure.

The submitted FRA identifies Sustainable Urban Drainage Systems (SUDS) can be used on this site to manage storm water and run-off both to the application site and to surrounding properties. The Flood Risk Manager advises that the proposal is acceptable subject to drainage conditions.

### **Amenity**

In terms of air quality, the Environmental Health Officer has requested a condition regarding an environmental management plan for air quality and travel plan, dust control and contaminated land.

### **Amenity/privacy of existing and future residents**

For housing proposals, Saved Policy GR6 of the Congleton Local Plan requires consideration to be given to the occupiers of both neighbouring properties and the future occupants of the site with regards to privacy, loss of light, visual intrusion and pollution. Supplementary guidance in the Congleton Local Plan also indicates that a minimum distance of 13.8m from main room windows to a gable elevation should be achieved. The policy also requires 21.5m between principal elevations. In this case, the proposed flats at plots 9-16 are in excess of 50 m away from the boundary of existing properties in Inglewood Avenue. Likewise internal relationships are acceptable.

### **Design**

The importance of securing high quality design is specified within the NPPF and paragraph 124 states that:

*'The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to*

*communities. Being clear about design expectations, and how these will be tested, is essential for achieving this'*

This is supported by the Cheshire East Design Guide SPD and Policy SE1 of the CELPS

Middlewich is part of a Salt and Engineering Town Character Area as defined in the Cheshire East Urban Design Guide.

The Design cues for Character include:

- The physical environment is heavily influenced by transport infrastructure in larger settlements and the countryside through which they pass
- A wide variety of building styles reflecting different eras of growth
- All eras of architecture found in settlements
- Flashes, rivers, canal and field ponds dominate and influence the countryside and settlements
- Existing landscape features should be retained on site to preserve the landscape character

### Creating well defined streets and spaces

*Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?*

In this case there are a variety of house types and styles, ranging from 2 bed cottage style flats to 4 bed detached dwellings. All units are 2 storey. The positive and externally orientated perimeter dwellings are welcomed with all areas of open space, footpaths and highways well overlooked by the proposed dwellings, giving high levels of passive surveillance.

In terms of the detailed design the proposed dwellings include brick facings as the predominate material, with some limited use of render. Hard landscaping details have not been provided but can be conditioned. Car parking is mainly off the frontage with driveways. There is some frontage parking to the smaller units, broken up by landscaping. The proposed flats contain rear parking on a private drive

The layout and scale of the site is in keeping with the semi rural nature/ transition nature of the area. The Council's Urban Designer has been extensively involved in the evolution of this layout, which is considered to comply with the Design Guide.

The overall numbers of houses are considered to be capable of being laid out in this configuration and density.

The landscape of the area is also considered to be a priority consideration in the overall design of this site. The site frontage and periphery comprise numerous hedgerow and there are a number of mature and attractive trees within the site and to its periphery.

### Connections

*Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?*

Yes - links are provided to the adjoining site which ultimately links this site with Booths Lane. Other links are created via the internal road network (itself designed to Manual for Streets) and the path through the open space/mitigation grassland running to the north of the development envelope.

#### Facilities and services

*Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?*

The site is on the edge of Middlewich and is in an area allocated for residential development. Day to day facilities are within a reasonable distance.

#### Public transport

*Does the scheme have good access to public transport to help reduce car dependency?*

Warmingham Lane is served by bus routes. The other housing development in this area also contain numerous requirement to improve accessibility to public transport

#### Meeting local housing requirements

*Does the development have a mix of housing types and tenures that suit local requirements?*

Yes. There are 2 and 3 bed units including affordable units and bungalows units catering for all housing needs

#### Working with the site and its context

*Does the scheme take advantage of existing topography, landscape features (including watercourses), wildlife habitats, existing buildings, site orientation and microclimates?*

The majority of the hedgerows on site would also be retained, grassland and planting has also been provided.

#### Car parking

*Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?*

Internally within the site the proposed development would be include a mix of car-parking solutions. The amount of car-parking to the front of the proposed dwellings would be limited with the majority provided to the side/rear of the dwellings/flats.

#### Public and private spaces

*Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?*

There is a corridor of open space within the site which will like into future open space in the other part of the LPS 42 allocation .This would be well-overlooked as would the larger area of open space to the east of the site. It is considered that the development would create an attractive and safe area of public open space.

External storage and amenity space

*Is there adequate external storage space for bins and recycling as well as vehicles and cycles?*

The submitted plan shows that all units (except cottage style flats) on the proposed development would have private amenity space with rear access. Cottage style units do not have any garden space but do adjoin the linear POS to the northern part of the site. There is adequate for future flat occupiers to store bins. A condition is required for bike storage

Design Conclusion

On the basis of the above assessment it is considered that the proposed development represents an acceptable design solution.

**Ecology**

Congleton saved Local Plan Policy NE. 3 states that development will not be permitted which would have an adverse impact upon species specially protected under Schedules 1, 5 or 8 of the Wildlife and Countryside Act 1981 (as amended), or their habitats. Where development is permitted that would affect these species, or their places of shelter or breeding, conditions and/or planning obligations will be used to:

- Facilitate the survival of individual Members of the species
- Reduce disturbance to a minimum
- Provide adequate alternative habitats to sustain the current levels of population.

Circular 6/2005 advises LPAs to give due weight to the presence of protected species on a development site to reflect EC requirements. "This may potentially justify a refusal of planning permission."

The NPPF advises LPAs to conserve and enhance biodiversity: if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts) or adequately mitigated, or as a last resort, compensated for, planning permission should be refused.

Natural England's standing advice is that, if a (conditioned) development appears to fail the three tests in the Habitats Directive, then LPAs should consider whether Natural England is likely to grant a licence: if unlikely, then the LPA should refuse permission: if likely, then the LPA can conclude that no impediment to planning permission arises under the Directive and Regulations.

Badgers

The last badger survey of the site appears to be have been undertaken in September 2015. Whilst the site was subject to a further ecological survey in June 2017 the report of this survey does not provide any detail of badger activity on the site. A further survey will be required by condition prior to any development occurring.

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. Conditions should be attached to ensure gaps are left in boundaries for hedgehogs to move around

### Hedgerows

Hedgerows are a Priority habitat and hence a material consideration. In addition 2 Hedgerows on site have been identified as being Important under Hedgerow Regulations.

Based upon the submitted indicative layout plan it appears likely that there would be some loss of hedgerow, including a section of Important hedgerow, resulting from the proposed development.

It is therefore necessary to ensure appropriate compensatory native species hedgerow planting needs to be incorporated into any detailed design produced at the reserved matters stage. This can be conditioned.

### Roosting Bats and trees

A number of trees have been identified on site that have potential to support roosting bats. Based upon the illustrative master plan it appears feasible for all of these trees to be retained as part of the development of the site. However, if any of the identified trees are to be lost at the detailed design stage then a detailed bat survey will be required.

To avoid any adverse impacts on bats resulting from any lighting associated with the development, any additional lighting to be agreed with the LPA.

Any proposed lighting should be low level and directional and the design of the lighting scheme informed by the advice in Bats and lighting in the UK- bats and the built environment series, (Bat Conservation Trust, 2009).

### Nesting Birds

The application site is likely to support nesting birds possible including the more widespread Priority species. A condition should be attached requiring the submission of features for nesting birds as part of any future reserved matters application.

### Habitat Management Plan

If planning permission is granted a condition should be attached which requires the submission of a 10 year habitat management plan in support of any future planning application.

### SSSI

The application site is approximately 900 metres from the Sandbach Flashes SSSI. In this case Natural England has advised that there is not likely to be an adverse effect on the SSSI and that based on the supplemental information provided to them directly by the applicant's ecologist,

they have no objection to the proposal. The impact upon the SSSI is therefore considered to be acceptable.

Great Crested Newts have been recorded at a number of ponds both within and near to the application site. In the absence of mitigation the proposed development would have an adverse impact upon this species through the loss a significant area of low value terrestrial habitat, the isolation of existing ponds and the risk of any newts present on site being killed or injured during the construction process.

In order to mitigate the potential impacts of the proposed development, it is proposed to remove and exclude newts from the footprint of the proposed development using standard best practise methodologies. The loss of terrestrial habitat will be compensated for through the creation of an area of enhanced terrestrial habitat accessible to newts associated with a number of ponds and the creation of an additional pond on site.

Great Crested Newts occur within the site. The EC Habitats Directive 1992 requires the UK to maintain a system of strict protection for protected species and their habitats. The Directive only allows disturbance, or deterioration or destruction of breeding sites or resting places

(a) in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment, and provided that there is

(b) no satisfactory alternative and

(c) no detriment to the maintenance of the species population at favourable conservation status in their natural range

The UK has implemented the Directive in the Conservation (Natural Habitats etc) Regulations 2010 (as amended) which contain two layers of protection (i) a requirement on Local Planning Authorities ("LPAs") to have regard to the Directive's requirements above, and (ii) a licensing system administered by Natural England and supported by criminal sanctions.

Current case law instructs that if it is considered clear or very likely that the requirements of the Directive cannot be met because there is a satisfactory alternative, or because there are no conceivable "other imperative reasons of overriding public interest", then planning permission should be refused. Conversely, if it seems that the requirements are likely to be met, then there would be no impediment to planning permission be granted. If it is unclear whether the requirements would be met or not, a balanced view taking into account the particular circumstances of the application should be taken.

#### Overriding public Interest

The site is an adopted housing allocation (LPS42) on the edge of the existing built up area. Its planned development will assist in negating development pressure on other sites of ecological significance and will assist in the provision of the Middlewich Eastern by-pass. It is therefore considered that its development is of overriding public interest. With regard to the second test, the choice of alternative sites are not as sustainably located on the edge of the existing town.



The proposed mitigation and compensation is acceptable and is likely to maintain the favourable conservation status of the species.

### **Impact upon the Hazardous Installation**

A brine pipeline runs across the application site and links into the other part of the Glebe Farm site which comprises all of the strategic allocation. HSE Standing Advice does not oppose the development.

The proposed layout does not incur any built development into the easement for the Pipeline.

### **Archaeology**

The Councils Archaeologist has considered the application and supporting report and considers that the issue of archaeology needs no further assessment.

### **ENVIRONMENTAL ROLE - CONCLUSION**

The CELPS, in allocating the site for residential development, has accepted the site as being accessible. The proposal will also provide for a pavement on Warmingham Lane to enable foot access to the local centre. Warmingham Lane is also a National Bike Route.

Subject to conditions, the proposal will have an acceptable impact upon design, drainage, ecology, trees and hedgerows.

The proposal provides for a significant contribution to the Middlewich Eastern By-pass, which upon delivery will ease congestion, improve air quality and add environmental benefits to the wider area of Middlewich.

Subject to the suggested S106 matters and conditions therefore this proposal is considered to be environmentally sustainable.

### **SOCIAL SUSTAINABILITY**

#### **Public Open Space**

The indicative layout shows that an area of POS would be provided to the northern part of the site (0.7 He). In reality this is a Brine Easement and can not be developed. The Open Space Officer has stated that if the development is approved there would be a deficiency in the quantity of provision and the requirement for the site is @ 1480sq.m. The area shown on the indicative plan is @7000 sqm this is an over-provision of 5820sqm (despite the inclusion of a wetland area). Therefore the amount of open space to be provided is acceptable. It should also be noted that this greenspace will link into the linear park indicated as POS on the adjoining part of this allocation as detailed in permission 13/3449C.

In terms of children's play space, the Public Open Space Officer has also advised that the provision of the LEAP and NEAP on the adjoining part of the Glebe Farm allocation is adequate to cater for the future circumstances of this site.

The open space on site would be managed by a management company and this would be secured as part of a S106 Agreement.

The Greenspace Officer notes that the Arboricultural Impact Assessment and landscaping plans identifies several trees that are to be felled as a result of the development.

If it is impossible to retain these, she requests consideration is given to recycle the trees on site in the form of artwork and/or informal seating if tree condition allows. This could give the development a unique 'sense of place' and has the potential to link up with the other part of the site's LPS42 strategic site allocation.

### **Housing Mix**

Policy SC4 of the Local Plan requires that developments provide an appropriate mix of housing.

The revised mix is –

#### **Market Units**

|                         |      |
|-------------------------|------|
| 2 bedroom semi detached | x 12 |
| 2 bedroom mews          | x 11 |
| 3 bedroom mews          | x 19 |
| 3 bedroom semi detached | x 18 |
| 3 bedroom detached      | x 13 |

#### **Affordable Units**

|                   |     |
|-------------------|-----|
| 2 bedroom flat    | x 8 |
| 2 bed mews houses | x 2 |
| 3 bed mews houses | x 1 |

**Total** **84**

Policy HOU2 of the Moston Neighbourhood Plan requires one third of dwellings to be detached and the rest as *'bungalows, terraced, or semi-detached properties suitable for first time buyers or those wishing to downsize.*

The revised scheme provides a mix of house types that provide a range of house sizes (ranging from 629 sq ft to 1010 sq ft). The larger dwellings, those over 900 sq ft, comprise 37% of the total number of dwellings proposed; inclusion of a higher proportion of smaller properties.

In addition there are 4 semi detached bungalows provided within the proposals. There are 13 detached units (15%) which is below the one third level quoted in the MNP, given the range provided for it is considered that the scheme complies with the general thrust of policy HOU2 of the MNP, Policy SC4 of the CELPS and the requirements of the Residential Design Guide

### **Affordable Housing**

This is a proposed development of 84 dwellings therefore in order to meet the Council's Policy on Affordable Housing there is a requirement for 25 dwellings to be provided as affordable dwellings.

The Affordable Housing IPS states that the tenure mix split the Council would expect is 65% rented affordable units (these can be provided as either social rented dwellings let at target rents or affordable rented dwellings let at no more than 80% of market rent) and 35% intermediate affordable units.

The current number of those on the Cheshire Homechoice waiting list with Middlewich as their first choice is 326. This can be broken down to 147x 1 bedroom, 92x 2 bedroom, 56x 3 bedroom, 13x 4 bedroom and 16x 4 plus bedroom dwellings.

The waiting list also shows a requirement for 22 dwellings for the over 55's. Of these 22 applicants, 20 are requiring 1 bedroom and 2 for 2 bedroom dwellings. These can be via flats, cottage style flats, bungalows or lifetime adaptable homes.

The Affordable Housing Officer has accepted that if viability issues are proven in this case, then he raises no objection to a reduced affordable provision. In these circumstances he has requested that an overage clause be imposed within any S106 Agreement to claw back values to affordable housing should values increase on the site.

The applicant, however, has provided a Viability Assessment that concludes that the site can provide no more than 11 Affordable Dwellings (13%) together with the S106 contribution of £5207 per dwelling . 8 flats are proposed, all to be social rented accommodation and 3 houses are proposed, all shared ownership. A Registered Housing provider has made an offer on these units.

The limited values that can be achieved in Middlewich will have an impact upon viability of provision if social housing is to be provided as well as the significant contribution to the Middlewich Eastern By-Pass.

Policy SC5 of the Local Plan Strategy allows for viability issues to result in alternative provision of affordable units. This may result in a lesser amount of affordable units or a different distribution of tenure on a site. Likewise, when circumstances change on a site the policy also allows for overage to form part of the S106 Agreement.

Clearly, the lack of a policy compliant level of social housing provision is a social disbenefit of this scheme which will need to be assessed as part of the planning balance.

## **Education**

The development of 84 dwellings is expected to generate the following places -

- 16 - Primary children (84 x 0.19)
- 13 - Secondary children (84 x 0.15)
- 1 - SEN children (84 x 0.51 X 0.023%)

Contributions which have been negotiated on other developments are factored into the forecasts both in terms of the increased pupil numbers and the increased capacity at schools in the area as a result of agreed financial contributions. No shortfall has been identified in the primary sector. The analysis undertaken has identified that a shortfall secondary school places still remains.

To alleviate forecast pressures, the following contributions are therefore required:

13 x £17,959 x 0.91 = £233,467 (Secondary)  
 1 X 50,000 X 0.91 X 0.023% = £45,500 (SEN)  
 Total education contribution: £278,967.

Without this financial mitigation, Childrens Services object to this proposal. This objection is on the grounds that the proposed development would have a detrimental impact upon local education provision as a direct cause from the development. Without the mitigation 13 secondary children and 1 SEN child would not have a school place in Middlewich without those places being funded by other sources.

**Health**

The South Cheshire Clinical Commissioning Group (CCG) have sought a S106 Contribution advise that both local medical centres are operating at capacity and therefore to accommodate the future residents put forward, both Waters Edge and Oaklands Medical Practises will need to be developed to support their ability to provide the expected level of primary care facilities in Middlewich.

The mitigation requested in the previous proposals by the CCG was £76,896, based on the following formula

| Size of Unit | Occupancy Assumptions Based on Size of Unit | Health Need/Sum Requested per unit |
|--------------|---|------------------------------------|
| 1 bed unit   | 1.4 persons                                 | £504 per 1 bed unit                |
| 2 bed unit   | 2.0 persons                                 | £720 per 2 bed unit                |
| 3 bed unit   | 2.8 persons                                 | £1,008 per 3 bed unit              |
| 4 bed unit   | 3.5 persons                                 | £1,260 per 4 bed unit              |
| 5 bed unit   | 4.8 persons                                 | £1,728 per 5 bed unit              |

The revised proposal for 84 dwellings (33 x 2 bed and 51 x 3 bed), results in a mitigation payment of £75,456. The CCG has confirmed this is now requested to fund expansion of the 2 surgeries in Middlewich that are at capacity.

**Viability**

The developer has offered a total S106 contribution package of £437,388 and 11 residential units as affordable rented properties (13% of total) and a revised viability appraisal has been provided in support of the application.

The revised scheme has increased affordable units from the 8 (11%) previously put forward to 11 (13%) but there has been a decrease in the total financial contribution mitigation by approximately £20,000.

The crux of appraisal submitted is that this scheme would be unviable with all contributions sought were imposed upon the development.

The NPPF, when considering viability as a material planning issue, states as follows:

*'Where up to date policies have set out contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the Applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances of the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force. All viability assessments should reflect the recommended approach in national planning guidance...'*

In accordance with the planning policy SC5 of the CELPS, the Viability Appraisal submitted in support of this application has been independently assessed on the behalf of the Council by Gerald Eve (GE). Gerald Eve is acting for the Council and has advised that the Viability evidence submitted is fully in accordance with the requirements of the updated NPPF and National Planning Guidance.

The viability information indicates that 13% on site affordable housing provision can be provided with the (£5,207 per plot) total financial contribution

As part of this application there have been a number of requests for contributions from the relevant consultees and these are summarised as follows:

|                     |          |
|---------------------|----------|
| By pass             | £454,776 |
| Education           | £278,967 |
| Health              | £75,456  |
| Amenity green space | £96,363  |
| Indoor Sport        | £12,000  |
| <br>                |          |
| Total required      | £917,562 |
| Sum offered         | £437,388 |

On the basis that the by pass contribution is made and 13% affordable housing provided, no education, health, open space or sport contribution can be sustained whilst ensuring that the site will still be viable.

The viability information indicates that no education, health or open space contribution can be provided if the £5,207 per dwelling contribution goes to highways mitigation (to the Middlewich Eastern By-pass) and 13% affordable housing is provided.

Any greater contributions to social housing, above the 13% submitted and contributions in any form to education/health /open space mitigation would result in a reduction in the mitigation

payment for the By-pass since the £437,388 total is all that the site can sustain whilst still being viable.

The limited values achieved in Middlewich will have an impact upon viability of provision if financial mitigation for education/health/open space is to be provided as well as the contribution to the Middlewich Eastern By-pass. The Children's Services Manager and the NHS have requested full compliance with their requested mitigation.

It should be noted that the Applicant is arguing that a full package of mitigation requirements including the contribution to the MEB and social sustainability requirements (education/health/open space and a policy compliant level of social housing provision) is unviable on this site.

The Gerald Eve independent assessment of the viability information submitted concurs with the viability information provided. The Gerald Eve (GE) appraisal critically evaluated the Applicants values and costs and factored Council requirements for education/health into the calculation. Gerald Eve was not provided with the open space financial contribution.

The Gerald Eve assessment states that when including 11 affordable units (13%) as offered by the applicant and S106 contributions of @ £809,000 as proposed by the Council (namely the bypass, education and health contributions and not requiring the open space and sport contribution), there is a deficit of £284,576 against the benchmark land value.

Officers recognise that in these circumstances the weight to be attached to the various aspects of the proposal need careful assessment.

The table below sets out a number of scenarios for provision of affordable housing and/or total financial contributions achievable (by-pass/education/NHS/on site play commuted sum. This has been provided by Gerald Eve at the request of Officers based on their independent appraisal of the Applicant's viability information.

| No. Affordable Housing Units | Affordable Housing (%) | Monies Available to S106 |
|------------------------------|------------------------|--------------------------|
| 0                            | 0%                     | £1,098,801               |
| 2                            | 2%                     | £983,147                 |
| 5                            | 6%                     | £810,033                 |
| 7                            | 8%                     | £695,711                 |
| 10                           | 12%                    | £522,106                 |
| 11                           | 13%                    | £463,053                 |
| 12                           | 14%                    | £406,363                 |

This table demonstrates that the development cannot provide all the mitigation that it is being asked to provide. The developer, in putting forward a proposal that includes 13% affordable housing has taken his precedent from the other sites around this site where viability issues have been previously assessed and accepted by the Council.

However, it is a matter for the decision maker where to apportion the monies available to S106. For instance all the financial requirements sought by education, the NHS, the Greenspace Manager and the Strategic Highways Manager could be delivered, but this would be only viable were the numbers of affordable units be dramatically reduced. This would be at the cost of affordable housing delivery.

The robustly tested viability information submitted clearly demonstrates that the financial contributions sought by the Strategic Highways Manager, Education, NHS and the Greenspace/Indoor Sport contribution can only be accommodated if the amount of affordable housing is reduced.

Officers have discussed the viability issues arising at great length with the applicant but also have considered this in the light of local priorities in Middlewich. Officers are of the view that the contribution offered to the Middlewich bypass together with 13% affordable housing; without any contribution to education, health and greenspace, comprises the most significant contribution that this scheme can make to sustainable development.

Accordingly, should it be determined that the contribution to the MEB is justified in this case, the regrettable non policy compliant level of affordable housing and the non provision of education/health/play space/sport commuted sum mitigation would reduce the contribution of the scheme to the social strand of sustainability. This will need to be assessed within the planning balance below.

Viability is a material planning consideration and the economic benefits of the scheme by virtue of the contribution it makes to the bypass, together with the affordable housing provision that it does provide, are factors that are considered to outweigh the lack of health, education, sport and open space contributions in the planning balance; particularly as a robustly tested viability position have been undertaken by the Council's independently appointed consultant, Gerald Eve, who confirms that the values and costs in this case can not sustain full compliance with all mitigations requested.

### **Planning Balance and Conclusion**

Paragraph 11 of the NPPF advises that planning decisions should apply the presumption in favour of sustainable development and this means that proposals that comply with an up to date development plan should be approved without delay.

In this case, the development is an allocated site and part of a planned release of development in accordance with adopted CELPS policy LPS42 Glebe Farm and would provide 73 market housing units and 11 (13%) affordable units only as the viability information provided strongly indicates that the provision of the a contribution to the Middlewich Eastern Relief Road of £437388 total) and the affordable housing (13%).

This financial contribution to the link road and level of on site affordable housing is all that this site can sustain without adversely affecting the viability of provision to such an extent that any education/health/sport and open space mitigation payments would render the scheme unviable.

The proposal, by virtue of the contribution proposed to the Link Road would contribute to environment arm of sustainability in a significant manner. The proposal would also have

additional economic benefits in terms of jobs in construction, spending within the construction industry supply chain and spending by future residents in local shops. However, the significant economic benefit is considered to be the contribution the proposal makes to the By-pass and those knock on benefits that the By-pass would bring to the town and wider area as a whole.

Subject to a Section 106 package and appropriate conditions, the proposed development would include the requirement for the future maintenance of the open space on site.

The proposal is considered to be acceptable in terms of its impact upon residential amenity and drainage/flooding/ drainage/design/ecology/trees/hedgerows.

The site was fully assessed when allocated as a Local Plan Strategy site and considered locationally sustainable to a range of services and facilities.

The negative impacts to social sustainability in terms of the inability of the site to deliver the full 30% affordable housing, or any contribution to health, education, sport and open space contributions is regrettable and these are undoubted costs to the community, however, on balance it is considered that the benefits to the economic and environmental conditions of this area by virtue of the contribution this proposal makes to the by-pass, together with the reduced amount of affordable housing, outweigh that harm.

### **LEVY (CIL) REGULATIONS**

In order to comply with the Community Infrastructure Levy (CIL) Regulations 2010 it is now necessary for planning applications with legal agreements 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.

If it is determined that, based on the viability issues arising, that a reduced contribution to affordable housing would be directly related to the development and would be CIL compliant.

The development would result in increased vehicular movements to the site and the surrounding road network within Middlewich which suffers from serious congestion problems. Due to the increased vehicular movements it is considered that a contribution will be required to mitigate this impact and without this the development would be unacceptable. The contribution to the Middlewich Eastern By Pass is considered to be directly related to the development and fair and reasonable.

On this basis, the S106 recommendation is compliant with the CIL Regulations 2010.

### **RECOMMENDATION**

**Approve subject to the following Heads of Terms**

| <b>S106</b>                         | <b>Amount</b> | <b>Triggers</b>                      |
|-------------------------------------|---------------|--------------------------------------|
| <b>Affordable housing including</b> | 13%           | 50% upon 1 <sup>st</sup> occupation. |



|   |         |   |
|---|---------|---|
| <b>Overage clause</b>   |         | 50% at occupation of the 43 <sup>rd</sup> unit  |
| <b>Contribution to Middlewich Eastern Relief Road</b>   | £437388 | Phased contributions with 40% upon 1 <sup>st</sup> occupation of the 1 <sup>st</sup> dwelling; a further 30% upon occupation of the 40 <sup>th</sup> unit; remainder payable upon occupation of 60 <sup>th</sup> unit |
| <b>Residents Management Company to maintain all open space in perpetuity (including, inter alia, general amenity open space, any nature conservation area, drainage areas, ponds and any other areas of incidental open space not within private gardens or the adopted highway).</b> |         | Upon occupation   |

**And the following conditions**

- 1. Commencement**
- 2. Plans**
- 3. Materials as submitted**
- 4. Prior to occupation the provision of a frontage footway on Warmingham Lane as indicated on Dwg VN70839-102 to be implemented**
- 5. Removal of permitted development rights – means of enclosure forward of building line**
- 6. Removal of permitted development rights for extension for the 3 no affordable dwellings**
- 7. The developer shall agree with the LPA an Environmental and Construction Management Plan (EMP) with respect to the construction phase of the development. The EMP shall identify all potential dust sources and outline suitable mitigation/ pile driving methods and hours of pile driving / storage of materials/car parking for workers/compound. The plan shall be implemented and enforced throughout the construction phase.**
- 8. Imported soil**
- 9. Unforeseen contamination**
- 10. Development to be undertaken in accordance with Flood Risk Assessment (FRA) (3870/FRA/Final/v1.2/2018-09-03, v.1.2 by Weetwood) dated September 2018**
- 11. No development shall take place until an overall detailed strategy / design limiting the surface water runoff generated by the proposed development, associated management / maintenance plan and managing any overland flow routes for the site has been submitted to and approved in writing by the Local Planning Authority. The drainage design must also include information about the designs storm period and intensity (1 in 30& 1 in 100 (+% allowance for Climate Change)) & any temporary storage facilities included, to ensure adequate drainage is implemented on site.**
- 12. existing and proposed levels, inc FFL**
- 13. Electric vehicle charging**
- 14. Raft/ ring beam Foundations as detailed in Wardell Armstrong Drawing No. LE13532-005.**

15. Tree and hedge protection – non standard
16. Arboricultural Method Statement
17. Tree Retention
18. Drainage/services layout for trees
19. Non –standard construction trees
20. Residential travel packs
21. retention and protection of hedgerows.
22. scheme to link site with adjoining development of Glebe Farm allocation
- 22 Phasing of development to form part of 1<sup>st</sup> reserved matters
- 23 Superfast broadband provision
- 24 Hedgehog Gaps
25. bird nesting season
26. Updated badger survey
- 27 features for breeding birds/bats
28. strategy for the safeguarding and enhancement of invertebrate habitat.
29. Bike store for flats
30. environment/highways management plan for construction phase

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 Development Management 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.

| <b>S106</b>   | <b>Amount</b> | <b>Triggers</b>   |
|---|---------------|---|
| <b>Affordable housing including Overage clause</b>  | 13%           | 50% upon 1 <sup>st</sup> occupation. 50% at occupation of the 43 <sup>rd</sup> unit   |
| <b>Contribution to Middlewich Eastern Relief Road</b>   | £437388       | Phased contributions with 40% upon 1 <sup>st</sup> occupation of the 1 <sup>st</sup> dwelling; a further 30% upon occupation of the 40 <sup>th</sup> unit; remainder payable upon occupation of 60 <sup>th</sup> unit |
| <b>Management Company to maintain all open space in perpetuity (including, inter alia, general amenity open space, nature conservation area, drainage areas, ponds and any other areas of incidental open space not within private gardens or the adopted highway).</b> |               | Upon occupation   |



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Application No: 19/2513M

Location: FORMER MERE FARM QUARRY, CHELFORD ROAD/ALDERLEY ROAD, NETHER ALDERLEY, CHESHIRE, SK10 4SZ

Proposal: Delivery of Watersports and Outdoor Activity Centre on the North Lake of the former Mere Farm Quarry, including new vehicular access, car parking, and multi-use building

Applicant: ADV. Holdings Ltd

Expiry Date: 28-Feb-2020

### **SUMMARY**

The proposed development would provide appropriate facilities for outdoor sport and recreation. The introduction of buildings would inevitably result in some harm to openness in its immediate context. However, the nature of the use means a countryside location, where restrictive policies apply is highly likely. The built form proposed would also be the minimum necessary to enable the use to take place.

The harm to the openness of the Green Belt would be limited by the limited spread of development and the low height of the structures. A condition requiring the removal of all structures and hardstanding on cessation of use would further limit the harm.

Taking all of the above into account, it is considered on balance that the development would not be inappropriate within the Green Belt.

The proposal would result in some harm to biodiversity on the lakes, even with the implementation of the mitigation scheme. However, this harm would not be so significant, as to warrant a refusal on biodiversity grounds.

### **SUMMARY RECOMMENDATION:**

**Approve subject to conditions**

### **DESCRIPTION OF SITE AND CONTEXT**

The application site lies to the east of Alderley Road and comprises two lakes and an area of open grassland, which lies between Alderley Road and the north lake. The site is a former quarry, which has undergone restoration works.

The site boundary includes the North Lake and part of the South Lake. There is a third larger lake, which lies outside of the site boundary.

A public right of way passes through the site on the banked area between the north and south lake.

## **DETAILS OF PROPOSAL**

The application is for the construction of a water sports activity centre. The ancillary facilities would be provided in a series of container type structures. They would comprise a reception and office, kit stores, changing facilities and toilets. On the lake, there would be two buoy lines and an area for a seasonal inflatable course. The remainder of the lake would be available for swimming, with the exception of an exclusion zone around the existing island.

The scheme would also include a new access onto Alderley Road. Parking would be provided for 54 cars, including four accessible parking spaces. There would also be space for coach parking.

The parking and ancillary features would be located on an area of grassland between the north lake and Alderley Road

The watersports activities would be restricted to the north lake. The proposal also includes two new islands, which would be constructed on the south lake, as part of the ecology measures.

## **RELEVANT PLANNING HISTORY**

16/1353M – appeal dismissed – 2 October 2017

Delivery of water-sports and outdoor activity centre on the North and South Lakes of the former Mere Farm Quarry, including new vehicular access, car parking and multi-use building.

In dismissing the appeal, the Inspector concluded that, while the development would provide appropriate facilities for outdoor sport and recreation, it would constitute inappropriate development in the Green Belt, due to its harmful impact on openness. There were no material considerations, which would outweigh this harm. Consequently, very special circumstances were not found to exist. Whilst the development would result in some residual harm to the biodiversity, they concluded that it would not be so significant as to warrant a rejection of the proposal in accordance with NPPF paragraph 118 or conflict with Policy NE11 of the MBLP or SE3.

17/0510M – refused – 26 May 2017

Delivery of water sports and outdoor activity centre on the north and south lake of the former mere farm quarry, including new vehicular access, car parking and multi use building.

The reasons for refusal are summarised below:

1. The proposed development, which includes activities on both the north and south lakes, would likely have a significant adverse impact on the nature conservation value of the lakes. The site is in an unsustainable location, which is not highly accessible by

a choice of transport. The proposals would not be environmentally sustainable contrary to MBLP policy NE 11, emerging CELPS policies SE 3 and SC 1 and the NPPF.

2. The proposed use of the site and the associated built development are inappropriate by definition, the use is not listed as an exception and the building impacts on openness, therefore very special circumstances are required to outweigh the significant harm. In this case it is not considered that very special circumstances exist to outweigh the harm by inappropriateness or the harm to the openness of the Green Belt, contrary to policy GC1 of the Macclesfield Borough Local Plan and paragraph 89 of the NPPF.

16/0117S – EIA not required – 27 July 2016

EIA Screening Opinion for a Wakeboarding facility park

14/1944W – approved – 15 March 2017

Variation of conditions 4 and 59 of permission 5/06/2940 to allow to extend the date in condition 4 from 28th April 2014 to 30th September 2016, and amend the approved restoration scheme to that shown on plan M103/222 rev C.

14/1788W – approved – 15 March 2017

Variation of condition 2 and 54 of permission 09/2806W to extend the date in condition 4 from 28th April 2014 to 30th September 2016, and amend the approved restoration scheme to that shown on plan M103/222 rev 'C'

09/2806W – approved – 2 December 2011

Interim extension to sand workings at mere farm quarry

CY/5/06/2940 – approved – 23 April 2007

Application to carry out development without complying with condition 65 of planning permission 5/99/0235P dated 28 April 2000, to allow for a revised restoration scheme.

CY/5/06/2940 – approved – 27 December 2006

Application to carry out development without complying with condition 65 of planning permission 5/99/0235P dated 28 April 2000, to allow for a revised restoration scheme.

CY/5/99/0235P – approved – 28 March 2000

Application to extend the area of sand extraction and continuation of existing sand quarry operations

CY/5/53134 – refused – 10 January 1989

Winning and working of construction sand and gravel with restoration to a landscaped fishing lake

## **Adopted Planning Policies**

### Cheshire East Local Plan Strategy

MP 1 – Presumption in Favour of Sustainable Development

PG 3 – Green Belt  
SD 1 – Sustainable Development in Cheshire East  
SD 2 – Sustainable Development Principles  
EG 2 – Rural Economy  
EG 4 – Tourism  
SC 1 – Leisure and Recreation  
SC 2 – Indoor and Outdoor Sports Facilities  
SE 1 – Design  
SE 3 – Biodiversity and Geodiversity  
SE 4 – The Landscape  
SE 5 – Trees, Hedgerows and Woodland  
SE 12 – Pollution, Land Contamination and Land Instability  
SE 13 – Flood Risk and Water Management  
CO1 – Sustainable Travel and Transport  
Appendix C – Adopted Parking Standards

Macclesfield Borough Local Plan

GC1 – Green Belt  
RT7 - Cycleways, Bridleways and Footpaths  
RT8 – Access to the countryside  
DC3 – Amenity  
DC6 – Circulation and Access  
DC15 – Design- provision of facilities  
DC33 – Outdoor Commercial Recreation

Chelford Neighbourhood Plan

NE1 – Biodiversity  
NE2 – Landscape  
NE3 – Trees and Hedgerows  
GI 3 – Public Rights of Way and Footpaths  
T1 – Transport

**Other Material Policy Considerations**

National Planning Policy Framework (NPPF 2019)

**CONSULTATIONS**

The responses are summarised as follows:

United Utilities

Condition should be imposed requiring drainage to be provided in accordance with the flood risk assessment. The applicant should contact United Utilities regarding waste management and water supply.

Manchester Airport Safeguarding



The bird management strategy accords with Birdstrike avoidance interests of Manchester Airport. No aerodrome safeguarding objections.

Ramblers Association

No reply

Natural England

No comments. There is standing advice, which should be used to assess impacts on protected species and ancient woodland.

Environment Agency

No objection in principle to the development. The discharge of sewage will require an environmental permit from the Environment Agency.

Cheshire Wildlife Trust

The proposal should be assessed under the EIA process. This is to ensure that the original impacts of the scheme are adequately mitigated or compensated for and that there are no additional significant impacts created. The application should have been flagged as a potential EIA scheme and screened accordingly.

The site meets the selection criteria for Local Wildlife Site status and should be considered in a similar manner to existing Local Wildlife sites.

Cheshire and Wirral Ornithological Society provided records to support their concerns. The LPA is required to consider the impact on wild birds under the Conservation of Habitats and Species Regulations 2010. The environmental impacts of the scheme must be properly evaluated and appropriately assessed.

The known impacts on breeding priority/BoCC red or amber listed birds and wintering birds must be addressed. The compensation measures are for species, which have not been recording at the site and are therefore not addressing the known impacts.

The applicant has not addressed Biodiversity Net Gain. Biodiversity Net Gain assessment should be undertaken.

The application fails to adequately consider environmental impacts, undermining one of the core principles of sustainability. Should the Council be minded to approve the plans, mitigation measures should address the actual impacts and measurable biodiversity new gain should be achieved.

RSPB

No reply

Mid Cheshire Footpath Society

No reply

Minerals and Waste

No reply

Flood Risk

Include conditions requiring the development to be carried out in accordance with submitted FRA and the submission of a detailed SUDS scheme

Environmental Health

Conditions are required relating to lighting, electric vehicle infrastructure and testing of soils for contamination.

Countryside and Rights of Way

If granted the development would have a direct, yet insignificant effect on the public footpath no. 2. This is a material planning consideration. In the event that planning permission is granted, conditions should be imposed requiring the submission of a public right of way management scheme, the line of the footpath to be marked out and surveys of the footpath surfaces. The applicant should also be advised of their obligations with regards to the public right of way.

Highways

No highways objections. Similar development considered under application 16/1353M. The plans show a new 460sqm building with 76 parking spaces and 3 coach bays. Single point of access proposed onto Alderley Road.

Traffic generation may vary significantly in comparison to applicant estimates. However, the majority of movements likely to be outside of AM and PM weekday peaks, when there are no capacity problems. Even if traffic is substantially more than estimated, it would not have a severe impact.

Adequate visibility would be provided in both directions from the proposed access. The access would be acceptable for larger vehicles with turning space available on the site.

Given the rural location, the predominant mode of travel would be by car, due to limited footways and cycleways and the distance to bus stops.

ANSA Green Space

No reply

Cadent Gas Ltd

There is an intermediate pressure pipeline in the vicinity. The building proximity for this pipeline is 6m. HSE should be formally consulted.

The applicant should be made aware of the standards, which apply when working within the vicinity of pipelines. They should contact Cadent Gas for further information and prior to works commencing on the site.

Cheshire and Wirral Ornithological Society

Objection. The applicants' claims that the site has very limited ecological value are inaccurate. CAWOS data shows protected and priority species to be present on the site.

The records indicate that BAP priority species, including Little Ringed Plover, Lapwing, Skylark and Reed Bunting, all breed on the banks of the North Pool. Additionally species of

dabbling ducks and diving ducks use the North Pool for feeding and resting. Whilst occurring in small numbers, they amount to assemblages qualifying for Local Wildlife Site Status.

The development as a result of habitat loss and disturbance would pose such a severe threat that these species would no longer breed, feed or rest at the north pool.

There is no mitigation offered on the North Pool for the loss of County Value status there. The size of the pool and the nature of the activities make on-site mitigation impossible.

Lack of mitigation opportunities for waterfowl on North Pool. Further clarification is required regarding the need for safety/maintenance boats, the measures no longer retained, the purpose of the external speakers and the impact of noise on the South Pool. Risk of trespass onto the South Pool, assurances are required that the public will be excluded from the South Pool.

Implication that birds on North Pool will move to the South Pool is speculative. This is not basis on which to build a case for nature conservation.

The revised plans submitted would not mitigate the loss of habitat on the North Lake. Disturbance caused by development would mean the assemblages of dabbling and diving ducks currently using North Lake cannot be maintained. These assemblages qualify North Lake for Local Wildlife Site status and confer a 'County' level nature conservation value for birds on North Lake, increasing the significance of any loss.

107 Pochard diving ducks counted on North and South Lakes, despite being in decline in Europe. If development went ahead, unlikely the sites would hold such numbers in future.

The revised Habitat Enhancement Plan omits measures previously suggested, such as: commitment to keeping existing island free from vegetation; the creation of a wildflower meadow; the creation of reedbeds; the creation of a length of hedgerow and the erection of public signage boards. The loss of several of these items may have negative effects on biodiversity. Meaning of point 7, which relates to the Bird Strike Hazard management plan, is unclear.

Queries raised regarding the need for safety boats on the South Lake and external speakers; and the impact on the south lake.

The revised plans reduce the size of the car park and footprint of the building, but due to the harm to the ornithological value of the site, the development fails to meet para 141 of the NPPF.

#### Health and Safety Executive (HSE)

Does not cross any consultation zones. Do not need to be consulted on the application.

#### Nether Alderley Rural Protection Association

Object. When planning permission was granted for sand excavations, it was on the condition that the land was restored to greenfield status, including paths for the public to enjoy. The site is of ecological interest and has ornithological importance. Strongly object to any

intrusion into the green belt and peaceful environment for wildlife, local residents and visitors when the restoration programme is fully established.

Already facilities for water sports within the region. No local need or desire for this facility. Much of the support comes from outside the area. Concerns over noise disturbance from external speakers, corporate use and competitions, and impact on nearby residents.

If business is unsuccessful, potential for other commercial developments or if successful it could grow into a full-scale theme park with increased noise and light pollution.

Insufficient transport analysis. Concerns regarding the impact of Increased traffic on the site exit and surrounding roads. Concerns regarding the safety and security of the site and lake for visitors and local residents. No benefits arising from the proposal to the local area.

#### Chelford Parish Council

Objection:

- Section.106 Agreement that this green belt site should return to its former state, and that it has conservation value and ecological worth, which needed to be preserved and protected.
- Contrary to NPPF - development would result in unwarranted disturbance to the area.
- The site and the north lake meet the criteria for selection as a local wildlife site and being of county value. Development would result in disturbance and habitat loss for the north lake. The site's County status for birds would possibly be lost as a result of the proposal.
- Insufficient information is provided regarding the mitigation for birds and how successful it would likely be. Mitigation proposed may fail to compensate sufficiently for the negative impact on birds
- No net biodiversity gain – contrary to NPPF 2019.
- Reduction in towers and cables an improvement but building footprint only marginally reduced. Represents an unacceptable incursion into the Green Belt and loss of openness
- Unsustainable location
- Application doesn't reference Chelford Neighbour Plan. This plan has considerable weight, as it is at referendum stage.
- Inaccurate information regarding the facilities within Chelford

#### Nether Alderley Parish Council

It would be inappropriate development within the Green Belt and would have a detrimental impact on openness.

Previous permissions required the land to be restored to green-field green belt status and landscaping to be provided for wildlife. This has now matured.

Ecology within the area would have become more established over the last two years. The proposal would have a considerably more damaging impact on wildlife than walkers

Adverse noise impacts on local residents from the scheme.

## **REPRESENTATIONS**

Full copies of all representations made are available to view on the Council's website.

The main points raised in support of the planning application are summarised as follows:

- Proposal would create new jobs and opportunities

- Proposal would support local businesses
- It would enhance tourism in the area.
- It would enhance and find a positive use for the disused quarry
- Wildlife concerns have been taken into consideration and there would be limited environmental impact resulting from the development
- No similar facilities within the area. Local residents would no longer have to travel
- Community benefits – supporting outdoor exercise facilities
- Other similar facilities are well run
- Opportunities for traffic calming as the 60mph zone outside the site
- Site is accessible by train, bus, car, walking and cycling

The main points raised, objecting to the application are summarised as follows:

- Proposal would increase traffic in the village, already affected by the new housing being built
- Danger to highway safety, due to the access onto a 60mph road and the lack of crossing for the public using the site
- Development would result in light and noise disturbance to nearby residents from activity, cars, music and entertainment
- After years of use as a quarry, the site should be restored as agreed by the previous planning permission
- Development is not suitable due to its location under a flight path. It can only be carried out if the larger birds are culled, which would not be possible as birds are a protected species.
- Proposal is not needed by local residents, many of the supporters are not from the local area – plenty of watersports facilities within the local area
- Development would encroach into the Green Belt and would be out of keeping with surrounding countryside
- Benefits associated with walking in the open countryside by local residents and visitors outweigh the demand by extreme water sports enthusiasts.
- Development could deter walkers and ramblers from using the site
- Future expansion could cause unacceptable impact on the local environment
- Inaccuracies within the transport survey regarding the facilities within the village
- Application site is of ornithological importance (site of county importance for wetland birds), with very important species breeding on the site in 2018 and 2019. The proposed mitigation may not work in practice and noise and light pollution risks disturbance to birds using the site. Status of site as being of county importance would be lost by the development
- The site has potential as a wildlife reserve and this should be explored
- Concerns over trespass and safety and what measures will be taken to protect people swimming in the lake.
- Location is not sustainable; car-based development goes against current climate change thinking. Other sites closer to more accessible settlements would be more appropriate
- Public footpaths have been moved without following the formal process
- Development would devalue nearby properties
- Previous concerns raised by the Inspector have not been overcome.
- The revised plans do not overcome the concerns previously raised

## **OFFICER APPRAISAL**

### **Principle of development**

As a starting point, section 38(6) of the Planning and Compulsory Purchase Act 2004 states that where 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 considerations indicate otherwise.

As such the development needs to be assessed in line with the adopted plan policies, including Neighbourhood Plan policies.

In line with NPPF paragraphs 11 and 12, if the development is found to be in accordance with the development plan policies, permission should be granted. If it is found to conflict with the development plan policies, permission should not be granted, unless there are material considerations, which indicate that the plan should not be followed.

### **Green Belt**

The application site lies within the Green Belt. Both national and local policies confirm that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence.

NPPF paragraph 141 states that local planning authorities should plan positively to enhance the beneficial use of Green Belts. This includes amongst other matters by looking for opportunities to provide access, to provide opportunities for outdoor sport and recreation and to retain and enhance landscapes, visual amenity and biodiversity.

NPPF paragraph 145 states that new buildings should be regarded as inappropriate development, subject to a number of exceptions. One of these exceptions is for the provision of appropriate facilities for outdoor sport and recreation, as long as they preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.

NPPF paragraph 146 states that engineering operations and changes of use of land are not inappropriate development. This is subject to the proviso that they preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.

CELPS policy PG 3 reiterates the exceptions set out within the NPPF and confirms the extent of the Green Belt within Cheshire East. It also confirms, as set out within the NPPF that permission will not be granted for inappropriate development, except in very special circumstances.

The Inspector acknowledged that the appeal scheme would provide appropriate facilities for outdoor sport and outdoor recreation. Given that the current proposal is also for a wakeboarding facility on the same site, this recent appeal decision is a material consideration. Taking the same approach as the Inspector, it is accepted that the current proposal would provide appropriate facilities for outdoor sport and recreation.

## Openness

It needs to be established whether the development as proposed would preserve the openness of the Green Belt and not conflict with the purposes of including land within it. If the development would not preserve the openness of the Green Belt, then it would, by definition, be inappropriate development.

Openness is not just restricted to visual impacts. It is more broadly defined as an absence of built form.

Whilst the Inspector accepted that the appeal scheme would constitute appropriate facilities, they considered that the level of built development, along with the car park and supporting infrastructure would result in a loss of openness. In dismissing the appeal, they concluded that the proposals would result in a significant loss of openness and would therefore be inappropriate development in the Green Belt.

This appeal scheme proposed a building of around 535sqm, a covered terrace area covering 260sqm and 4 shelters adjacent to the lake. In total the built form would have covered around 850sqm. The supporting infrastructure included two starting docks and a cable start dock with the course going around the lake. The proposed car park was shown to accommodate 100 parking spaces and three coach spaces.

In dismissing the appeal, the Inspector noted that the proposed development as a whole would *“have an urbanising effect on the overall character and appearance of this intrinsically open, tranquil and rural site, particularly when viewed from the public footpath that runs through it.”*

The current application has been revised and reduced. The proposed buildings would now consist of five timber clad containers, encompassing a reception, office, changing and wash facilities, lockers and storage. The total area of these buildings would cover approximately 116sqm. The structures would have a maximum height of 2.6m.

The café, covered terrace and shelters along the boardwalk have all been omitted. The car park has been reduced to 54 spaces, with three coach spaces. The course would now be limited to one part of the lake, with two cables.

The changes to the scheme and the substantial reduction in built form would result in a development, which is materially different to the scheme dismissed at appeal. The impact on the openness of the Green Belt would be substantially less than the scheme dismissed at appeal.

There have been no material changes to the site condition since the appeal. It is still open and largely devoid of development. The proposed scheme would change that, introducing buildings, supporting infrastructure and parking areas.

If as accepted, openness is taken to mean the absence of development, the introduction of any built form, irrespective of its size, onto the application site or any other undeveloped site would undermine openness.

However, following this argument would preclude any building for appropriate outdoor sport and recreation regardless of its size. Neither the NPPF nor CELPS policy PG 3 is worded as such. It is clearly not their intention to prevent any buildings for outdoor sport and recreation. Such an approach would also conflict with the Green Belt aims set out within NPPF paragraph 141 of providing opportunities for outdoor sport and recreation.

The buildings have been substantially reduced and would not include any facilities, which could be viewed as superfluous to the provision of outdoor sports and recreation. They simply provide a reception, changing and toilet facilities, storage and staff rooms.

The proposed containers are low level structures, which provide the minimum facilities necessary to enable the proposed sporting activity to take place. The substantial reductions in floor area and height, along with the removal of much of the supporting infrastructure would mean that the impact of the development on the openness of the Green Belt would be limited, particularly when viewing the site as a whole.

The parking areas and external structures have also been reduced, with the parking area relocated so that it is more closely linked to the containers.

The Local Planning Authority accepts that the proposed development would have the least possible impact on openness to enable the use to take place. It would also provide opportunities for outdoor sport and recreation, one of the key aims of Green Belt policy as set out in NPPF paragraph 141.

The proposal would constitute appropriate facilities for outdoor sport and recreation. The proposed buildings and associated facilities would inevitably have some impact on openness, given the undeveloped nature of the site. They would also be visible from the public footpath. However, it is considered that due to its minimal proportions, the development would not conflict with the objective of preserving the openness of the wider site.

The level of built form is only considered to be acceptable, as it is for the provision of outdoor sport and recreation. While it would not normally be reasonable to condition a building to be removed, in this case, the structures proposed are containers, which could readily be removed from the site when no longer in use. These structures would have a temporary appearance, which would not be suitable for other purposes.

To ensure that the level of harm is kept to a minimum, a condition is necessary, requiring the removal of all the containers, hardstanding and supporting infrastructure, when the use ceases.

Subject to this condition, on balance, the development would comply with the requirements of CELPS policy PG 3 and NPPF paragraph 145. The reductions in the size and scale of the proposal mean that it is materially different to the appeal scheme. The impact on openness is reduced to the extent that it would not conflict with the aims of these policies.

### **Residential amenity**



Concerns have been raised regarding the impact of the development on the amenities of nearby residents. These concerns relate primarily to noise and light disturbance from the proposed use.

The site lies at some distance from the closest residents. Given the low height of the building and infrastructure, there would be no adverse impact from the built form of the development.

The proposal does not include any lighting of the lake or facilities. As such the likelihood of light pollution would be limited.

The proposed loud speaker has the potential to result in disturbance. However, the application indicates that this will only be used in case of emergency. Subject to a condition restricting the use of the loudspeaker and preventing music to be played externally, there would be no adverse impact in this regard.

Environmental Health has not raised any concerns regarding the use and its impact on local residents subject to a condition regarding lighting. It is also noted that the Inspector did not raise any concerns regarding the impact of the larger scheme on residential amenity.

It is noted that the Inspector did not raise any concerns about residential amenities with the dismissed scheme. Given the reductions included as part of this proposal, there is nothing to suggest that this revised scheme would result in an unacceptable impact on residential amenities.

## **Trees**

CELPS policy SE 5 deals with trees, hedgerows and woodland. It seeks to protect trees, hedgerows and woodlands, which make a significant contribution to the amenity biodiversity, landscape character or historic character of the surrounding area.

CNP policy NE3 broadly reflects the same constraints and restrictions.

Three trees would be removed as part of the development to accommodate the proposed access. These trees are not protected by TPOs.

The Council's Forestry Officer has advised that the loss of these trees would not be significant in terms of the impact on the wider amenity of the area. The original proposal included a restoration masterplan and this has been updated to reflect the changes.

Conditions are required regarding tree protection and the submission and adherence to an updated landscaping plan. Subject to these conditions, the proposed development would be acceptable in terms of its forestry implications.

## **Ecology**

NPPF Paragraph 170 states that, amongst other matters, planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing sites of biodiversity value and minimising impacts on and providing net gains for biodiversity.

NPPF paragraph 175 sets out the principles that local planning authorities should follow when assessing the impact on biodiversity. It states that *'if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused'*.

CELPS policy SE 3 confirms that development proposals, which are likely to have a significant impact on various sites, species and habitats will not be supported, except where the reasons for or benefits of the proposed development outweigh the impact of the development. This includes Sites of Biological Importance (SBI), Local Wildlife Sites, habitats and species within the Cheshire Biodiversity Action Plan, national priority species and habitats and legally protected species.

Chelford Neighbourhood Plan identifies the site as a potential Local Wildlife Site. Similar to CELPS policy SE 3, it advises that development proposals which are likely to have a significant adverse effect on local wildlife corridors or wildlife habitat will not be permitted, except where it can be clearly demonstrated that the reasons for or the benefits of the proposed development outweigh the impact of the development. It also sets out a need for detailed, independent surveys to ascertain the impacts and ameliorate any adverse effect.

The Council's Nature Conservation Officer has reviewed both the original proposal and the revised scheme. They have advised that there are a significant number of birds associated with Mere Farm Quarry and the two lakes associated with the application. This includes those considered to be a priority for nature conservation. Based on the survey data from the Cheshire and Wirral Ornithological Society, the north and south lakes they have confirmed that the site would readily meet the criteria for selection as a Local Wildlife Site. The site is therefore of County Importance.

The usage of the application site by birds is likely to have changed as the restoration process has progressed. However, species for which the quarry meets the Local Wildlife Site Selection criteria have been present throughout. As the habitats at the restored quarry develop and change, there are likely to be changes in the types of birds present. Given this, the Nature Conservation Officer has advised that it is difficult to fully predict which of the existing species would remain once restoration is complete. Nevertheless, the completely restored north and south lakes are likely to continue to be of County value for birds.

They have advised that the proposal is likely to have a significant adverse impact on the nature conservation value of the lakes, as a result of direct habitat loss, increased disturbance and the potential risk to birds from the wires associated with wakeboarding infrastructure. These impacts will be for the duration of the operational life of the proposed centre. The north lake would be directly affected by habitat loss and disturbance and the south lake being potentially indirectly affected due to its proximity to increased levels of disturbance. The loss of openness resulting from the proposed development will also deter ground nesting species from occupying the surrounding site.

In accordance with section 10 of the Habitat Regulation 2017, local planning authorities have a duty to consider the impact on wild birds.

Mitigation and compensation measures are proposed as part of this application. This includes the installation of various features designed to attract specific bird species of conservation importance. This includes notable species not catered for as part of the consented minerals.

The Nature Conservation Officer has advised that the mitigation and compensation proposed as part of the development would be considerable. However, the effectiveness of the proposed mitigation and compensation is difficult to predict as even very well designed schemes depend upon the habitats provided being found and adopted by the target species.

They have advised that even with the proposed mitigation and compensation in place there would still be a broad loss of nature conservation value across much of the application site. However, if the proposed habitat features were successful in attracting regular/long standing colonies of the target species, they would support interest for birds of recognised 'County' value. Other bird species of similar importance, which currently occur on site, would however be very likely to be lost as a result of the proposed development.

In determining the appeal scheme, the Inspector noted that without any mitigation or ecological enhancements, the development would have a significant adverse and deleterious effect on a number of priority species currently found at the site, and consequently the nature conservation value of the site would be diminished.

Even with mitigation, they noted that there would be residential harm. However they concluded that this residual harm would not be so significant as to warrant refusal, in accordance with then NPPF paragraph 118 (now 175) or conflict with Policy NE11 of the MBLP, or CELPS policy SE3.

The current proposal is significantly reduced in relation to what was previously proposed, with the activity now restricted to only a portion of North Lake. The proposed mitigation and compensation measures are similar to those included within the appeal scheme, although the Kingfisher tunnels are now shown to be omitted.

Given that the proposal is for a reduced scheme, with similar compensation and mitigation proposed, the Inspector's conclusions with regards to the impact on biodiversity are still applicable. While there would still be residual harm, even with the compensation and mitigation in place, this would not be so significant as to conflict with CELPS policy SE 3, CNP policy NE 1 or NPPF paragraphs 170 or 175

In addition the proposed development is not likely to result in an impact that is of significant magnitude to hinder the objectives of section 10 of the Habitat Regulations to further the preservation, maintenance and re-establishment of a sufficient diversity and area of habitat for wild birds in the United Kingdom.

#### Bird Management Plan

The consultation response received from Manchester Airport advises that the Bird Management Strategy produced in respect of this application accords with the Bird Strike Avoidance Interests of the airport. This has been submitted but does not include a plan showing the areas of fencing. This will be required by condition to ensure that it does not conflict with the ecological enhancement measures.

### Hedgerows

Hedgerows are a priority habitat and hence a material consideration. The plans show that 20m of hedgerow would be lost as a result of the proposal. 50m of new hedgerow is proposed to compensate this loss. This is considered to be sufficient to compensate for this loss.

### Great Crested Newts

A number of ponds are located within 250m of the proposed development. The appeal scheme included a submitted method statement of 'reasonable avoidance measures'.

An updated Great Crested Newt impact and mitigation strategy has been submitted. This has been reviewed and it is considered that subject to the measures put forward, the development would not adversely affect Great Crested Newts or their habitat.

### Bats

There are a number of trees which have the potential to support roosting bats. As these are outside of the site boundary, roosting bats are unlikely to be directly affected by the proposed development. A condition is required regarding lighting to ensure bats foraging and commuting in the wider area are not adversely affected.

### Badgers

Two minor badger setts have previously been recorded on site. An updated survey has been submitted as part of this planning application. This found no evidence of badger survey. Subject to mitigation measures and a requirement for an additional survey if works do not commence within a year of the survey, the proposal would not adversely affect this protected species.

## **Landscaping**

CELPS policy SE 4 and CNP policy NE2 deal with the Landscape. It advises that all development should conserve the landscape character and quality and should where possible, enhance and effectively manage the historic, natural and man-made landscape features that contribute to local distinctiveness of both rural and urban landscapes.

A landscape and visual appraisal has been submitted as part of the planning application. This has been reviewed the Council's Landscaping Officer. They have raised no objection to the proposal on landscape or visual grounds. Full details of landscaping and subsequent implementation will be required by condition.

The proposal would satisfactorily comply with CELPS policy SE 4 and CNP policy NE 2.

## **Accessibility, parking and highway safety**

CELPS policy CO 1 deals with Sustainable Travel and Transport. It advises that development will be expected to reduce the need for users to travel and give priority to public transport, walking and cycling. It also states that development should be guided to sustainable and accessible locations or locations that can be made sustainable and accessible;

CNP policy T1 relates to transport. This covers matters such as parking and cycle provision, links to public transport and highway safety.

The scheme has been reviewed by the Council's Highways Officer. They have highlighted the lack of alternatives to private cars for future users of the site. Whilst there is a bus route along Chelford Road, the closest bus stops are at some distance from the application site. The regularity of public transport outside of peak hours further reduces the likelihood of buses being a realistic means of transport.

While there is a train station in Chelford, with more regular services, this is also at some distance from the site. There are limited pavements, linking the site to public transport.

However, given the nature of the use and the space required, it is more than likely that a rural location would be required. The lack of alternatives to the private car is not in itself a reason for refusal. In accordance with CO 1, opportunities should be taken to encourage alternative means of transport; a condition is therefore proposed requiring cycle storage for future users of the site.

Saved MBLP policy DC6 deals with circulation and access. It requires vehicle and pedestrian access to be safe and convenient, with suitable visibility splays, manoeuvring space and access for special needs groups, servicing and emergency vehicles.

The impact of the development on the highway networks has been assessed by the Highways Officer. Whilst they have queried the accuracy of the estimated trip generation figures provided by the applicant, they have accepted that the use would likely take place outside of peak hours. As such even if the estimates vary significantly there would be unlikely to be a severe impact on the highway network.

The Highways Officer has advised that the access and turning areas for the development would be acceptable.

The revised scheme proposed 54 spaces, including four accessible spaces, along with coach parking spaces.

The adopted parking standards set out within CELPS Appendix C do not provide a specific figure for Leisure uses, acknowledging the range of parking needs within the D2 (Leisure) use class. Highways have reviewed the level of parking provision and have raised no objections.

The proposed parking and access arrangements are considered acceptable. The proposed development would not adversely affect highway safety.

### **Public rights of way (PROW)**

There is a public footpath which runs through site. The Council's PROW officer has been consulted. They have advised that the development would have a direct, but insignificant effect on this footpath.

They have advised that conditions are required relating to the submission of a public right of way management scheme, the line of the footpath to be marked out and surveys of the footpath surfaces.

Subject to these conditions, the proposal would have an acceptable relationship with the existing public right of way.

Concerns have been raised that existing public footpaths have been blocked off without following the formal process. As this is separate to the planning application, these allegations have not been considered. The complainant should pass this matter onto the PROW team to investigate further.

The concerns relating to the use affecting the likelihood of people using the public right of way appear unfounded and as such are not considered to be a material planning consideration.

## **HERITAGE**

The application site does not fall within or adjacent to a Conservation Area and there are no listed buildings within the site boundary. However, there are a number of listed buildings within the wider area of the application site.

In accordance with Chapter 16 of the NPPF and CELPS policy SE 7, the local planning authority is required to consider the impact of a development on the setting of heritage assets. Given the single storey nature of the proposal and the distance from the closest heritage assets, it is considered that the proposal would not result in any adverse impact to their setting.

The Council's Heritage Officer has been consulted on the proposal; they have not raised any objections to the proposal, apart from how noise from the development could affect the listed buildings. The issue of noise is considered above. Subject to the conditions proposed above, the proposal would not result in any adverse impact to the setting of the heritage assets.

## **Flood risk and surface water drainage**

CELPS policy SE 13 relates to flooding and water management. All developments should include measures for sustainable water management to reduce flood risk.

The application site lies within flood zone 1, which is at the lowest risk of fluvial or tidal flooding. A surface water drainage strategy has been submitted as part of the application. This has been reviewed by officers from the Council's flood risk team. They have raised no objection to the proposal, subject to conditions requiring compliance with the submitted strategy and a detailed scheme to be submitted.

Subject to these conditions, the proposal would comply with policy SE 13.

## **Local economy/tourism/outdoor sport and recreation**

CELPS policy SC1 relates to leisure and recreation. Point 3 supports proposals for certain facilities, which cannot be located in or adjacent to centres, provided certain criteria are met.

They should be highly accessible and not result in harm to the character, amenity or biodiversity value of the area.

The criteria relating to character, amenity and biodiversity value are considered elsewhere. However, the proposal would be for an outdoor sports facility and would support the visitor economy. It would therefore comply in principle with this policy.

CNP policy CI 1 is also applicable. This policy relates to new community and amenities. It supports new community facilities in locations appropriate to the character and surrounding area.

## **OTHER MATTERS**

### 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 is in accordance with paragraph 181 of the NPPF and the Government's Air Quality Strategy.

To ensure compliance with the above, provision of electric vehicle charging will be required by condition.

### Manchester Airport Safeguarding

The Safeguarding Authority for Manchester Airport has no objections, provided that the scheme proceeds in line with the agreed bird hazard management plan. This can be imposed by condition.

### Contamination

The Contaminated Land team has raised no objection to the proposal, subject to a condition requiring the testing of any soil for contamination prior to importation onto the site.

### Gas pipeline

Cadent Gas have advised that they have an intermediate pressure within the vicinity of the site. The Health and Safety Executive has been consulted. They have not advised against the proposal. An informative will be included, advising the applicant to contact Cadent Gas regarding the scheme.

### Site security and safety

Local residents have raised concerns that the proposal could result in an increased risk to the public, particularly if people trespass onto the site to swim in the lakes.

NPPF Paragraph 95 adds that planning policies and decisions should promote public safety and take into account wider security and defence requirements. However, the site is not a public space. Trespass onto it would be a criminal matter and should be reported to the

police. There is nothing to indicate that the proposal would result in an increase in trespass or people using swimming in the lake unlawfully.

## **Conclusions**

The proposed development would provide appropriate facilities for outdoor sport and recreation. The introduction of buildings would inevitably result in some harm to openness. However, the nature of the use means a countryside location, where restrictive policies apply is highly likely. The built form proposed would also be the minimum necessary to enable the use to take place.

The harm to the openness of the Green Belt would be limited by the limited spread of development and the low height of the structures. A condition requiring the removal of all structures and hardstanding on cessation of use would further limit the harm.

Taking all of the above into account, it is considered on balance that the development would not be inappropriate development within the Green Belt.

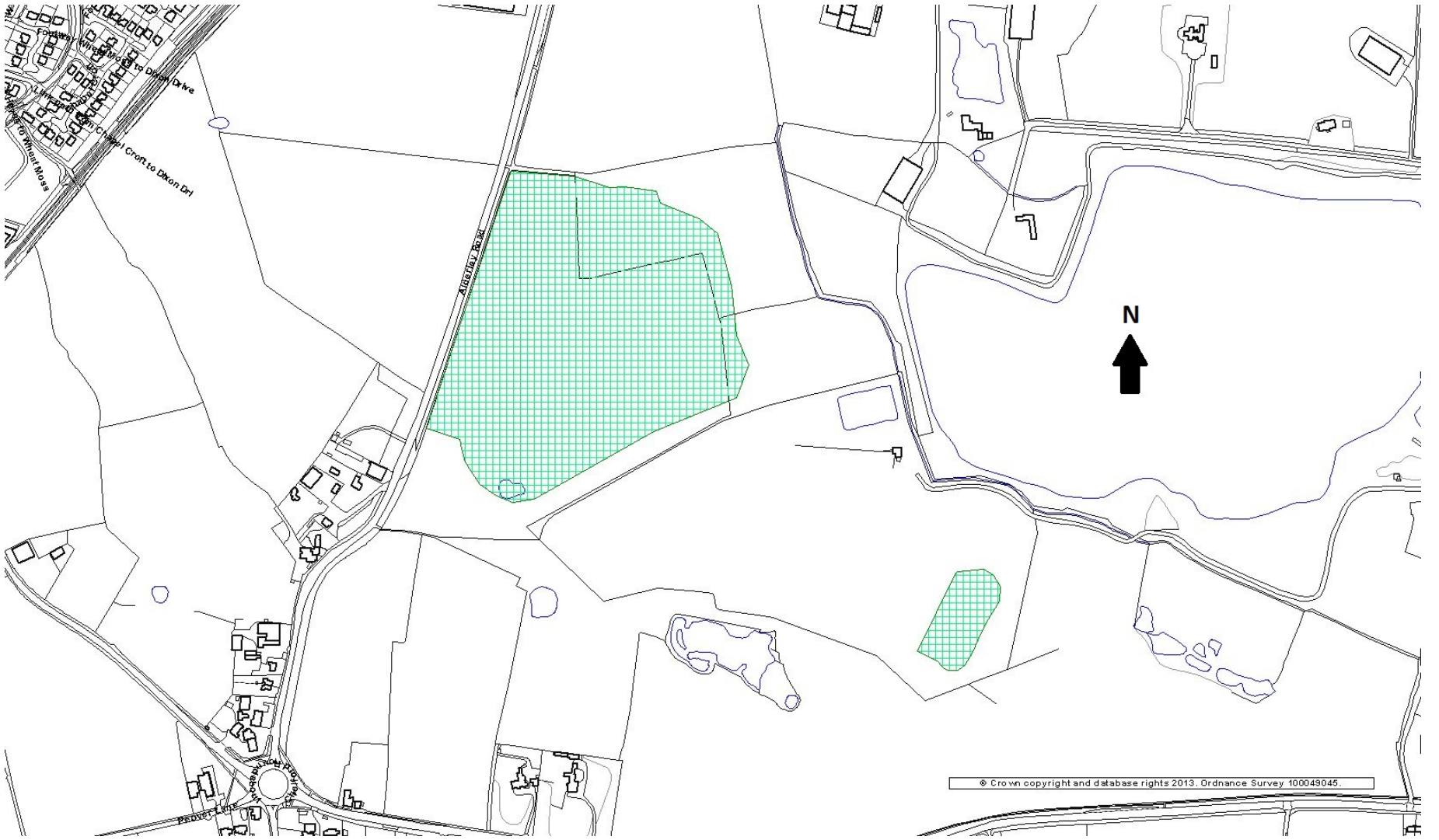
The proposal would result in some harm to biodiversity on the lakes, even with the implementation of the mitigation scheme. However, this harm would not be so significant, as to warrant a refusal on biodiversity grounds.

## **Recommendation: APPROVE subject to the following conditions**

1. Three year time limit
2. Accordance with the approved plans
3. Materials as per application
4. Removal of all structures, supporting infrastructure, decking and hardstanding on cessation of use
5. Lighting strategy for neighbour amenity and ecology
6. Loud speaker limited to emergency use only
7. No external music or speakers, apart from in accordance with condition 6
8. Tree protection plan
9. Submission of updated landscaping plan
10. Implementation of landscaping plan
11. Boundary treatments
12. Updated plan ecological mitigation and compensation measures - detailed design, details of implementation, management and monitoring. Management to continue for the operational life of the development
13. Implementation of agreed ecological mitigation and compensation measures
14. Updated badger survey if development has not commenced by 28 January 2021
15. Safeguarding of birds during nesting season
16. Submission of plan to accompany Bird Management Plan
17. Compliance with Bird Management Plan
18. Removal of PD for means of enclosure
19. Provision of parking and access
20. Provision of electric vehicle charging points
21. Details and provision of cycle storage
22. Details and provision of refuse storage



23. Submission of a public rights of way management scheme
24. Submission of detailed SUDS scheme
25. Compliance with Surface Water Drainage Strategy
26. Testing of soils for contamination



Application No: 19/5736C

Location: Land South Of, OLD MILL ROAD, SANDBACH

Proposal: The construction of 57 dwellings and erection of a petrol filling station (sui generis) and associated convenience store (class A1), drive-through restaurant (Class A3 / A5), drive through café (Class A1 / A3), offices, (Class B1(a)) along with the creation of associated access roads, parking spaces and landscaping.

Applicant: C Muller, Muller Property Group

Expiry Date: 05-Mar-2020

### Summary

The application site is within the Settlement Zone Line as identified by the SNP and has an extant planning permission for residential development.

The proposal includes an out-of-centre retail/recreation development. It is accepted that there are no sequentially preferable sites.

The highways implications of the development are considered to be acceptable. However the commercial parts of the development would be dependent on private motor vehicle and Old Mill Road would act as a barrier to linkages to Sandbach Town Centre to encourage linked trips. The proposed development would be contrary to Policies SD1, SD2, CO1 and CO2 of the CELPS, Policies GR9, GR10 and GR13 of the CLP and Policies H5 and JLE1 of the SNP.

The apartments would have a harmful privacy impact upon the occupants at Condliffe Close. This would be contrary to Policy GR6 of the CLP.

All other amenity implications of the proposed development, including noise, air quality and contaminated land are considered to be acceptable and would comply with GR6 and GR7 of the CLP and SE 12 of the CELPS.

The site is an important gateway to Sandbach and the proposed development fails to take the opportunities available for improving the character and quality of the area and is contrary to Policies SE1, SD2 and SE4 of the CELPS, Policy H2 of the SNP and guidance contained within the NPPF.

The site has a challenging topography and the development would require large retaining structures and little landscape mitigation. The proposed development is therefore contrary to Policies SD2, SE1 and SE4 of the CELPS and PC2 of the SNP.

The impact in relation to the trees on and adjoining the site is considered to be acceptable and would comply with Policy SE 5 of the CELPS (however the tree losses would have landscape implications).

The drainage and flood risk implications of the proposed development are considered to be acceptable and the development complies with Policy CE 13 of the CELPS.

Part of the site is within the Sandbach Wildlife Corridor and the development would result in an overall loss of biodiversity, whilst there is insufficient information in relation to other protected species. The development is contrary to Policies NR2 of the Congleton Local Plan, SE 3 of the CELPS, PC4 and JLE1 of the SNP.

The proposed development would have a detrimental impact upon a number of PROW crossing the site. The proposed development would be contrary to Policy CO1 of the CELPS, Policy GR16 of the CLP, Policies PC5 and JLE1 of the SNP.

The application does not demonstrate that the proposed development provides the required level of POS to serve the development. As such the proposed development complies with Policy SE6 of the CELPS, Policy GR22 of the CLP.

The impact of the development upon archaeology, infrastructure (education and health) and the affordable housing provision is acceptable and would be controlled via a S106 Agreement.

Finally the development of the site would have some employment benefits as identified above and this does attract some weight. However this would be outweighed by the harm identified.

## **RECOMMENDATION**

**REFUSE**

## **PROPOSAL**

This is a full planning application which seeks consent for the following;

- 57 dwellings including apartments (mix of 1-4 bed units)
- A drive-through restaurant
- A drive-through coffee shop
- Offices extending to 849sqm and to be three-stories in height
- Petrol filling station and kiosk store to be operated by M&S
- The application will also include the associated site access (an enlarged 5 arm roundabout off Old Mill Road), internal road network, vehicular parking spaces, public open space and landscaping.

## **SITE DESCRIPTION**

The application relates to 2.98 ha of land. The site located within the open countryside as defined by the Congleton Borough Local Plan. However the site is located within the Settlement Zone Line

as identified within the Sandbach Neighbourhood Plan. Part of the site is also located within a wildlife corridor.

The site comprises agricultural land to the north and west of Fields Farm. This is located to the east of the A534 and to the west of residential properties that front onto Palmer Road, Condliffe Close and Laurel Close. The site has uneven land levels which rise towards the residential properties to the west. The site includes a number of hedgerows and trees which cross the site. To the north of the site is a small brook and part of the site to the north is identified as an area of flood risk.

There are a number of PROW which cross the site.

## RELEVANT HISTORY

19/3784C - Full planning application for erection of a care home (class C2), 85 new dwellings (class C3) and creation of associated access roads, public open space and landscaping – Refused 19<sup>th</sup> December 2019 for the following reasons;

*1. This is an important gateway location and prominent site in Sandbach. The phasing of the development would result in a development which is dominated by engineered access with a poor relationship to the frontage of the site (north). The development will not suitably integrate or add to the overall quality to the area in character or landscape terms. Furthermore the topography of the site is not conducive to a large floorplate of the care home and would result substantial engineered retaining structures. The proposed development fails to take the opportunities available for improving the character and quality of the area and is contrary to Policies SE1 and SE4 of the CELPS, Policy H2 of the SNP and guidance contained within the NPPF.*

*2. The application site is of a very challenging topography including an escarpment that runs along the central part of the site. The submitted information demonstrates that the care home part of the development will require engineered retaining wall with minimal landscape mitigation along the western boundary and it is unclear how land levels would be treated to avoid any changes within the RPA of a mature Sycamore Tree (T12). Furthermore the application does not include sections or levels information in relation to the proposed access north of the proposed care home. On this basis the development would not achieve a sense of place and would be harmful to the character of the area. The proposed development is therefore contrary to Policies SD2, SE1, SE4 and SE5 of the CELPS, PC2 of the Sandbach Neighbourhood Plan and guidance contained within the NPPF.*

*3. The proposed development includes the provision of a 74 bed care home/extra care facility with the provision of 33 car parking spaces. The level of car parking proposed falls below the standards set out within Appendix C of the Cheshire East Local Plan Strategy. This shortfall in parking would result in on-road parking within the development which would harm the character and appearance of the development and vehicle movements within the site. The proposed development is contrary to Policy CO 2 and Appendix C of the CELPS and the NPPF.*

*4. The proposed development is located partly within the Sandbach Wildlife Corridor. The proposed development would result in a loss of a substantial area of habitat within the*

*wildlife corridor. The proposed development would result in an overall loss of biodiversity from the designated wildlife corridor. As a result the proposed development would be contrary to Congleton Local Plan Policy NR4, CELPS Policy SE3, SNP Policies PC4 and JLE1 and the NPPF.*

19/2539C - Hybrid Planning Application for development comprising: (1) Full application for erection of a discount foodstore (Class A1), petrol filling station (sui generis) and ancillary sales kiosk (class A1), drive-through restaurant (Class A3 / A5), drive-through coffee shop (class A1 / A3), offices (class A2 / B1) and 2 no. retail 'pod' units (class A1 / A3 / A5), along with creation of associated access roads, parking spaces and landscaping. (2) Outline application, including access for erection of a care home (class C2), up to 85 new dwellings (class C3), conversion of existing building to 2 dwellings (class C3) and refurbishment of two existing dwellings, along with creation of associated access roads, public open space and landscaping. (Resubmission of planning application ref. 18/4892C). – Refused 28<sup>th</sup> August 2019 for the following reasons;

- 1. The proposed development would have a high trade impact. There are also concerns regarding the potential loss of linked trips associated with the trade impacts on the Waitrose and Aldi anchor stores in Sandbach Town Centre. The impact on Sandbach Town Centre as a whole would be significantly adverse and would outweigh the small improvement in consumer choice that the application scheme would deliver. The proposed development would be contrary to policy EG5 of the CELPS, HC2 of the Sandbach Neighbourhood Plan and the NPPF.*
- 2. This is an important gateway location and prominent site in Sandbach. The commercial buildings are standard generic designs that pay little regard to Sandbach as a place and consequently the development will not suitably integrate and add to the overall quality to the area in architectural terms. Furthermore the topography of the site is not conducive to a large floorplate/car park format and would result substantial engineered retaining structures. The proposed development fails to take the opportunities available for improving the character and quality of the area and is contrary to Policy SE1 of the CELPS, Policy H2 of the SNP and guidance contained within the NPPF.*
- 3. The commercial part of the development would be car dependent and Old Mill Road would act as a barrier between the application site and Sandbach Town Centre. Furthermore the development would not encourage linked trips and is not considered to be sustainable. The proposed development is contrary to Policies SD1, SD2, CO1 and CO2 of the CELPS, Policies GR9, GR10 and GR13 of the Congleton Local Plan and Policies H5 and JLE1 of the Sandbach Neighbourhood Plan and guidance contained within the NPPF.*
- 4. The proposed development would affect PROW Nos 17, 18 and 19. The PROW would be diverted along estate roads or pavements (which is an extinguishment of the public right of way) or accommodated along narrow corridors at the rear of the retail development or residential properties affording no natural surveillance and the potential for anti-social behaviour. The proposed development would be contrary to Policy CO1 of the CELPS, Policy GR16 of the Congleton Local Plan, Policies PC5 and JLE1 of the Sandbach Neighbourhood Plan and guidance contained within the NPPF.*

5. *The application site is of a very challenging topography including an escarpment that runs along the central part of the site. The submitted information demonstrates that the development will require engineered retaining walls with minimal landscape mitigation along the western boundary, whilst there would also be minimal landscape mitigation along the eastern boundary with Condliffe Close and Palmer Road. On this basis the development would not achieve a sense of place and would be harmful to the character of the area. The proposed development is therefore contrary to Policies SD2, SE1 and SE4 of the CELPS, PC2 of the Sandbach Neighbourhood Plan and guidance contained within the NPPF.*
6. *The proposed development is located partly within the Sandbach Wildlife Corridor. The proposed development would result in a loss of a substantial area of habitat within the wildlife corridor. The proposed development would result in an overall loss of biodiversity from the designated wildlife corridor. As a result the proposed development would be contrary to Congleton Local Plan Policy NR4, CELPS Policy SE3, SNP Policies PC4 and JLE1 and the NPPF.*

18/4892C - Hybrid Planning Application for development comprising: (1) Full application for erection of a foodstore (Class A1), petrol filling station (sui generis) and ancillary kiosk/convenience store (class A1), drive-through restaurant (Class A3 / A5), drive-through coffee shop (class A1 / A3), farm shop (class A1) and 2 no. retail 'pod' units (class A1 / A3 / A5), along with creation of associated access roads, parking spaces and landscaping. (2) Outline application, including access for erection of a care home (class C2), 92 new dwellings (class C3), conversion of existing building to 2 dwellings (class C3) and refurbishment of two existing dwellings along with creation of associated access roads, public open space and landscaping – Refused 1<sup>st</sup> March 2019 for the following reasons;

1. *The proposed development would have a high trade impact. There are also concerns regarding the potential loss of linked trips associated with the trade impacts on the Waitrose and Aldi anchor stores in Sandbach Town Centre. The impact on Sandbach Town Centre as a whole would be significantly adverse and would outweigh the small improvement in consumer choice that the application scheme would deliver. The proposed development would be contrary to policy EG5 of the CELPS, HC2 of the Sandbach Neighbourhood Plan and the NPPF.*
2. *This is an important gateway location and prominent site in Sandbach. The level of information provided to demonstrate the appearance and design impact of the site engineering is inadequate. The commercial buildings are all standard designs that pay little regard to Sandbach as a place and consequently the development will not suitably integrate and add to the overall quality of the area in architectural terms. The proposed development fails to take the opportunities available for improving the character and quality of the area and is contrary to Policy SE1 of the CELPS, Policy H2 of the SNP and guidance contained within the NPPF.*
3. *The commercial part of the development would be car dependent and insufficient information has been submitted with this application to show how the proposed development would be served by public transport and how the site would be linked to Sandbach Town Centre and thereby encouraging linked trips. The proposed development is contrary to Policies SD1, SD2, CO1 and CO2 of the CELPS, Policies*

*GR9, GR10 and GR13 of the Congleton Local Plan and Policies H5 and JLE1 of the Sandbach Neighbourhood Plan and guidance contained within the NPPF.*

- 4. The proposed development would affect PROW Nos 17, 18 and 19. The PROW would be diverted along estate roads or pavements (which is an extinguishment of the public right of way) or accommodated along narrow corridors at the rear of the retail development or residential properties affording no natural surveillance and the potential for anti-social behaviour. The proposed development would be contrary to Policy CO1 of the CELPS, Policy GR16 of the Congleton Local Plan, Policies PC5 and JLE1 of the Sandbach Neighbourhood Plan and guidance contained within the NPPF.*
- 5. The Local Planning Authority considers that insufficient information has been provided to demonstrate that the site could accommodate the number of dwellings proposed together with the required level of Open Space/Green Infrastructure/Childrens playspace. As such the proposed development is contrary to Policy SE6 of the CELPS, Policy GR22 of the Congleton Local Plan and guidance contained within the NPPF.*
- 6. The application site is of a very challenging topography including an escarpment that runs along the central part of the site. It is considered that there is insufficient information contained within the application in relation to the proposed levels and there is limited evidence of any landscape mitigation within the application. On this basis the development would not achieve a sense of place nor has design quality. The proposed development is therefore contrary to Policies SD2, SE1 and SE4 of the CELPS, PC2 of the Sandbach Neighbourhood Plan and guidance contained within the NPPF.*
- 7. The proposed development is located partly within the Sandbach Wildlife Corridor and within 2-3m of the top of the bank of Arclid Brook. The proposed development would result in a loss of a substantial area of habitat within the wildlife corridor. The application does not provide a strategy to deliver compensatory habitats of the proposed development upon the wildlife corridor. Without this information the proposed development would be contrary to Congleton Local Plan Policy NR4, CELPS Policy SE3 and SNP Policies PC4 and JLE1.*
- 8. The Local Planning Authority considers that insufficient information has been submitted in support of this application to allow an assessment of the impact of the development upon Water Vole. The Council therefore has insufficient information to assess the potential impacts of the proposed development upon this protected species. The proposed development is contrary to Policies NR2 of the Congleton Local Plan, SE 3 of the Cheshire East Local Plan Strategy, PC4 and JLE1 of the Sandbach Neighbourhood Plan and guidance contained within the NPPF.*
- 9. There is a small bat roost present within an existing building on the site and this proposed development would result in a low impact upon this species as a result of the loss of this roost. The proposed development fails two of the tests contained within the Habitats Directive and as a result would also be contrary to Policies NR2 of the Congleton Local Plan, SE 3 of the Cheshire East Local Plan Strategy, PC4 and JLE1 of the Sandbach Neighbourhood Plan and guidance contained within the NPPF.*



14/1193C - Outline planning application for up to 200 residential dwellings, open space with all matters reserved – Approved 12<sup>th</sup> October 2017

13/2389C - Outline Planning Application for up to 200 Residential Dwellings, Open Space and New Access off the A534/A533 Roundabout at Land South of Old Mill Road – Appeal for non-determination – Strategic Planning Board 'Minded to Refuse' – Appeal Allowed 11<sup>th</sup> December 2014

13/2767S – EIA Scoping – Decision Letter issued 7<sup>th</sup> August 2013

13/1398S – EIA Screening – EIA Required

12/3329C - Mixed-Use Retail, Employment and Leisure Development – Refused 6<sup>th</sup> December 2012. Appeal Lodged. Appeal Withdrawn

## **POLICIES**

### **Cheshire East Local Plan Strategy (CELPS)**

MP1 – Presumption in Favour of Sustainable Development

PG1 – Overall Development Strategy

PG2 – Settlement Hierarchy

PG6 – Open Countryside

PG7 – Spatial Distribution of Development

SD1 - Sustainable Development in Cheshire East

SD2 - Sustainable Development Principles

SE 1 - Design

SE 2 - Efficient Use of Land

SE 3 - Biodiversity and Geodiversity

SE 4 – The Landscape

SE 5 – Trees, Hedgerows and Woodland

SE 6 – Green Infrastructure

SE 7 – The Historic Environment

SE 9 – Energy Efficient Development

SE 12 – Pollution, Land Contamination and Land Instability

SE 13 - Flood Risk and Water Management

EG3 - Existing and Allocated Employment Sites

EG5 – Promoting a Town Centre First Approach to Retail and Commerce

IN1 – Infrastructure

IN2 – Developer Contributions

SC4 – Residential Mix

SC5 – Affordable Homes

CO1 – Sustainable Travel and transport

CO2 – Enabling Growth Through transport Infrastructure

CO4 – Travel Plans and Transport Assessments

### **Congleton Borough Local Plan**

PS4 – Towns

PS8 – Open Countryside

GR6 – Amenity and Health  
GR7 – Amenity and Health  
GR9 - Accessibility, servicing and provision of parking  
GR10 - Accessibility, servicing and provision of parking  
GR13 – Public Transport Measures  
GR14 - Cycling Measures  
GR15 - Pedestrian Measures  
GR16 - Footpaths Bridleway and Cycleway Networks  
GR17 - Car parking  
GR18 - Traffic Generation  
NR3 – Habitats  
NR4 - Non-statutory sites  
NR5 – Non-statutory sites

### **Sandbach Neighbourhood Plan (SNP)**

The Sandbach Neighbourhood Plan was made on 12<sup>th</sup> April 2016.

PC2 – Landscape Character  
PC3 – Policy Boundary for Sandbach  
PC4 – Biodiversity and Geodiversity  
PC5 – Footpaths and Cycleways  
HC1 – Historic Environment  
HC2 – Protection and Enhancement of the Town Centre  
H1 – Housing Growth  
H2 – Housing Layout  
H3 – Housing Mix and Type  
H4 – Housing and an Ageing Population  
H5 – Preferred Locations  
JLE1 – Future Employment and Retail Provision  
IFT1 – Sustainable Transport, Safety and Accessibility  
IFT2 – Parking  
IFC1 – Community Infrastructure Levy  
CW1 – Amenity, Play, Recreation and Outdoor Sports  
CW3 – Health  
CC1 – Adapting to Climate Change

### **National Policy:**

The National Planning Policy Framework establishes a presumption in favour of sustainable development.

Of particular relevance are paragraphs:

11 Presumption in favour of sustainable development.  
50. Wide choice of quality homes  
85-90 Ensuring the Vitality of Town Centres  
102-107 Promoting Sustainable Transport  
124-132 Requiring good design

### **CONSULTATIONS**

**United Utilities:** A public sewer crosses this site and UU may not permit building over it. UU will require an access strip width of six metres, three metres either side of the centre line of the sewer which is in accordance with the minimum distances specified in the current issue of "Sewers for Adoption", for maintenance or replacement. Conditions suggested.

**CEC Education:** To mitigate the impact of this development the following contributions should be secured via a S106 Agreement;

$8 \times £17,959 \times 0.91 = £130,742.00$  (secondary)

$1 \times £50,000 \times 0.91 = £45,500.00$  (SEN)

Total education contribution: £176,242.00

**CEC Housing:** Object to the application.

**CEC Environmental Health:** Conditions suggested in relation to noise mitigation, piling, construction/dust management plan, odour mitigation, electric vehicle infrastructure, low emission boilers and contaminated land. Informatives suggested in relation to contaminated land and construction hours.

**CEC PROW:** Object to the application. The proposed development would affect PROW 17, 18 & 19. The application documents incorrectly depict the alignment of FP19 and show the PROW running along the footpath of the spine road. The alignment of any PROW should avoid the use of estate roads.

The route of FP18 would require a diversion order and need to provide a 6m corridor. Currently the route narrows to 4m alongside the proposed housing.

FP19 will be obstructed by the proposed restaurant, coffee store and the spine road. Provision of a path alongside the spine road would not be acceptable. A very short section of FP17 is also affected by the spine road.

**Highways England:** No objection.

**Natural England:** No comments to make on this application.

**CEC Head of Strategic Infrastructure:** No objections are raised although this is subject to the provision of the financial contribution (should application 19/3784C not receive approval) and the access roundabout works and traffic calming works being added as conditions of any approval of permission.

**CEC POS:** This development will require open space and green infrastructure of 3,705sqm including a LEAP facility.

In line with Policy SE6 Outdoor Sport contributions are required. For family dwelling of £1,000 or £500 per 2 bed apartment space.

Indoor sport contribution of £9,750 required.

**NHS England:** A contribution of £36,432 is required to mitigate the impact of the development.

**CEC Flood Risk Manager:** Support the Environment Agency's comments and the need for the applicant to ensure that compensatory flood storage is included within the site boundary.

No objections in principle to the Application subject to the imposition of planning conditions.

**Environment Agency:** Conditions suggested. Advice offered to the applicant.

## **VIEWS OF THE TOWN COUNCIL**

**Sandbach Town Council:** The Town Council object to this application for the following reasons;

- Members have concerns about road safety on the roundabout and for residences near the bypass. There will be a high volume of traffic produced by the commercial elements, which are all businesses which promote a high volume of short visits throughout the day. This will interfere with traffic which is already extremely busy on this roundabout at peak times.
- Members are also concerned by the fact that all you will see from the bypass is the concrete of the commercial element of the site, or the concrete wall that will attempt to screen it. As this is a major gateway into Sandbach, there should be much more greenery to give visitors to the Town a nicer welcome.
- Finally, Members questions whether the Offices have prospective uses, and if so, are they high value job opportunities for Sandbach?

As a result of the above, this application is in contravention of Policies H2, PC2, PC5, HC2 and IFT1 of the Sandbach Neighbourhood Plan and Policies SE4 and CO1 of the Cheshire East Local Plan Strategy.

## **REPRESENTATIONS**

Letters of objection have been received from 66 local households which raise the following points;

### Principle of Development

- There have been recent refusals on this site
- Continuous planning applications on the site
- This is not a suitable site for a restaurant, café or petrol station
- There is no need for further retail development in Sandbach
- Sandbach has a new petrol station at J17
- This development does not support local businesses
- Loss of Green Belt
- There is no need for a retirement home
- Sandbach has provided its quota of new housing development
- There is no logic behind this application as it needs to be read in combination with application 19/3784C which as already been refused
- The site is inappropriate for development
- There is plenty of office space available
- Brownfield sites should be developed first
- No need for another drive-through restaurant in Sandbach
- Impact upon the existing businesses in Sandbach Town Centre
- Waste of Council money spent on repeated applications on this site
- Cheshire East now has a 5 year housing land supply

- The application form states that no employment will be provided – this is an error
- This would only be the first phase of development – the developer will apply for further housing
- The type of employment proposed will be low value, part time and zero hours contracts
- Development creep
- The development is contrary to policies within the Sandbach Neighbourhood Plan
- Residents are tired of the repeated applications on this site
- Impact upon the independent retailers and businesses in Sandbach
- All earlier objections should automatically be transferred to this application
- CEC should inform the developer that they will not consider any further applications on this site
- Loss of green space

#### Design/Heritage Issues

- The proposed development is poorly designed
- The development does not comply with the CEC Design Guide
- Not in keeping with the market town ambience of Sandbach

#### Highways

- Increased traffic congestion
- Traffic problems in Sandbach when there is an accident on the M6
- Impact upon M6 J17
- Existing gridlock and long delays on the local road network
- Roads in Sandbach cannot cope with any further development
- Lack of cycle provision
- No safe cycle routes are proposed
- The development is at odds with sustainable living and walking from the site would not be a pleasurable experience
- The proposed development would promote car use
- The site is not suitable for development without a bypass for Sandbach
- The larger roundabout will encourage faster moving traffic to the detriment of pedestrian safety – especially when crossing the A534
- Subways should be provided under the road
- The developer should set up a fund to continuously fund a lollypop person at the new roundabout
- The maximum speed limit on the new roundabout should be 10mph
- A Toucan crossing should be provided on the A534 arm of the roundabout
- Inaccuracies within the applicants Transport Assessment
- 5 arm roundabouts are not as successful as 4 arm roundabouts
- The distances to services provided within the D&A Statement are not accurate
- The proposed businesses will be dependent on vehicle movements
- Houndings Lane is not suitable for emergency access
- Traffic congestion is causing problems for emergency services to get through Sandbach
- There has been insufficient monitoring of traffic in Sandbach
- CEC should consider a highways reason for refusal despite the previous decisions
- Residents already have problems accessing Palmer Road and the surrounding estate

#### Amenity

- Noise pollution
- Light pollution

- The development will impact upon local air quality
- Impact upon the quality of life of surrounding houses
- Impact upon privacy
- There are already air quality issues in Sandbach

#### Green Issues

- Impact upon protected species
- Impact upon wildlife
- Impact upon the wildlife corridor
- Lack of landscaping
- Loss of wooded and green areas

#### Infrastructure

- Impact upon local infrastructure (A&E, doctors, dentists, police and schools)
- Infrastructure is already at capacity
- Impact upon water and sewage systems

#### Flood Risk/Drainage

- Increased risk of flooding
- Surface water run-off problems
- Part of the site is flood plain

#### Other issues

- Impact upon the PROW on the site
- The PROW officer has objected to this application
- This development would lead to a 15% reduction in the PROW in Sandbach
- Litter caused by drive-through establishments
- The drive-through restaurant will encourage unhealthy eating

A letter has been received from Fiona Bruce MP attaching a copy of a constituents objection and asking for the points of objection to be considered (this is considered above).

A letter of support has been received from 1 local household which raise the following points;

- Support the proposal under the terms that the housing is thrown out and the rest approved.

An objection has been received from the Sandbach Footpaths Group raising the following points;

- There are four PROW crossing the site which are regularly walked by local people
- Sandbach parish has remaining only 20 PROW that lead somewhere rather than ending on a busy and treacherous main road or finishing at a dead end. This application takes in and negates 3 of them. A 15% reduction.
- It is important that the PROW are retained in perpetuity
- This application disregards the existing line of the public footpaths without offering any suitable or alternative routes
- Off Hawthorne Drive in Sandbach there is an on-going public inquiry because the developer has tried to proceed with site construction without allowing for a proper and suitable diversion route for the PROW. To avoid another legal wrangle along the same lines the application should be refused until the PROW have been properly considered
- Support the comments made by the CEC PROW Officer

An objection has been received from the Sandbach Woodland and Wildlife Group (SWWG) raising the following points;

- The position has not changed since the refusal of application 18/4892C
- The Application Form still states at 13c, the area is NOT near a site of designated status, despite it being on the Sandbach Wildlife Corridor. It is also stated that surface water will discharge into an existing water course, presumably Arclid Brook. It is noted that an attenuation pond has been included.
- The comments made in relation to the PROW from the Council PROW officer and the Sandbach Footpath Group are supported.
- The comments made by Cycling UK and those by Sandbach Town Council are highly relevant
- It is of vital importance that reference is made Sandbach Neighbourhood Plan, specifically to PC4 (Biodiversity and Geodiversity) and PC5 (Footpaths and Cycling). Failure to do so is a serious omission.

A representation has been received from Cycling UK which makes the following points;

- Would like to see a cycle link to Houndings Lane
- Consideration of a connection to Laurel Close for cycling
- Object to the use of a shared footway along the spine road for cyclists and pedestrians. These are rarely used by cyclists.
- Consideration of a 20mph speed limit along the spine road.
- Signage should be provided so that cyclists are aware of the suggested new routes.
- The remodelled roundabout will result in higher entry speeds to the roundabout which will make on-road cycling more challenging. The existing shared footways are hardly used by cyclists
- The proposed toucan crossing is 30m away from the existing crossing point and people dislike deviating from their desire line. The right-hand stagger of the pedestrian refuge should be replaced by a straight crossing for safety reasons
- To make the roundabout more pedestrian and cyclist friendly then the Toucan crossing should be removed and each arm should be signalised.

## **APPRAISAL**

### **Principle of Development**

#### Open Countryside/Settlement Zone Line

The majority of the application site is located outside of the Sandbach Settlement Zone Line, and within the open countryside, as defined by Policy PS8 (Open Countryside) of the Congleton Local Plan (CLP). However it should be noted that the site is within the Settlement Zone Line identified on Figure 2 of the Sandbach Neighbourhood Plan. Where there is a conflict between policies within the Development Plan the PPG advises that the conflict must be resolved in favour of the policy which is contained in the last document to be adopted, approved or published (in this case the SNP).

#### Housing

As stated above the site is within the Settlement Zone Line as defined by the SNP. Policy PC3 (Policy Boundary for Sandbach) of the SNP states that;

*'New development involving housing, commercial and community development will be supported in principle within the policy boundary defined around Sandbach and shown on the Proposals Map for Sandbach (Fig.2)'*

Furthermore there is an extant permission for up to 200 dwellings on this site as approved by application 14/1193C. Therefore the principle of residential development on this site is considered to be acceptable.

### Retail

The NPPF requires a retail impact assessment if the development is over a proportionate, locally set floor space threshold (if there is no such threshold the default threshold of 2,500m<sup>2</sup> of gross floor space is applied). In this case the office, drive through restaurant, café, petrol filling station/kiosk and office fall below this threshold.

The NPPF also requires the application of a sequential test for main town centre uses that are not in an existing centre nor in accordance with an up-to-date development plan. The application site is an out-of-centre location.

Policy EG5 of the CELPS states that Town Centre will be promoted as the primary location for main town centre uses. Point 7 of this Policy then states that;

*Proposals for main town centre uses should be located within the designated town centres or on other sites allocated for that particular type of development. Where there are no suitable sites available, edge-of-centre locations must be considered prior to out-of-centre locations. Edge-of-centre and out-of-centre proposals will be considered where:*

- i. there is no significant adverse impact on the vitality and viability of the surrounding town centres; and*
- ii. it is demonstrated that the tests outlined in current government guidance can be satisfied.*
- iii. The sequential approach will not be applied to applications for small scale rural offices or other small scale rural development in line with the government guidance.*

Policy HC2 of the SNP states that out of centre retail outlets will only be supported following application of a sequential test if they do not have an adverse effect on the town and town centre. Applications will only be supported if they meet the following criteria;

- Complement and enhance the town and town centre without reducing its commercial viability.
- Are compatible with the size and scale of the existing town centre.
- Do not have an unacceptable impact on the existing road network.

Policy JLE1 (Future Employment and Retail Provision) of the SNP states amongst other things that development proposals must;

- Not adversely impact on locally identified natural environmental assets. Proposals will positively enhance watercourses and wildlife corridors and development which harms or does not demonstrate compatibility with the wildlife corridor will not be permitted.



- Demonstrate their impact upon the highway network and identify measures to mitigate any harmful impact
- Demonstrate sustainable access (public transport, pedestrian and cycle provision) and green corridors

Within the town centre the Cheshire Retail Study 2016 identifies that Sandbach Town Centre has a low vacancy rate with no long term vacancies. The majority of the units are occupied by independent retailers but there are several multiple retailers present in the centre which act to provide a good mix. Overall Sandbach is considered to be a healthy Key Service Centre.

### **Sequential Test**

The NPPF advises that where an application fails to satisfy the sequential test then the application should be refused. This is supported by Policy EG5 of the CELPS and HC2 of the SNP.

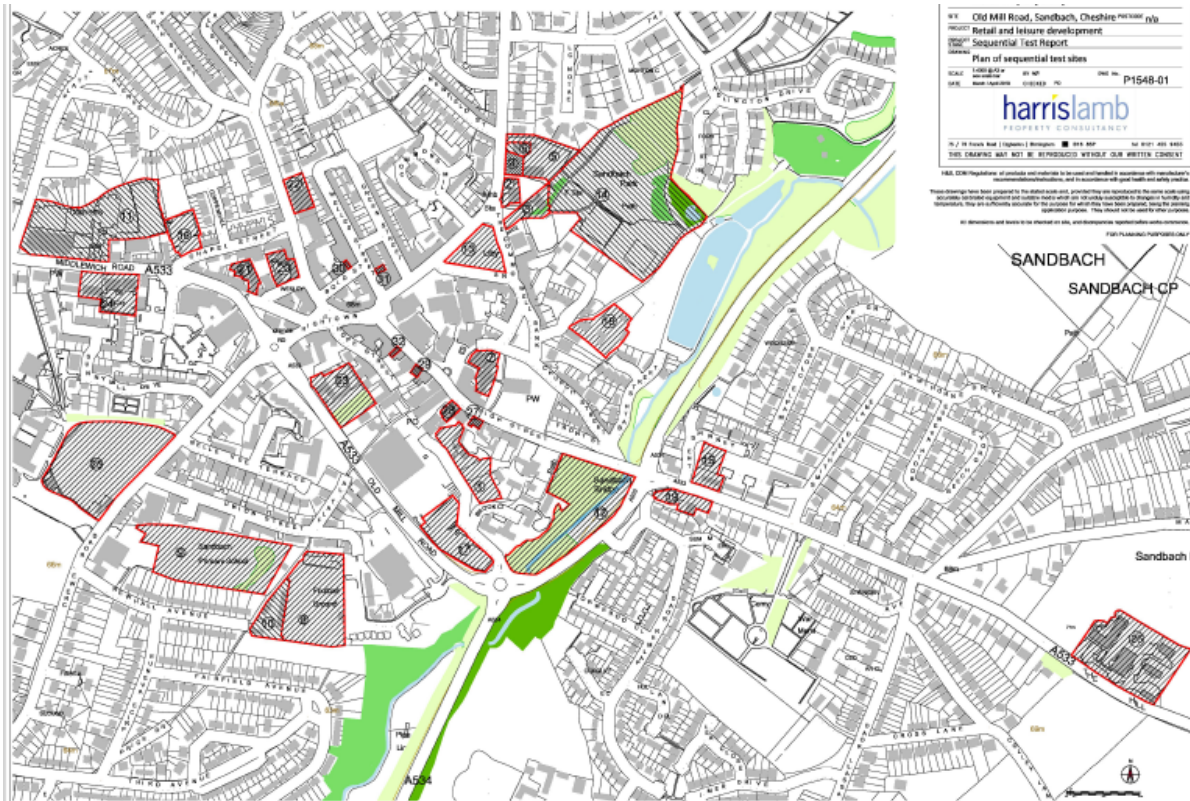
The sequential test is a key element of the NPPF. In support of this the Planning Practice Guidance states that the sequential test should be proportionate and appropriate for the given proposal and should;

- Have due regard to the requirement to demonstrate flexibility. Has the suitability of more central sites to accommodate the proposal been considered? Where the proposal would be located in an edge of centre or out of centre location preference should be given to sites that are well connected to the town centre.
- Is there scope or flexibility in the format and/or scale of the proposal? It is not necessary to demonstrate that a potential town centre or edge of centre site can be accommodate precisely the scale and form of the development being proposed, but rather to consider what contribution more central sites are able to make individually to accommodate the proposal.
- If there are no suitable sequentially preferable locations, the sequential test is passed.

It is agreed between the parties that the site is situated in an 'out-of-centre' location in retail policy terms. As a result the sequential test needs to consider sites within and on the edge of defined centres. If suitable sites are not available, then the assessment should consider the potential alternative out-of-centre sites that are more accessible and better connected to the town centre than the application site.

It is agreed between both parties that there is no requirement to disaggregate elements of the proposed development and that the search for alternative sites should be able to accommodate the broad type of the development proposed. This view is supported by appeal decisions at Rushden Lakes and Braintree.

In this case 32 alternative sites have been considered within and outside Sandbach town centre. These are identified on the extract of the plan below;



The applicant has not adopted any minimum site size threshold in searching for potential sites within and on the edge of Sandbach Town Centre. As a result almost all of the sites are well below the size of the application site. The application site is 2.98 hectares and the commercial area is 1.48 hectares. It is accepted that the majority of the alternative sites are of an unsuitable size to accommodate the proposed development.

The remaining sites are as follows;

Sandbach Primary School Playing Field

This site extends to 1.286 hectares and is currently in use as a school playing field. It is accepted that the development of this site would affect the operation of the school and limit its outdoor facilities.

Site 11 – Westfields, Middlewich Road

This site measures 1.6 hectares and in use as Council offices and associate car parking. It is also acknowledged that there is a small underdeveloped area to the eastern part of the site, but this has no frontage to the main road.

Given that the site is in active use. It is accepted that the site is not available for development whilst the parcel of land to the east is not suitable for the proposed development.

Site 12 – Woodland adjacent to A533/Old Mill Road

This site is heavily wooded and of an irregular shape including a watercourse. The redevelopment of this site is likely to have a negative impact upon ecology, the street-scene and the setting of The Old Hall (Grade I Listed Building). There are also flood risk implications and the site is designated as recreational space/wildlife corridor.

### Site 14 – Sandbach Park, Congleton Road/The Common

Sandbach Park extends to 3.1 hectares and is designated as a protected area of open space. The site includes a children's play area, skatepark, tennis courts, open space and other community facilities.

It is agreed that the site serves an important recreational function in Sandbach and is not available for the proposed development.

### Site 25 – Sandbach School Playing Field

The main school building and lodge are Grade II Listed Buildings. Any development of the playing fields is likely to have a serious detrimental impact upon the setting of the designated heritage asset.

### Site 26 – Leonard Cheshire Home, The Hill

The site measures 1.1 hectares and is in an out-of-centre location and is in active use as a care home. It is accepted that the site is neither suitable or available for the proposed development.

It is accepted that there are no sites within or on the edge of Sandbach Town Centre that can be assembled into a larger site of a sufficient scale to accommodate the proposed development. Furthermore there are no alternative out of centre sites that could accommodate the proposed development and are more accessible and better connected to Sandbach Town Centre.

## **Impact Assessment**

An impact assessment is not required as the proposed development is below the threshold of 2,500sq.m as set out within the NPPF and referred to in the CELPS. However it should be noted that EG 5 of the CELPS requires that proposals for out-of-centre retail development to demonstrate that they will have no significant adverse impact upon the vitality and viability of the surrounding town centres.

The previous application 19/2539C was refused on impact grounds. However this application included a retail foodstore (1,956sqm gross internal area and 110 vehicular parking spaces) which does not form part of this current application.

## **Employment Generation**

Policy SD1 of the CELPS states that development should wherever possible create a '*strong, responsive and competitive economy for Cheshire East*' and '*prioritise investment and growth within Principal Towns and Key Service Centres*'.

It is not disputed that both the commercial and residential parts of the development would create employment in this area. The employment generation from the proposed development would weigh in favor of the development.

### **Highways Implications**

A previous planning consent 13/2389C (now expired) for 200 residential dwellings has been approved on this site. The permission was in outline form with access being determined, the existing roundabout at the A533/A534 was to be significantly enlarged and a fifth arm providing access to this site.

The extant planning consent on this site under application 14/1193C is with all matters including access reserved.

#### Access Proposal

This application proposes a single point of access using the access strategy for the previous applications 13/2389C, 18/4892C, 19/2539C and 19/3784C to the roundabout on the A533/A534. The main access would be 6.75m wide together with shared pedestrian/cycle paths.

A new toucan crossing is to be provided across the A533 located just north of the roundabout that will link the site for both pedestrians and cyclists.

The enlarged roundabout access would be delivered via a S278 agreement.

#### Internal Layout

The main spine road is 6.75m wide and is suitable to provide access to the proposed level of development. Tracking has been submitted to indicate that HGV deliveries can be made to the site. There are a number of proposed access points onto the main spine access road, visibility is achievable although many of trees shown planted in the verge would affect visibility and not be acceptable.

#### Car Parking

The parking provision for the residential and commercial is in accordance with CEC standards and has a total of 115 spaces.

#### Development Impact

An assessment of the likely traffic impact of the development has been undertaken by the applicant, the assessments have been undertaken in 2024 (5 years post application). The assessments have included a number of committed developments in Sandbach. The modelling has been based on traffic count data undertaken in 2018 at a number of junctions that would be directly affected by the proposed development; traffic growth has also been added to the committed developments flows to form the basis of the assessments.

The following junctions have been assessed as part of this proposed development;

- A533 Old Mill Road/A534 Brookhouse Road Roundabout/ Site Access

- A533 / A533 The Hill / High Street junction
- A533 Middlewich Road / A533 Old Mill Road / Crewe Road roundabout
- A534 /Crewe Road roundabout
- A533 Middlewich Road/Chapel Street / Ashfield Way junction

In relation to the assessment of the A533/A534 roundabout junction which will also serve as access to the development. The results indicate the existing roundabout layout operates well in excess on capacity in 2024 with extensive queues on most arms of the junction. The improved roundabout operates much better and is forecast to operate just in excess of capacity in 2024 with the proposed development being included; queue lengths are much reduced to moderate levels.

There is a significant interaction between The Hill signal junction and the A533/A534 roundabout. Congestion affects the operation of each junction and congestion occurs between both junctions.

The applicant has assessed The Hill junction with this improvement in place, the capacity results show that the junction operates within capacity in 2024. The proposed development is reliant upon the CEC improvement scheme being implemented in order for the junctions to operate within capacity. The enlarged roundabout would be delivered via a S278 agreement and an additional S106 contribution of £200,000 will be required for the improvements between The Hill junction and the site access roundabout.

The Crewe Road/A533 Middlewich Road roundabout is shown to operate over capacity in 2024; this roundabout has existing congestion problems during peak hours but particularly in the PM peak due to queues extending back from the A533/A534 roundabout. The CEC improvement scheme will help alleviate some of PM problems as capacity is increased at the junctions. However, in relation to the impact of this application, the 'with' and 'without' capacity results are very similar indicating that the development does not materially increase congestion at the roundabout.

The applicant has not modelled the capacity of the A533/Chapel Street junction but has assessed the percentage impact that the development would have at the junction. The maximum increase is forecast to be less than 2.3% and is stated as not representing a material increase.

### Accessibility

It is important that the site is linked to the north side of the A533 for both pedestrians and cyclists, the access details submitted indicate that the site access will have a shared pedestrian/cycle path on both sides. The roundabout will also have a pedestrian/cycle path on each arm although the only controlled crossing point will be via a toucan crossing on the eastern arm of Old Mill Road.

As noted above the site is out-of-centre and it is important that connections are provided between the site and Sandbach Town Centre to encourage linked trips. The developer would provide a Toucan crossing over Old Mill Road and Appendix D of the submitted Transport Assessment identifies that Brookhouse Road linking the application site with the town centre would be upgraded through an upgrade of the existing footway and lighting with speed tables introduced.

Despite this there are still serious concerns that Old Mill Road would act as a barrier and would deter people from making linked trips and walking between the site and Sandbach Town Centre.

There are a number bus services operating in Sandbach on various routes, the nearest existing bus stops are approximately 200m from the site.

## Cycle Provision

The proposed development could have cycle storage provision for both the commercial and residential parts of the scheme. This could be controlled via the imposition of a planning condition.

The comments made in relation to the safety of the crossing point and roundabout access for cyclists is noted. In this case the highways officer has raised no objection to the proposed development on highway safety grounds.

## **Amenity**

The Congleton Borough SPG requires the following separation distances;

21.3 metres between principal elevations

13.8 metres between a non-principal and principal elevations

It should also be noted that the recently adopted Cheshire East Design Guide SPD also includes reference to separation distances and states that separation distances should be seen as a guide rather than a hard and fast rule. Figure 11:13 of the Design Guide identifies the following separation distances;

21 metres for typical rear separation distance

18 metres for typical frontage separation distance

12 metres for reduced frontage separation distance (minimum)

The main properties affected by this development are those to the east of the site fronting onto Condliffe Close, Palmer Road and Laurel Close.

The proposed apartments on plots 1-12 would largely be three stories in height with a four storey central element. The closest property is 15 Condliffe Close which is located to the east with a separation distance of 17m to the nearest corner of the proposed apartments and 7m to the shared boundary. Due to the separation distance and off-set nature it is not considered that there would be any harm when viewed from the within the properties at 15-21 Condliffe Close. However the position of first and second floor windows in close proximity to the boundary would cause a loss of privacy to the rear gardens of these properties. This impact would not be acceptable.

The dwelling proposed on plot 22 is two-storeys in height and would face the rear elevations of 3-9 Condliffe Close with a separation distance of 20m. The existing and proposed properties would be angled and would not directly face each other, whilst the level changes and intervening boundary treatment would mean that the relationship is acceptable.

The dwelling proposed on plot 23 is two-storeys in height and would face the rear elevations of 74 Palmer Road with a separation distance of 21m. The existing and proposed properties would be angled and would not directly face each other, whilst the level changes and intervening boundary treatment would mean that the relationship is acceptable.

No other properties would be affected by the development.

### Noise

The applicant has submitted a Noise Impact Assessment (NIA) which recommends mitigation designed to ensure that occupants of the proposed dwellings are not adversely affected by road traffic noise from the A534 and the proposed commercial units.

The proposed mitigation is as follows;

- Internal habitable rooms would be mitigated through the provision of double glazing and trickle ventilation.

The mitigation measures recommended are considered to be sufficient to mitigate the development and the Environmental Health Officer has raised no objection to this application.

### 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 is in accordance with paragraph 181 of the NPPF and the Government's Air Quality Strategy.

Air quality impacts have been considered within the air quality assessment submitted in support of the application.

The report considers whether the development will result in increased exposure to airborne pollutants, particularly as a result of additional traffic and changes to traffic flows. The assessment uses ADMS Roads to model NO<sub>2</sub> and PM<sub>10</sub> impacts from additional traffic associated with this development and the cumulative impact of committed development within the area.

A number of modelled scenarios have been considered within the assessment. These were:

- 2018 - Verification;
- Opening year Do-Minimum (DM) (predicted traffic flows in 2021 should the proposals not proceed); and,
- Opening year Do-Something (DS) (predicted traffic flows in 2021 should the proposals be completed).

The assessment concludes that the impact of the future development on the chosen receptors will be 'not significant' with regards to all modelled pollutants.

The proposed development is considered significant in that it is highly likely to change traffic patterns in the area. Sandbach has two Air Quality Management Areas and, as such, the cumulative impact of developments in the town is likely to make the situation worse, unless managed.

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 developer has submitted a travel plan for the development.

However, the Environmental Health Officer also believes that further robust mitigation measures are required to reduce the impact on sensitive receptors in the area. Therefore, the developer should submit information in relation the Electric Vehicle Infrastructure and low emission boilers which could be controlled via a planning condition.

### Contaminated Land

Residential developments are a sensitive end use and could be affected by any contamination present or brought onto the site. Part of the application area has a history of former mill, former pond use, and agricultural use therefore there may be localised contamination and ground gas issues associated with these features. Part of the proposed application is for new residential properties which are a sensitive end use and could be affected by any contamination present.

Conditions could be imposed to mitigate the impact of the proposed development.

### Lighting

Light spill from the development has the potential to impact upon the existing and proposed dwellings. The matter of lighting within the site could be controlled via the imposition of a planning condition.

### **Design**

The importance of securing high quality design is specified within the NPPF and paragraph 124 states that:

*'The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this'*

### Connections

*Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?*

The development would have a vehicular access to the north off Old Mill Road. There would pedestrian/cyclist connections to the PROW Network. Some of the FP19 would be lost as it would divert along the proposed spine road whilst in large parts the development would have a negative relationship with FP18 due to the PROW being sited between side garden boundaries of the proposed dwellings and the rear boundaries of the dwellings adjoining the site.

Although a Toucan crossing would be provided to Old Mill Road to the north of the site the road would act as a vehicle dominated barrier to the development. The prospective connectivity of the site to the town centre is a concern. Old Mill Road and the existing roundabout are significant obstacles and this will be made even more problematic by the changes to the roundabout and new access. It is imperative in sustainability terms that high levels of pedestrian connectivity can be



achieved, to promote linked trips with the town centre and encourage walking and cycling to the site. Getting this wrong could lead to this becoming a car borne destination that competes with rather than compliments the town centre and which adds to some of its traffic problems.

It is difficult to gauge how the development will integrate into its surrounding landscape but the mass and scale of the apartment buildings is a concern (largely 3 storeys with 4 storey elements). These large buildings would be located in an area characterised by smaller building sizes. The apartment buildings would appear very prominent on this site.

The main entrance into the development is via a straight over-engineered access road. There is concern about the space for trees and whether the trees will have sufficient stature (highways have also stated that some trees will need to be removed for visibility reasons). Old Mill Road creates a barrier that amplifies a sense of disconnection. The development would be dominated by a long straight access road which has been previously designed for the purposes of a retail development on the site.

The development is orientated to be outward looking on its northern and eastern edges. However, the development presents rear gardens to the open land to the south whilst the provision of the large retaining structures creates a negative relationship when viewed from the west and north.

### Facilities and services

*Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?*

Sandbach is a Key Service Centre and as such provides a range of services and facilities to meet the needs of local people. Outline permission for residential development of the site has previously been granted; therefore the principle has been established.

### Public transport

*Does the scheme have good access to public transport to help reduce car dependency?*

The layout provides for bus access into the site with a turning facility designed into a 'square' to the west of the office block. The nearest current bus stop is on Old Mill Road approximately 200m from the development.

Pedestrian connections are provided along the new spine road and connecting into the PROW and Laurel Close. The main access includes a 3m combined footpath/cycleway.

The site is roughly 2.5 km from the railway station, which is accessible on street by bicycle and is accessible via bus along Middlewich Road.

### Meeting local housing requirements

*Does the development have a mix of housing types and tenures that suit local requirements?*

The development would provide 30% affordable housing in accordance with Policy SC 5. Although there is insufficient information contained within the application to identify that this is deliverable as explained in the affordable housing section.

The proposed development would provide the following housing mix;

7 x one bed units

25 x two bed units

15 x three bed units

10 x four bed units

The layout includes a high proportion of two and three bed units and would comply with Policy SC4.

### Character

*Does the scheme create a place with a locally inspired or otherwise distinctive character?*

The apartments and some of the taller housing types are of a scale and siting that will have a significant bearing upon the character of the site. The apartments appear prominent as you enter the site and would act as a poor focal point when viewed from the north.

There is a concern over the character of New Crosses Square, notwithstanding the additional narrative and landscape information provided by the applicant.

The main access verge needs to be 3 metres wide to ensure that substantial Avenue trees can be achieved (as per the CEC residential design guide).

The detailed design of the proposed dwellings and apartments offers little in design terms and would appear bland. The scheme does not create a place with locally inspired or distinctive character.

The buildings are generic, standard designs with no indication that a strong design rationale has underpinned their design. This is amplified by them sitting in the midst of extensive areas of surface parking. The non-residential elements are a mishmash of conventional standard designs by certain potential occupiers, with their own specific corporate requirements. The applicant has attempted a more locally relevant design on certain buildings, but this seems rather randomly applied.

The scale of the 3 storey office building at the centre of the site is a concern in broader setting terms but also in relation to the retained Fields Farm and barn. The setting of these buildings also feels hemmed in by the proximity of new development and they could lose their sense of meaning, appearing as a modest island in the sea of surrounding new development.

### Working with the site and its context

*Does the scheme take advantage of existing topography, landscape features (including watercourses), wildlife habitats, existing buildings, site orientation and microclimates?*

Fields Farm is excluded from the site but the house and certain outbuildings were proposed to be retained in the recent hybrid application. The Design and Access Statement advises there are no heritage assets within the site or its immediate vicinity but the farm and outbuildings are shown on the earliest edition OS and therefore would be considered to have some local heritage value (i.e. non-designated heritage assets). Consequently, their setting is a consideration in this application although they are not within the red line boundary. The scale and design of the office, the apartments and some of the dwellings in relation to the farm complex is of concern. More space should be provided around the heritage buildings.

This is a complex site because of the land level changes which vary across the site. The submitted levels information does highlight the potential for highly engineered features within the developed which would be highly urbanising and poor in townscape terms. The topography of the site is clearly not conducive to a large floorplate/car park format and the revised design response illustrates that given the amount and scale of retention/engineering required. The cross sections illustrate the extent and impact of this. There has been no substantive or meaningful change in this regard from the previous refused scheme.

This site adjoins a key gateway and approach into the town and therefore the quality of development on the site will fundamentally affect perceptions of the town to its residents and visitors. Large footprint uses, retaining structures and extensive areas of car parking will characterise the more visible, front portion of the site, exacerbated by loss of some of the frontage landscaping associated with the new access, further opening up views of the site from Old Mill Road/Brookhouse Road. There is little opportunity for meaningful compensatory landscaping within the site.

### Creating well defined streets and spaces

*Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?*

For the most part buildings generally define the edges of streets in a coherent way with corner turning designs emphasising both street frontages. However the large parking area for the commercial parts of the development creates a sterile section of street frontage in an important part of the layout.

### Easy to find your way around

*Is the scheme designed to make it easy to find your way around?*

The scheme is relatively modest although there is a missed opportunity with the creation of a cul-de-sac to the east of the access. It would be more appropriate if this linked into the main access.

The highways officer has commented that some of the trees would need to be removed for visibility reasons and there is still concern about the quality of New Crosses Square as the main public realm feature.

### Streets for all

*Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?*

New Crosses square will be a calming feature on entry to the development although there is still concern that its character is principally designed around vehicular use.

The commercial parts of the scheme – petrol filling station, drive-through restaurant and drive-through café would be dominated by car-bourne trips.

#### Car parking

*Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?*

There are small pockets of frontage parking but on the parking solutions provided for the residential elements of the scheme would not appear prominent within the development. The courtyard car-parking for the apartments lacks any landscaping and this is a weakness in the design.

As stated above the extensive areas of car parking for the commercial elements will characterise the more visible, front portion of the site, exacerbated by loss of some of the frontage landscaping associated with the new access, further opening up views of the site from Old Mill Road/Brookhouse Road.

#### Public and private spaces

*Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?*

Public areas to be managed by a management company, with details of the different landscape character areas, function, planting and maintenance.

#### External storage and amenity space

*Is there adequate external storage space for bins and recycling as well as vehicles and cycles?*

There would be bin and external storage to all properties together with bin collection points.

Some rear garden sizes would fall below the Councils Standards set out in the Congleton SPG.

#### Design Conclusion

This is an important site to Sandbach and the quality of the proposal is not good enough having regard to the gateway location and prominence of the site.

The commercial buildings are all standard designs that pay little regard to Sandbach as a place and consequently the development will not suitably integrate and add to the overall quality of the area in architectural terms. The submitted levels information demonstrated that the topography is not conducive to the proposed uses. The layout of the commercial element of the scheme is poor

as it is dominated by car-parking, engineering structures and fails to respect the PROW on the site.

The proposed apartments and some dwellings would appear very prominent and create a poor focal point for the development. They appear bland and offer little design quality.

The proposed development is contrary to Policy SE1 of the CELPS, Policy H2 of the SNP and guidance contained within the NPPF.

### **Archaeology**

The application site is accompanied by an Archaeological Assessment. There are no statutorily-designated Heritage Assets within the application area but the report does conclude that the site does contain several areas of archaeological potential which are likely to need further archaeological mitigation, in the event that planning permission is granted. These include historic field boundaries, that part of the Brook Mill site within the application area, the Fields Farm complex, and the field known as 'Scot's Meadow'.

The Councils Archaeologist has previously stated that the above features are not significant enough to generate an objection. The programme of archaeological mitigation can be controlled through the imposition of a planning condition.

### **Public Rights of Way**

The proposed development would affect PROW Nos 17, 18, 19 & 50.

It should be noted that "*any alternative alignment [of a Public Right of Way] should avoid the use of estate roads for the purpose wherever possible and preference should be given to the use of made up estate paths through landscaped or open space areas away from vehicular traffic*" (Defra Rights of Way Circular (1/09), Guidance for Local Authorities, Version 2, October 2009, para 7.8).

The proposed route of FP 18 along the eastern boundary would require a diversion order and would need to consistently provide a 6 metre corridor within the path runs. Currently the route narrows to 4 metres alongside the housing. Furthermore the relationship of some of the proposed dwelling and the PROW is now acceptable. There would be sections of FP 18 which would be sited between side garden boundaries of the proposed dwellings and the rear boundaries of the adjacent dwellings. There would be a lack of natural surveillance and the relationship to FP 18 is not considered to be acceptable.

The diversion or accommodation of a public right of way along estate roads or pavements is effectively an extinguishment of the public right of way and therefore not a suitable provision. This applies to FP 19.

The majority of the previous concerns relating to the PROW on the site have been addressed apart from the diversion of the PROW along estate roads. The objection raised by the PROW Team is noted and although this is a disbenefit of the proposed development it is not considered that a reason for refusal can be sustained on this ground alone. The connections would be retained and would be useable for pedestrians.

A very short section of FP17 is also affected by the spine road and there are no proposals for how this path would sit within the development.

The proposed development is considered to be unacceptable in terms of its PROW impacts.

## **Landscape**

The main spine road sections are illustrated on the submitted Cross Section Plan and cross sections have been provided (apart from sections J-J and K-K, although these appear to be the same as those that were submitted as part of application 19/2539C). Unless information has changed for section J-J the road will be raised approximately 6m above existing levels, and by approximately 3.5m at cross-section K-K; by cross-section E-E the road is at existing ground levels.

The access route is of uniform width 7m, with a 2m wide shrub and tree lined strip along each side of the access route. While a planting strip and avenue of trees is a positive feature the Councils Landscape Officer feels that the width of planting strip and tree species (*Tilia cordata* 'Green Spire') are unsuitable for the scale of the proposed development and at the scale shown the tree planting proposals will provide a underwhelming sense of arrival and will certainly not 'reflect their location'.

There are a number of open areas and areas of public open space towards the north of the site and also to the east of the site. Although there is some tree planting this is generally composed of smaller species, there is in reality enough space to plant a far higher percentage of tall canopy trees, whilst shrub planting is also minimal which is disappointing.

There is tree planting in the residential part of the scheme, this is largely within garden space and is of smaller tree species. There are very few existing trees across the site and opportunities have been lost to try to create a hierarchy of tree planting in the proposals, with only a few higher canopy trees, planting will be dominated by smaller species. The eastern boundary itself is not being enhanced or even improved. There is a short section of existing boundary vegetation and one tree along the eastern boundary to the east of the public open space, between plots 22 and 23, and while this is being retained there are no existing trees or planting to the north of plot 22 along the eastern boundary, and none appears to be proposed.

To the west of the main spine road is the commercial part of the development. The proposed levels plans show that the development can only be accommodated on a site that has challenging topography by introducing a retaining wall, at section B-B and C-C this retaining structure is 7.10m in height. The layout and design of the commercial part of the site affords little opportunity for any significant green infrastructure and the resulting design is a hard and expansive one.

The southern part of the scheme includes New Cross Square and an office development. New Cross Square provides an expansive area of hardstanding with just 7no *Acer platanoides* 'Globosum' (Norway Maple); this is an unsatisfactory solution to what could be positive and exemplary area of public realm. On the eastern side of the spine road and to the front of the proposed office development *Liquidambar* 'Worplesdon' (Sweet Gum) trees are proposed as roadside planting, another relatively small tree species.

Overall this is a disappointing scheme. While a landscape approach has been attempted, this has been of limited success due to the scale and dearth green infrastructure across the site. The resulting scheme relies on the very limited existing retained boundary vegetation to provide any vegetation of any size or scale, this will not be remedied by the planting proposals, which are minimal and of a scale that will struggle to enhance the development. More consideration needs to be given to the space for trees along the access route, the design and layout of New Crosses Square and the incorporation of areas to allow a wider and more varied hierarchy of tree planting across the site.

In its current form the proposals are not of a high enough standard to provide a positive contribution or of a high enough character or quality to either enhance or contribute to local distinctiveness. The scheme in its current form is contrary to policies SE1 (Design) and SE4 (The Landscape) of the CELPS, and policies H2 and PC2 of the SNP.

## **Trees**

The Arboricultural Impact Assessment that supports this application has identified 25 individual trees, 1 group of trees and 7 hedgerows within and immediately adjacent to the application site. There are currently no Tree Preservation Orders that afford protection to trees within the site and the site does not lie within a designated Conservation Area. One Ash tree located to the south of the site on the eastern boundary is covered by the Congleton Borough Council (Hassall Road/Houndings Lane) Tree Preservation Order 1979 but is unaffected by this proposed development.

The proposed layout will result in the loss of 5 low (C) category trees to the south of the site, part of two low (C) category groups of trees (to facilitate access into the site from the roundabout to the north and for an access road to the south of the site). The loss of these trees presents no significant adverse impact on the wider amenity of the area although space for replacement planting in mitigation appears to be very limited.

Although referred to in the Assessment, the document does not include a detailed Arboricultural Method Statement (AMS) or Tree Protection Plan (TPP). This issue could be controlled through the imposition of a planning condition.

## Hedgerows

As part of the previous applications on the site for the purposes of the Hedgerow Regulations 1997 none of the hedgerows are deemed to be important under the various criteria under the Regulations, although as stated a number have significant local nature conservation value/wildlife benefits.

## **Ecology**

### Statutory Designated Sites

The application site falls into Natural England's SSSI impact risk zones for residential developments of over 50 units. In this case Natural England have been consulted and have raised no objection to the proposed development.

### Sandbach Wildlife Corridor/Arclid Brook

The proposed development is located partly within the Sandbach Wildlife Corridor. Designated Wildlife Corridors are protected under Congleton Local Plan Policy NR4, CELPS Policy SE3 and SNP Policy PC4. The proposed development will result in a loss of a substantial area of habitat from within the wildlife corridor. The habitat lost is however of relatively limited nature conservation value. The proposed development would result in the culverting of a small section of Arclid Brook and the loss of hedgerows (a UK BAP priority habitat and a material consideration).

Policy PC4 states that proposals which are likely to have a significant adverse impact on a Wildlife Corridors will not be permitted except in exceptional circumstances where the reasons for the proposed development clearly outweigh the value of the wildlife corridor and there are no alternatives.

Policy SE3 requires that all developments aim to positively contribute to the conservation and enhancement of biodiversity and geodiversity.

The applicant has submitted a revised Ecological Mitigation strategy, which includes an assessment of the residual impacts of the proposed development using the Defra Biodiversity Metric. This assessment concludes that the proposed development would result in a net loss of biodiversity amounting to 5.37 units. Based upon the applicant's assessment, the proposed development will result in an overall loss of biodiversity from the designated Wildlife Corridor and also fail to deliver an overall gain for biodiversity in accordance with Local Plan policy SE3.

In this case the applicant should submit a full copy of the Biodiversity Metric calculations to enable the Council to consider the accuracy of the assessment.

The applicant's ecological consultant has suggested that further habitat creation measures are developed to off-set this loss of biodiversity and deliver an overall net gain. No details of where these measures would be located have been submitted. Further habitat creation proposals must be submitted in support of this application.

This approach would ensure that the overall loss/gain of biodiversity is assessed in an objective manner and determine whether adequate compensation is delivered for the loss of habitat from the Wildlife Corridor which is protected by Congleton Local Plan Policy NR4, CELPS Policy SE3 and SNP Policy PC4.

Without this information the proposed development would be contrary to Congleton Local Plan Policy NR4, CELPS Policy SE3 and SNP Policy PC4.

### Water Voles

Water voles are known to occur on water courses in the locality of the proposed development. A recent survey did not record any evidence of water voles. The Councils ecologist advises that water voles are no likely to be present or affected by the proposed development. The Councils Ecologist has suggested that further survey work should be conditioned if works do not commence by July 2020.

### Otter



Evidence of otter was recorded during the submitted water vole survey. The Councils Ecologist advises that the proposed development is not likely to result in an offence under the habitat regulations in respect of otter due to the lack of suitable features for use for shelter and protection.

The proposed access road crossing Arclid Brook is however likely to have an impact on otter as a result of loss of connectivity and increased risk of road traffic collisions. The Councils Ecologist advises that in order to mitigate this effect the applicant must submit proposals for the incorporation of a mammal ledge under the culvert and suitable protective fencing to limit the risk of otters crossing the proposed road. This could be controlled via the imposition of a planning condition.

#### Roosting Bats (Buildings)

Further surveys have been undertaken of the barn where evidence of roosting bats was previously identified during surveys undertaken in respect of earlier applications. No further evidence of roosting bats was recorded. The barn is located outside the red line of the application site. The proposed development is not likely to have an adverse impact on any building supporting bat roosts.

#### Bats (Trees)

Four trees of low bat roost potential were previously identified during the phase one habitat survey. These have been subject to detailed surveys and no evidence of roosting bats was recorded. The removal of trees on this site is therefore unlikely to have a direct impact upon roosting bats.

#### Foraging Bats

No extensive bat activity surveys have been undertaken. Bat activity recorded during the surveys of the trees on site was relatively low and so the proposed development would not be likely to have a significant impact (i.e. an offence) on foraging and commuting bats. The retention of the existing hedgerows on site would further reduce the impacts of the proposed development upon commuting and foraging bats.

#### Lighting

To avoid any adverse impacts on bats and other wildlife resulting from any lighting associated with the development if planning permission is granted a condition should be attached requiring any additional lighting to be agreed with the LPA.

#### Other Protected Species

Potential evidence of activity on site was recorded during the initial Phase One habitat survey undertaken at this site in connection with an earlier application. A follow up survey was undertaken and no conclusive evidence of other protected species activity was recorded.

The latest survey dates from 2018 and so must now be considered out of date. A further other protected species survey should be undertaken and submitted prior to the determination of the application. Without this survey this issue will form a reason for refusal.

### Nesting Birds

If planning consent is granted conditions could be imposed to safeguard and provide mitigation for nesting birds.

### Hedgerows

Hedgerows are a priority habitat and hence a material condition. The submitted ecological mitigation strategy states that 744m of native species hedgerow would be provided to compensate for the loss of 172m of hedgerow lost as a result of the proposed development. The proposed native species planting is adequate to compensate for that lost.

### **Flood Risk/Drainage**

The application site is located largely within Flood Zone 1 (low probability of flooding) although the far north of the site around the existing watercourse is identified as Flood Zone 2 (medium probability of flooding) and 3 (high probability of flooding). The proposed buildings would all be located within Flood Zone 1, but part of the car park to serve the M&S Kiosk is located within Flood Zones 2 & 3.

In this case the Councils Flood Risk Manager, the Environment Agency and United utilities have all been consulted as part of this application and have raised no objection to the proposed development in relation to flood risk/drainage subject to the imposition on planning conditions.

As a result the development is considered to be acceptable in terms of its drainage and flood risk implications.

### **Affordable Housing**

The Cheshire Homechoice waiting list shows a need with Sandbach as their first choice of 453 homes. This can be broken down to 202 x one bedroom, 149 x two bedroom, 67 x three bedroom, 19 x four bedroom and 16 x four+ bedroom dwellings. The Cheshire Home Choice data also shows a need for 54 x one bedroom and 9 x two bedroom Older Persons accommodation.

The proposed development consists of 57 new dwellings for C3 use. The 30% affordable housing requirement in this instance will be 17 units.

The tenure split for these properties should be in line with policy (65% affordable rent/35% intermediate). In this case the development would provide 11 affordable rent and 6 intermediate tenure.

The applicant has stated as part of this application that they are providing a policy compliant amount of affordable housing in the form of 1 and 2 bedroom apartments and 3 and 4 bedroom houses.

The 1 and 2 bedroom apartments would have communal entrances. The Strategic Housing Manager has stated that the council have experience that this type of apartment is not preferred by the Registered Providers. Having communal areas means that there is an additional expense for the upkeep of these areas and also the increased risk of anti social behaviour. The providers and the council prefer the cottage style flats with individual access. The housing team would need to see evidence that a provider would take the proposed apartments.

This application is a full application and all the detail of the affordable housing should be provided. None of the provided documents show the location of the affordable housing exactly and also does not show the tenure split for the 17 dwellings.

The applicant states that the houses that are to be affordable are to be 3 or 4 bedroom houses. This will not be meeting the need shown as 2 bedroom houses are required for those who wish to buy but cannot on the open market. There is a borough wide need for rented 4 bedroom dwellings, but restricting the houses to be all 3 and 4 bedroom is not meeting the need. This issue will form a reason for refusal.

## **Public Open Space**

### On Site Provision

Policy SE6 of the Cheshire East Local Plan Strategy provide a clear policy basis to require new developments to provide or contribute to Children's Play Space, Amenity Green Space, Green Infrastructure Connectivity and Allotments.

A development of this size should offer a LEAP (Local Equipped Area for Play) catering for all ages to Fields in Trust standards. The main area of POS is centrally located on the eastern side of the development adjacent to footpath 18. The LEAP facility should be located here and should be to Fields in Trust standards with appropriate buffers, access and inclusivity. The area should be predominately flat with a minimum of 400sqm for formal play plus space for informal recreation.

Policy SE6, Table 13.1 denotes the level of green infrastructure required for major developments. This shows that the development should provide 40m<sup>2</sup> children's play and amenity green space per family dwelling. In addition to this 20m<sup>2</sup> should be allocated to G.I. Connectivity (Green Infrastructure Connectivity). In line with CELPS Policy CO1, Design Guide and BFL12 "Connections" this should be an integral part of the development connecting and integrating the site into the existing landscape in a sustainable way for both walking and cycling.

Using these figures the development would be required to provide 2,280m<sup>2</sup> of children's play and amenity green space for the family dwellings, and 1,140m<sup>2</sup> of G.I. Connectivity.

The submitted site plan shows that the development would not provide a sufficient level of open space to serve the proposed development in accordance with Policy SE6.

### Outdoor Sport

In line with Policy SC1 and SC2 Outdoor Sport contributions are required. In this case the development would require a contribution of £1,000 for a family dwelling or £500 per 2 bed apartment space.

These contributions would be secured as part of a S106 Agreement.

### Indoor Sport

Policies SC1 and SC2 of the Cheshire East Council Local Plan Strategy provide a clear policy basis to require new developments to provide or contribute towards both outdoor and indoor recreation.

In this contributions would be required to improve the quality and number of health and fitness stations at Sandbach Leisure Centre. In this case there has been a request for a contribution of £9,750. This would be secured as part of a S106 Agreement.

### **Education**

A development of 57 dwellings is expected to generate 10 primary aged children, 8 secondary aged children and 1 SEN child.

The education department have confirmed that there is capacity within local primary schools to serve this proposed development. The reason for the change in position since the refusal of application 19/2539C is that capacity has/is being created as part of new build projects at St Johns (35 extra places) and Elworth CofE (105 spaces). On this basis there is no request for a contribution to mitigate the impact upon local primary schools.

There will be a shortfall within the local secondary schools and on this basis a contribution of £130,742.00 will be required to mitigate the impact of this development upon local secondary provision.

For SEN education provision the Councils Education department have confirmed that children in the Borough cannot be accommodated under current provision and some children are currently being educated outside the Borough. A contribution of £45,500 is required based on the increase in population.

### **Health Infrastructure**

The patient list at Ashfields Medical Centre has been increasing at a significant level. Whilst the building is considered adequate, the increasing population will create significant pressure points within the practice and these are already starting to appear. Short term solutions are being looked at to review the increases in patient population. Expansion of the existing building is also being considered. On this basis a contribution of £36,432 will be required to mitigate the impact of this development if the care home is developed.

### **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 NHS provision in Sandbach where there is limited spare capacity. In order to increase capacity of the medical centre which would support the proposed development, a contribution towards health care provision is required. This is considered to be necessary and fair and reasonable in relation to the development.

The development would result in increased demand for education provision in Sandbach and the wider Borough in terms of SEN where there is limited spare capacity. In order to increase capacity of the local schools which would support the proposed development, a contribution towards secondary education and SEN provision is required. This is considered to be necessary and fair and reasonable in relation to the development.

The development site is in an area of Sandbach where there is a shortfall in provision and would require POS, children's play, outdoor sport mitigation and indoor leisure mitigation in accordance with Policies within the CELPS. This is considered to be necessary and fair and reasonable in relation to the development.

The development of the site is reliant on the highway improvements between the site access roundabout and the junction with The Hill. As a result mitigation is required in accordance with Policies within the CELPS. This is considered to be necessary and fair and reasonable in relation to the development.

On this basis the S106, recommendation is compliant with the CIL Regulations 2010.

## **CONCLUSION**

The application site is within the Settlement Zone Line as identified by the SNP and has an extant planning permission for residential development.

The proposal includes an out-of-centre retail/recreation development. It is accepted that there are no sequentially preferable sites.

The highways implications of the development are considered to be acceptable. However the commercial parts of the development would be dependent on private motor vehicle and Old Mill Road would act as a barrier to linkages to Sandbach Town Centre to encourage linked trips. The proposed development would be contrary to Policies SD1, SD2, CO1 and CO2 of the CELPS, Policies GR9, GR10 and GR13 of the CLP and Policies H5 and JLE1 of the SNP.

The apartments would have a harmful privacy impact upon the occupants at Condliffe Close. This would be contrary to Policy GR6 of the CLP.

All other amenity implications of the proposed development, including noise, air quality and contaminated land are considered to be acceptable and would comply with GR6 and GR7 of the CLP and SE 12 of the CELPS.

The site is an important gateway to Sandbach and the proposed development fails to take the opportunities available for improving the character and quality of the area and is contrary to Policies SE1, SD2 and SE4 of the CELPS, Policy H2 of the SNP and guidance contained within the NPPF.

The site has a challenging topography and the development would require large retaining structures and little landscape mitigation. The proposed development is therefore contrary to Policies SD2, SE1 and SE4 of the CELPS and PC2 of the SNP.

The impact in relation to the trees on and adjoining the site is considered to be acceptable and would comply with Policy SE 5 of the CELPS (however the tree losses would have landscape implications).

The drainage and flood risk implications of the proposed development are considered to be acceptable and the development complies with Policy CE 13 of the CELPS.

Part of the site is within the Sandbach Wildlife Corridor and the development would result in an overall loss of biodiversity, whilst there is insufficient information in relation to other protected species. The development is contrary to Policies NR2 of the Congleton Local Plan, SE 3 of the CELPS, PC4 and JLE1 of the SNP.

The proposed development would have a detrimental impact upon a number of PROW crossing the site. The proposed development would be contrary to Policy CO1 of the CELPS, Policy GR16 of the CLP, Policies PC5 and JLE1 of the SNP.

The application does not demonstrate that the proposed development provides the required level of POS to serve the development. As such the proposed development complies with Policy SE6 of the CELPS, Policy GR22 of the CLP.

The impact of the development upon archaeology, infrastructure (education and health) and the affordable housing provision is acceptable and would be controlled via a S106 Agreement.

Finally the development of the site would have some employment benefits as identified above and this does attract some weight. However this would be outweighed by the harm identified.

**RECOMMENDATION:**

**REFUSE for the following reasons;**

- 1. This is an important gateway location and prominent site in Sandbach. The commercial buildings are standard generic designs that pay little regard to Sandbach as a place whilst the design of the proposed residential dwellings/apartments would create a poor focal point to the development. Consequently the development will not suitably integrate and add to the overall quality to the area in architectural terms. Furthermore the topography of the site is not conducive to a large floorplate/car park format and would result substantial engineered retaining structures. The proposed development fails to take the opportunities available for improving the character and quality of the area and is contrary to Policies SE1 and SD2 of the CELPS, Policy H2 of the SNP and guidance contained within the NPPF.**

2. The application site is of a very challenging topography including an escarpment that runs along the central part of the site. The submitted information demonstrates that the development will require engineered retaining walls with minimal landscape mitigation along the western boundary, whilst there would also be minimal landscape mitigation within the site. On this basis the development would not achieve a sense of place and would be harmful to the character of the area. The proposed development is therefore contrary to Policies SD2, SE1 and SE4 of the CELPS, PC2 of the Sandbach Neighbourhood Plan and guidance contained within the NPPF.
3. The commercial part of the development would be car dependent and Old Mill Road would act as a barrier between the application site and Sandbach Town Centre. Furthermore the development would not encourage linked trips and is not considered to be sustainable. The proposed development is contrary to Policies SD1, SD2, CO1 and CO2 of the CELPS, Policies GR9, GR10 and GR13 of the Congleton Local Plan and Policies H5 and JLE1 of the Sandbach Neighbourhood Plan and guidance contained within the NPPF.
4. The siting of the apartments on plots 1-12 in close proximity to the rear gardens of the dwellings at 15-21 Condliffe Close would cause a loss of privacy to the rear gardens of these properties. The proposed development is contrary to Policy GR6 of the Congleton Local Plan.
5. The application contains insufficient information to demonstrate that the development would provide the required 30% affordable housing provision. The proposed development is contrary to Policy SC5 of the CELPS, Policy H3 of the Sandbach Neighbourhood Plan and the NPPF.
6. The Local Planning Authority considers that insufficient information has been submitted in support of this application to allow an assessment of the impact of the development upon Badger. The Council therefore has insufficient information to assess the potential impacts of the proposed development upon this protected species. The proposed development is contrary to Policies NR2 of the Congleton Local Plan, SE 3 of the Cheshire East Local Plan Strategy, PC4 and JLE1 of the Sandbach Neighbourhood Plan and guidance contained within the NPPF.
7. The proposed development is located partly within the Sandbach Wildlife Corridor. The proposed development would result in a loss of a substantial area of habitat within the wildlife corridor. The proposed development would result in an overall loss of biodiversity from the designated wildlife corridor. As a result the proposed development would be contrary to Congleton Local Plan Policy NR4, CELPS Policy SE3, SNP Policies PC4 and JLE1 and the NPPF.
8. The proposed development cannot accommodate the number of dwellings proposed together with the required level of Open Space/Green Infrastructure/Childrens playspace. As such the proposed development is contrary to Policy SE6 of the CELPS, Policy GR22 of the Congleton Local Plan and guidance contained within the NPPF.
9. The proposed development would affect PROW Nos 17, 18 and 19. The PROW would be diverted along estate roads or pavements (which is an extinguishment of the public right

of way) or accommodated along narrow corridors at the side of residential properties affording limited natural surveillance and the potential for anti-social behaviour. The proposed development would be contrary to Policy CO1 of the CELPS, Policy GR16 of the Congleton Local Plan, Policies PC5 and JLE1 of the Sandbach Neighbourhood Plan and guidance contained within the NPPF.

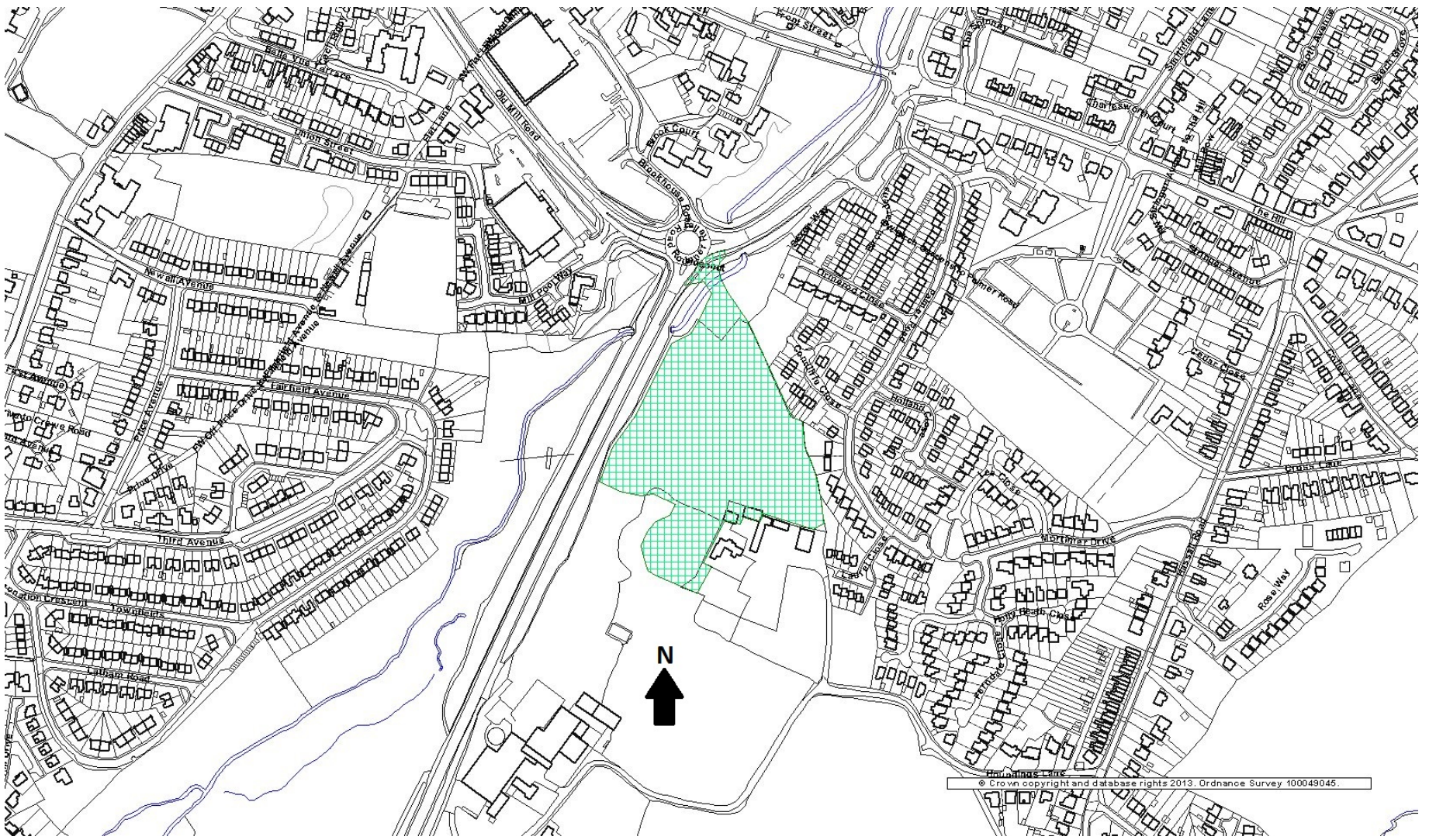
In order to give proper effect to the Committee's intent and without changing the substance of its decision, authority is delegated to the Acting Head of Planning in consultation with the Chair (or in their absence the Vice Chair) to correct any technical slip or omission in the resolution, before issue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

If the application is subject to an appeal approval is given to enter into a S106 Agreement with the following Heads of Terms;

| <b>S106</b>               | <b>Amount</b>   | <b>Triggers</b>  |
|---------------------------|---|--|
| <b>Affordable Housing</b> | 30%<br>(65% Affordable Rent / 35% Intermediate)   | In accordance with phasing plan to be submitted at the reserved matters stage.<br><br>No more than 80% open market occupied prior to affordable provision in each phase. |
| <b>Education</b>          | For a development of 57 dwellings;<br><br>8 x £17,959 x 0.91 =<br>£130,742.00 (secondary)<br><br>1 x £50,000 x 0.91 =<br>£45,500.00 (SEN)<br><br>Total education contribution:<br>£176,242. | SEN – Full amount prior to first occupation of the housing development<br><br>Secondary – Full amount prior to first occupation of 25 dwellings                          |
| <b>Health</b>             | Contribution of £36,432   | Full amount to be paid prior to the commencement of the housing  |
| <b>Indoor recreation</b>  | Contribution of £9,750  | Full amount prior to first occupation of 25 dwellings  |
| <b>Outdoor recreation</b> | Contribution of £1,000 for a family dwelling or<br>£500 per 2 bed apartment space   | Full amount prior to first occupation of 25 dwellings  |



|   |  |   |
|---|--|---|
| <b>Public Open Space</b>  | Private Management Company<br><br>Provision of a LEAP and the open space | On first occupation<br><br>On occupation of 50% of the dwellings  |
| <b>Highways Contribution for works between the The Hill junction and the site access roundabout</b> | Contribution of £200,000   | 50% prior to the commencement<br><br>50% prior to the first occupation/use of any part of the development |





*Working for a brighter future together*

## **Strategic Planning Board**

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**Date of Meeting:** 26 February 2020

**Report Title:** Cheshire East Local Plan: Authority Monitoring Report 2018/19

**Portfolio Holder:** Cllr Toni Fox, Planning

**Senior Officer:** Frank Jordan, Executive Director Place and Deputy Chief Executive

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### **1. Report Summary**

- 1.1. This report is the eleventh Authority Monitoring Report (AMR) produced by Cheshire East Council. The report contains factual information relating to the planning policies contained in the Council's statutory development plan and is intended to help the Council understand the extent to which the objectives behind these policies are being met.
- 1.2. The AMR will be published on the Council's website, in compliance with relevant planning legislation and statute.

### **2. Recommendations**

- 2.1. That the Strategic Planning Board consider and note the content and conclusions of the 2018/19 AMR.

### **3. Reasons for Recommendations**

- 3.1. The Cheshire East Local Plan AMR for 2018/19 is published to comply with the requirements of Section 35 of the Planning and Compulsory Purchase Act 2004 and Regulation 34 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 3.2. Monitoring is essential in order to establish what has occurred in the Borough and how trends may be changing. It enables consideration of the effectiveness of existing policies in achieving their intended aims, objectives and targets. Therefore it plays an important part in determining whether changes are required to existing planning policies or whether new policies should be developed.

#### **4. Other Options Considered**

- 4.1. The Local Planning Authority is required to produce an AMR, and its contents must include reviewing the key indicators identified in the adopted Local Plans that comprise the statutory development plan. Therefore, there are not considered to be any other suitable options.

#### **5. Background**

- 5.1. This Cheshire East Local Plan AMR covers the period 1 April 2018 to 31 March 2019 (monitoring period). It contains factual information on the implementation of the Local Development Scheme and the effectiveness of Local Plans. Local Planning Authorities are required to report on the implementation of the Local Development Scheme (i.e. the agreed Plan making programme) and the extent to which policies set out in the Local Plan documents are being achieved. Local Authorities may choose which targets and indicators to include in the AMRs, as long as they align with relevant UK and EU legislation.
- 5.2. AMRs provide a crucial method of feedback in the process of policy-making and implementation, whilst also identifying key challenges and opportunities. This enables adjustments and revisions to be made to Policy as necessary.
- 5.3. The 2018/19 AMR monitors the 18 indicators in the Monitoring Framework of the Cheshire East Local Plan Strategy (LPS) and also covers a further 63 indicators relating to planning policies and sustainability objectives.
- 5.4. The AMR monitors the performance of the LPS, which was adopted in July 2017. The Development Plan also consisted of the following documents during the 2018/19 monitoring period and therefore relevant Policies from these Development Plan Documents were also monitored:
  - Cheshire Replacement Minerals Local Plan (1999)
  - Cheshire Replacement Waste Local Plan (2007)
  - Congleton Borough Local Plan First Review (2005)
  - Borough of Crewe and Nantwich Replacement Local Plan (2005)
  - Macclesfield Borough Local Plan (2004)
- 5.5. Seven Neighbourhood Development Plans (NDPs) were made in the monitoring period, which also form part of the Development Plan: Bollington NDP, Disley NDP, Handforth NDP, Calveley NDP, Wrenbury NDP, Moston NDP and Knutsford NDP.



- 5.6. An Executive Summary has been produced for the AMR, which includes summary results for the indicators. This can be found to the front of the AMR. The whole AMR is attached as Appendix 1 for information.
- 5.7. Key findings in the AMR include:
- the number of housing completions have increased by 32% on the previous year
  - the Council has a 7.5 years supply of housing land
  - 22% of the gross dwellings built were affordable
  - the percentage of empty homes in the Borough rose slightly from 2.4% to 2.5%
  - an additional 11.60ha of employment land was developed
  - the amount of employment land lost to other uses has risen from 13.10ha to 16.29ha
  - the number of vacant retail units in town centres has risen to 287
  - the number of Listed Buildings at risk has risen from eight to ten
  - the average CO<sub>2</sub> emissions per person in Cheshire East has fallen to 6.9 tonnes per capita
- 5.8. The report also includes a series of further actions to address issues raised. These include:
- making sure major development provides adequate infrastructure to meet future needs
  - considering measures to improve the attractiveness of town centres to investors/retailers, including through partnership working
  - continuing to pursue opportunities to link planned economic growth to areas of deprivation to make sure that residents are able to benefit from this growth, through training for example
  - undertaking research to identify the appropriate housing mix for Cheshire East
  - considering measures to increase the use of previously developed land for development.
- 5.9. The next step is for the Council to publish the AMR on its website to comply with statutory requirements. In view of its role in overseeing planning policy development, the Strategic Planning Board is asked to consider and note the content and conclusions of the 2018/19 AMR.

## **6. Implications of the Recommendations**

### **6.1. Legal Implications**

6.1.1. The publication of the AMR will make sure that the Council complies with the requirements of Section 35 of the Planning and Compulsory Purchase Act 2004 and Regulation 34 of the Town and Country Planning (Local Planning) (England) Regulations 2012

### **6.2. Finance Implications**

6.2.1. The cost of preparing and publishing the AMR for 2018/19 is covered by the existing revenue budget for Strategic Planning.

### **6.3. Policy Implications**

6.3.1. The monitoring information contained in the AMR will be used in the Local Plan process, including the preparation of the Site Allocations and Development Policies Document (SADPD) and will also be available for use in the production of Neighbourhood Development Plans across the Borough.

### **6.4. Equality Implications**

6.4.1. The AMR monitors policies in the Cheshire East Local Plan, which was itself subject to an Equality Impact Assessment.

### **6.5. Human Resources Implications**

6.5.1. There are no additional implications for Human Resources arising from this AMR.

### **6.6. Risk Management Implications**

6.6.1. The AMR provides more up to date monitoring information, which can be used in the future development and refinement of Local Plan Policy. An adopted Local Plan has many benefits for the Council, local communities and business. It reduces the risk of unplanned development and provides greater certainty over future growth and infrastructure and a secure framework for investment.

### **6.7. Rural Communities Implications**

6.7.1. The monitoring information contained in the AMR will be used in the Local Plan process, including the preparation of the SADPD, which will include detailed policies for rural areas and will also be available for use in the production of Neighbourhood Development Plans across the Borough.

## **6.8. Implications for Children & Young People/Cared for Children**

6.8.1. The monitoring information contained in the AMR will be used in the Local Plan process, including the preparation of the SADPD. Alongside the LPS, the SADPD will play an important role in making sure that children and young people have access to the homes and jobs they need in future years.

## **6.9. Public Health Implications**

6.9.1. The monitoring information contained in the AMR will be used in the Local Plan process, including the preparation of the SADPD. The SADPD will continue to implement the LPS' strategic priorities that promote good health. In addition, the Cheshire East Local Plan was subject to a Health Impact Assessment.

## **6.10. Climate Change Implications**

6.10.1. The Council's LPS conforms with national planning guidance, which places the need to achieve sustainable development at the heart of the planning system. This includes specific policies relating to climate change and encouraging healthy lifestyles, which are monitored as part of the AMR.

## **7. Ward Members Affected**

7.1. All Wards are affected.

## **8. Access to Information**

8.1. The AMR is attached as Appendix 1.

## **9. Contact Information**

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

Name: David Malcolm

Job Title: Interim Head of Planning

Email: david.malcolm@cheshireeast.gov.uk

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# Cheshire East Local Plan Authority Monitoring Report 2018/19

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## 1 Executive Summary and Main Findings

**1.1** This report is the eleventh Authority Monitoring Report ("AMR") produced by Cheshire East Council and covers the period 1 April 2018 to 31 March 2019. It is being published to comply with Section 35 of the Planning and Compulsory Purchase Act 2004 and Regulation 34 of the Town and Country Planning (Local Planning)(England) Regulations 2012.

**1.2** The AMR has been divided into the following sections:

- **The Borough** - a spatial portrait of the Borough setting out key characteristics.
- **Local Development Scheme** - an assessment of how the Local Plan is progressing.
- **Wider Policy Context** - information relating to changes in planning policy and its implications on the Local Plan.
- **Local Plan Evidence Base** - a list of some of the evidence base documents produced.
- **Duty to Cooperate** - an update on the Duty to Cooperate between Cheshire East and its neighbouring authorities, as well as other more distant planning authorities, where relevant.
- **Neighbourhood Planning** - an update on the progress of Neighbourhood Development Plans and Neighbourhood Development Orders.
- **Self/Custom Build Register** - an update on the Register.
- **Other Monitoring Reports** - a list of other monitoring reports produced by the Council related to planning.
- **Local Plan** - an introduction to the Strategic Priorities, Monitoring Framework and Sustainability Appraisal Objectives.
- **Indicators** - information relating to core output, local and contextual indicators organised by themes. These indicators inform the assessment of the Local Plan; they provide ongoing monitoring information and baseline information on issues. Future AMRs will build on this information to provide a longer-term picture of the Local Plan's progress.
- **Glossary** - a glossary of terms used in this Report.
- **Appendices** - show the distribution of housing and employment across the Borough as set out in the Local Plan Strategy ("LPS").

**1.3** The following is a summary of the key findings of the AMR.

### Local Development Scheme

**1.4** The Cheshire East Local Development Scheme ("LDS") has been revised and came into effect on 1 October 2018, covering the period 2018 to 2020. Progress in the preparation of the Local Plan in 2018/19 was made in accordance with the key milestones set out in this LDS.



## The Local Plan

**1.5** Each indicator included in this Executive Summary is accompanied by a symbol to highlight how individual indicators have changed since previously reported. The symbols are explained in Table 1.1.

Table 1.1 Explanation of Comparison Symbols Used

| Symbol | Meaning                                |
|--------|--|
| ▲      | Increase in previous figure            |
| ◀▶     | No change                              |
| ▼      | Decrease in previous figure            |
| •      | New indicator, therefore no comparator |

## Planning for Growth

Table 1.2 Planning for Growth Summary

| Indicator  | Result                            |
|--|-----------------------------------|
| MF2 Housing Completions                            | 3,062 net dwellings ▲             |
| MF3 Five year housing land supply                  | 7.5 years ▲                       |
| MF5 Percentage of empty homes in the Borough       | 2.5% ▲                            |
| MF8 Net jobs growth rate                           | -6,000 (net), -3.0% (annual) ▼    |
| PG1 Plan period and housing targets                | 2010 to 2030, 36,000 dwellings ◀▶ |
| PG2 Managed delivery target                        | See Figure 12.2                   |
| PG3 Employment land available                      | 414.63ha ▼                        |
| PG4 Location of completed dwellings <sup>(1)</sup> | PTs 28% ▲                         |
|  | KSCs 45% ▼                        |
|  | LSCs 16% ◀▶                       |
|  | Other 11% ▲                       |
| PG5 Housing completions by location from 2010      | PTs 28% ◀▶                        |
|  | KSCs 47% ▼                        |
|  | LSCs 13% ▲                        |
|  | Other 12% ◀▶                      |
| PG6 Location of housing commitments by type        | PTs 37% ▲                         |
|  | KSCs 47% ▼                        |
|  | LSCs 7% ▼                         |

1 Principal Towns ("PTs"), Key Service Centres ("KSCs"), Local Service Centres ("LSCs"), Villages and rural areas (Other)



| Indicator  | Result                              |
|--|-------------------------------------|
|  | Other 9% ▲                          |
| PG7 Population size  | 380,800 ▲                           |
| PG8 Population forecast  | 369,100 (2010) to 427,100 (2030) ◀▶ |
| PG9 Count of active enterprises  | 19,600 ▼                            |
| PG10 Unemployment rates  | 3.1% ▼                              |
| PG11 GVA per capita  | £34,600 ◀▶                          |
| PG12 Jobs density  | 1.00 ▲                              |
| PG13 Employment by occupation  | Management/Professional 55.7% ▲     |
|  | Admin/Skilled 17.3% ▼               |
|  | Personal service/Sales 14.4% ▼      |
|  | Operative/Elementary 12.6% ▼        |
| PG14 Working age population  | 225,700 ▼                           |
| PG15 Labour supply & economic activity rate for working age population - current | 81.6% ▼                             |
| PG16 Labour supply - future change   | 189,700 (2010) to 207,100 (2030) ◀▶ |

## Infrastructure

Table 1.3 Infrastructure Summary

| Indicator  | Result   |
|--|--|
| MF1 Provision of infrastructure                        | 73 schemes monitored. See Tables 12.14, 12.15, and 12.16 ▲ |
| I1 Access to social, economic and green infrastructure | See Paras 12.48 to 12.49 ◀▶                                |

## Enterprise and Growth

Table 1.4 Enterprise and Growth Summary

| Indicator   | Result  |
|---|---|
| MF7 Net take-up of employment land  | 11.60ha ▲   |
| MF9 Total amount of land last used for employment purposes lost to other uses | 16.29ha ▲   |
| EG1 Total amount of additional employment floorspace                          | 35,914m <sup>2</sup> gross ▲, 17,173m <sup>2</sup> net ▲      |
| EG2 Total amount of floorspace completed for town centre uses                 | 3,551.17m <sup>2</sup> gross ▲, -1,087.38m <sup>2</sup> net ▲ |
| EG3 Vacant retail units in town centres                                       | 287 ▲   |



| Indicator   | Result  |
|---|---|
| EG4 Retail floorspace in the key town centres             | Convenience 60,852m <sup>2</sup> ◀▶   |
|   | Comparison 134,667m <sup>2</sup> ◀▶   |
|   | Retail services 34,692m <sup>2</sup> ◀▶   |
|   | Leisure services 75,664m <sup>2</sup> ◀▶  |
|   | Financial & business services 32,853m <sup>2</sup> ◀▶                           |
|   | Vacant 44,358m <sup>2</sup> ◀▶  |
| EG5 Demand for floorspace in the key town centres         | See Table 12.25 ◀▶  |
| EG6 Breakdown of use classes of buildings in town centres | 2,591 units ▲   |
| EG7 Visitor numbers to popular attractions                | 1,771,000 ▲   |
| EG8 Progress on major regeneration schemes                | See Paras 12.70 to 12.79  |
| EG9 Tourist numbers                                       | 16.1 million ▲  |
| EG10 Economic impact from tourism                         | £963 million ▲  |
| EG11 Total employment supported by tourism                | 11,800 jobs (full time equivalent)▲   |
| EG12 Tourist days   | 17.8 million days ◀▶  |
| EG13 Bedstock   | 10,100 beds ▲   |
| EG14 Most deprived LSOAs <sup>(2)</sup> in England        | 24 LSOAs among England's most deprived 25% for overall deprivation ▲            |
| EG15 LSOAs with a deprived living environment in England  | 37 LSOAs among England's most deprived 25% for living environment deprivation ▼ |

## Stronger Communities

Table 1.5 Stronger Communities Summary

| Indicator  | Result        |
|--|---------------|
| MF4 Gross total of affordable housing units provided   | 729 ▲         |
| MF6 Net additional pitches for Gypsy, Traveller and Travelling Showpeople                                      | 10 ▲          |
| MF12 Provision of outdoor sports facilities  | See ¶12.98 ◀▶ |
| MF13 Provision of indoor sports facilities   | See ¶12.99 ◀▶ |
| SC1 Number of crimes   | 30,665 ▲      |
| SC2 Percentage of working age population whose highest qualification is NVQ level 1/2/3/4 or higher/other/none | NVQ4+ 44.7% ▼ |
|  | NVQ3 17.4% ▲  |

2 Lower Super Output Areas





| Indicator   | Result   |
|---|--|
|   | Trade apprenticeship 1.8% ▼                                  |
|   | NVQ2 16.2% ▲   |
|   | NVQ1 10.0% ▲   |
|   | Other 5.0% ▲   |
|   | None 4.9% ▲  |
| SC3 Average earnings (gross weekly)               | £588.10 ▲  |
| SC4 Average (mean) house price in the Borough     | £223,200 ▲   |
| SC5 Type of dwelling completed                    | House 88% ▲  |
|   | Bungalow 1% ▼  |
|   | Flat 11% ▼   |
| SC6 Size of dwelling completed                    | 1 bed 6% ▼   |
|   | 2 Bed 19% ▼  |
|   | 3 Bed 32% ▲  |
|   | 4+ bed 43% ▲   |
| SC7 New assembly and leisure facilities completed | 2,592.40m <sup>2</sup> gross ▲, 1,903.80m <sup>2</sup> net ▲ |
| SC8 Fuel poverty                                  | 10.5% of households ▼  |

## Sustainable Environment

Table 1.6 Sustainable Environment Summary

| Indicator   | Result   |
|---|--|
| MF11 Mineral provision and landbanks  | Permitted supply 2.52 million tonnes ▼   |
|   | Sand and gravel landbank 5.73 years ▲  |
|   | Crushed rock landbank > 50 years ◀▶  |
|   | Permitted reserves of at least 10 years at each industrial sand site 2 of 4 sites ◀▶ |
| MF14 Creation and loss of areas designated for their intrinsic environmental value    | See ¶¶12.114 to 12.115, Table 12.36 and Table 12.37 ◀▶                               |
| MF15 Listed Buildings at risk of loss   | 10 ▲   |
| MF16 Waste arisings and the amount of waste recycled, recovered or going for disposal | Recycled/composted 93,602 tonnes ▼   |
|   | Energy recovery 75,867 tonnes ▲  |
|   | Landfill 12,173 tonnes ▼   |
|   | Total 181,642 tonnes ▼   |



| Indicator   | Result                           |
|---|----------------------------------|
| SE1 New and converted dwellings on previously developed land                                | 34% ▼                            |
| SE2 Total amount of employment floorspace on previously developed land                      | 15% ▼                            |
| SE3 Number of planning applications approved contrary to EA advice on water quality grounds | 0 ◀▶                             |
| SE4 Number of planning applications approved contrary to EA advice on flood risk            | 0 ◀▶                             |
| SE5 Renewable energy generation   | Approved applications 5 ▼        |
|   | Approved capacity 270,100kW ▲    |
|   | Installed applications 1 ▼       |
|   | Installed capacity 2,700kW ▲     |
| SE6 Sales of primary land-won aggregates  | Sand and gravel 554,110 tonnes ▲ |
|   | Crushed rock 1,000 tonnes ◀▶     |
| SE7 Amount of produced and handled construction, demolition and excavation waste            | Produced 170,371 tonnes ◀▶       |
|   | Handled 662,037 tonnes ◀▶        |
| SE8 Capacity of new waste management facilities   | 75,000 tonnes ▲                  |
| SE9 Housing energy efficiency rating  | 82 ◀▶                            |
| SE10 Number of heritage listings  | 2,860 ▲                          |
| SE11 Heritage at risk   | At risk 21 ▲                     |
|   | Lost 0 ◀▶                        |
| SE12 Number of Conservation Area appraisals undertaken                                      | 0 ▼                              |
| SE13 Locally important buildings lost   | 0 ◀▶                             |
| SE14 Landscape type and coverage  | See para 12.134 ◀▶               |
| SE15 Highest, lowest and average air quality in Air Quality Management Areas                | See Table 12.47 ▼                |
| SE16 Length of Public Rights of Way network   | 1,947km ▲                        |
| SE17 Household waste collection per head (kg) per annum                                     | 463.1 kg ▼                       |
| SE18 Households served by kerbside collection   | 100% ◀▶                          |
| SE19 Density of new housing developments (dwellings per hectare)                            | <30 71% ◀▶                       |
|   | 30 to 50 16% ◀▶                  |
|   | 50+ 13% ◀▶                       |
| SE20 Brownfield land register   | Publish by December 2018 ◀▶      |



| Indicator   | Result                  |
|---|-------------------------|
| SE21 Listed Building enforcement cases            | See Para 12.142 ●       |
| SE22 Average CO <sub>2</sub> emissions per person | 6.9 tonnes per capita ▼ |

## Connectivity

Table 1.7 Connectivity Summary

| Indicator  | Result                                  |
|--|---|
| MF10 The percentage of premises which have access to fibre broadband service (>24Mbs)  | 95.5% ▲                                 |
| MF17 Progress on key highways schemes listed in Policy CO 2                            | See Table 12.51 ▲                       |
| MF18 New major developments within 500m of a bus stop served by commercial bus service | Indicator not yet monitored ●           |
| C1 Average minimum travel time for residents to reach key services, by mode of travel  | Public transport/walking 19.7 minutes ▲ |
|  | Cycle 15.3 minutes ▲                    |
|  | Car 10.6 minutes ▲                      |

## Development Plan Sites and Strategic Locations

**1.6** A number of LPS sites have received planning permission or are under construction, which illustrates that the delivery of some sites has started. Further information on the progress of LPS and Neighbourhood Plan sites can be found in Table 12.53 of this AMR.



## 2 Introduction

**2.1** Monitoring is essential in order to establish what has occurred in the Borough and how trends may be changing. It enables consideration of the effectiveness of existing policies and targets in order to determine whether changes are necessary. It also provides a crucial method of feedback in the process of policy-making and implementation, whilst identifying key challenges and opportunities. This enables adjustments and revisions to be made as necessary.

**2.2** In view of the importance of monitoring Local Authorities are required to produce an AMR containing information on the implementation of the LDS and the extent to which policies in the Local Plan are being achieved. It reflects ongoing changes to the national planning regime, particularly the additional flexibility and responsibility given to local communities in designing and implementing their own approach to the planning process.

**2.3** This Report is the eleventh AMR produced by Cheshire East Council and covers the period 1 April 2018 to 31 March 2019. It is being published to comply with Section 35 of the Planning and Compulsory Purchase Act 2004 and Regulation 35 of the Town and Country Planning (Local Planning)(England) Regulations 2012.

### Format of the Report

**2.4** The AMR has been divided into the following sections:

- **The Borough** - a spatial portrait of the Borough setting out key characteristics.
- **Local Development Scheme** - an assessment of how the Local Plan is progressing.
- **Wider Policy Context** - information relating to changes in planning policy and its implications on the Local Plan.
- **Local Plan Evidence Base** - a list of some of the evidence base documents produced.
- **Duty to Cooperate** - an update on the Duty to Cooperate between Cheshire East and its neighbouring authorities, as well as other more distant planning authorities, where relevant.
- **Neighbourhood Planning** - an update on the progress of Neighbourhood Development Plans and Neighbourhood Development Orders.
- **Self/Custom Build Register** - an update on the Register.
- **Other Monitoring Reports** - a list of other monitoring reports produced by the Council related to planning.
- **Local Plan** - an introduction to the Strategic Priorities, Monitoring Framework and Sustainability Appraisal Objectives.
- **Indicators** - information relating to core output, local and contextual indicators organised by themes. These indicators inform the assessment of the Local Plan; they provide ongoing monitoring information and baseline information on issues. Future monitoring reports will build on this information to provide a longer-term picture of the Local Plan's progress.
- **Glossary** - a glossary of terms used in this Report.
- **Appendices** - show the distribution of housing and employment across the Borough as set out in the LPS.



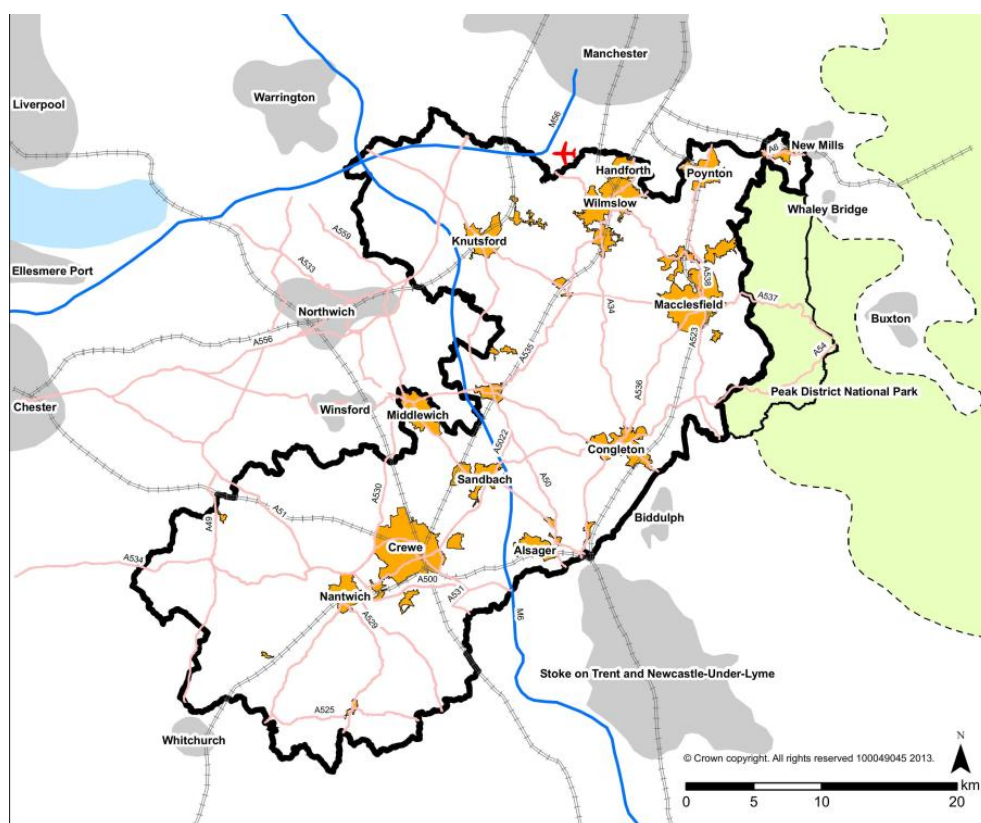
## 3 The Borough

**3.1** Cheshire East is a Unitary Authority with Borough status, created as part of Local Government Reorganisation in 2009. It covers the eastern part of the historic County of Cheshire and is made up of the former Districts of Congleton, Crewe and Nantwich, and Macclesfield. It covers an area of 116,638ha (1,116km<sup>2</sup>)<sup>(3)</sup> with a population of 380,800 people (2018).<sup>(4)</sup>

**3.2** The Borough is bounded by Cheshire West and Chester to the west, Warrington and Greater Manchester conurbation to the north, Shropshire and the north Staffordshire conurbation of Stoke-on-Trent and Newcastle-under-Lyme to the south, and the Peak District National Park to the east.

**3.3** Cheshire East is a large Borough with many towns, villages and rural areas, and over 100 Town and Parish Councils. The towns and villages vary greatly in character and each face differing issues and needs for the future. The Borough also has an extensive rural area with a successful rural and agricultural based economy. Figure 3.1 shows the Borough in its context.

Figure 3.1 Cheshire East in Context



**3.4** Cheshire East has around 40,140ha<sup>(5)</sup> of land designated as Green Belt, located in the northern and south-eastern parts of the Borough. These form parts of the Green Belts surrounding Greater Manchester and the Potteries conurbation.

3 Table P04UK ('2011 Census: Population density, local authorities in the United Kingdom'), 2011 Census, Office for National Statistics ("ONS"), March 2013. ONS Crown Copyright 2017. ONS licensed under the Open Government Licence v. 3.0.

4 ONS mid-year population estimates for 2018. ONS Crown Copyright 2019. ONS licensed under the Open Government Licence v. 3.0.

5 Local authority Green Belt statistics for England: 2017 to 2018, MHCLG  
<https://www.gov.uk/government/statistics/local-authority-green-belt-statistics-for-england-2018-to-2019>



**3.5** There are 77 Conservation Areas and 2,649 Listed Buildings<sup>(6)</sup> in the Borough as well as numerous areas designated for their landscape and wildlife value.

**3.6** Historic transport routes criss-cross Cheshire East in the form of canals, railways and historic roadways, further enriching the built heritage of the Borough and influencing aspects of the townscape and development of towns and villages.

**3.7** The closeness of Manchester Airport gives considerable economic benefits to the Borough by providing access to national and international markets, as well as supporting a substantial number of jobs, both directly and indirectly. It contributes £1.55bn each year to the North West's economy and supports 25,000 jobs across the UK.<sup>(7)</sup>

**3.8** The extensive road network in Cheshire East includes the M6 motorway, which runs north to south through the centre of the Borough, and the M56 running east to west at the northern end. The rail network is accessible from 22 Railway Stations across the Borough. Crewe and Macclesfield are on separate branches of the West Coast Main Line giving access to Greater Manchester and London Euston.

**3.9** A more detailed Spatial Portrait can be found in Chapter 2 of the LPS.

6 Cheshire Historic Environment Record (2018)

7 Corporate Social Responsibility Report 2018, Manchester Airports Group, October 2018:  
<https://www.magaairports.com/responsible-business/csr-reports/>



## 4 Local Development Scheme

**4.1** The Cheshire East LDS has been revised and came into effect on 1 October 2018, covering the period 2018 to 2020. It sets out the Council's programme and timetable for the preparation of documents for the Cheshire East Local Plan. The LDS contains key milestones identifying target dates for achieving various stages of each of the Local Plan documents the Council is to produce. The LDS was reviewed and updated to reflect the progress made in the preparation of the LPS and to set out a realistic timetable for the various documents. Table 4.1 shows a summary of the LDS milestones.

Table 4.1 Schedule of Development Plan Documents

| Milestone                       | LDS Date                 | Stage Reached                                  | Comments   |
|---------------------------------|--------------------------|--|--|
| <b>Local Plan Strategy DPD</b>  |                          |  |  |
| Local Plan Preparation (Reg 18) | April 2009 to March 2014 | Completed March 2014                           | -  |
| Publication                     | March/April 2014         | Completed March 2014                           | -  |
| Submission                      | May 2014                 | Completed 20 May 2014                          | -  |
| Pre-Examination Meeting         | July 2014                | Completed 24 July 2014                         | -  |
| Independent Examination         | September 2014           | Commenced Sept 2014 and completed 20 June 2017 | Resumed in August 2015 after formal suspension. Consultation on Main Modifications took place between 6/2/17 and 20/3/17. The examination closed on receipt of the Inspector's Report. |
| Inspector's Report              | 1st quarter 2017         | Completed 20 June 2017                         | -  |
| Adoption                        | 2nd quarter 2017         | Completed 27 July 2017                         | Delay in adoption due to earlier formal suspension of the independent Examination.   |



| Milestone  | LDS Date                             | Stage Reached | Comments   |
|--|--------------------------------------|---------------|--|
| <b>Site Allocations and Development Policies DPD</b> |                                      |               |  |
| Local Plan Preparation (Reg 18)                      | 4th quarter 2016 to 2nd quarter 2019 | Underway      | Consultation held on an issues paper between 27/2/17 and 10/4/17 and the First Draft SADPD between 11/9/18 and 22/10/18. |
| Publication  | 2nd quarter 2019                     | -             | -  |
| Submission   | 3rd quarter 2019                     | -             | -  |
| Pre-Examination Meeting                              | 3rd quarter 2019                     | -             | -  |
| Independent Examination                              | 3rd quarter 2019                     | -             | -  |
| Inspector's Report                                   | 1st quarter 2020                     | -             | -  |
| Adoption   | 1st quarter 2020                     | -             | -  |
| <b>Minerals and Waste DPD</b>                        |                                      |               |  |
| Local Plan Preparation (Reg 18)                      | 4th quarter 2016 to 3rd quarter 2019 | Underway      | -  |
| Publication  | 3rd quarter 2019                     | -             | -  |
| Submission   | 4th quarter 2019                     | -             | -  |
| Pre-Examination Meeting                              | 4th quarter 2019                     | -             | -  |
| Independent Examination                              | 1st quarter 2020                     | -             | -  |
| Inspector's Report                                   | 2nd quarter 2020                     | -             | -  |
| Adoption   | 2nd quarter 2020                     | -             | -  |

**4.2** Progress with the preparation of the Local Plan in 2018/19 has been made in accordance with the key milestones set out in the LDS.





## 5 Wider Policy Context

**5.1** The Government has made a number of reforms to planning legislation and guidance in recent years. Documents published during the Plan period that could/will have implications for planning policy in Cheshire East include:

- The Town and Country Planning (Local Planning) (England) (Amendment) Regulations 2017 (6 April 2018)
- The Town and Country Planning (General Permitted Development) (England) (Amendment) Order 2018 (6 April 2018)
- The Town and Country Planning (Local Authority Consultations etc.) (England) Order 2018 (1 April 2018)
- The Neighbourhood Planning Act 2017 (Commencement No. 5) Regulations 2018 (3 May 2018)
- Revised National Planning Policy Framework July 2018, and Feb 2019
- The Neighbourhood Planning Act 2017 (Commencement No. 6) Regulations 2019



## 6 Local Plan Evidence Base

**6.1** In the last year the Council has continued to work on the evidence base for the Site Allocations and Development Policies Document ("SADPD") (part 2 of the Local Plan), which can be found in the First Draft SADPD Evidence Base.<sup>(8)</sup> The evidence base documents published include individual Settlement Reports, a Local Landscape Designation Review, a Retail Study Update, a Green Space Strategy Update and a Note on Local Service Centre and Primary and Secondary School Capacity.

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8 <https://cheshireeast-consult.objective.co.uk/portal/planning/cs/sadpd/evidence>



## 7 Duty to Cooperate

**7.1** The updated National Planning Policy Framework ("NPPF"), published in February 2019, continues to require local planning authorities to cooperate with each other, and with other prescribed bodies, on strategic matters that cross administrative boundaries. It also requires strategic policy making authorities to prepare and maintain statements of common ground, documenting the cross-boundary matters being addressed and the progress made in cooperating to address these.

**7.2** The most recent document prepared by the Council relating to DTC matters was its update statement published in August 2016 and used as supporting evidence at the LPS Examination. Further details on this can be found in the 2016/17 AMR.<sup>(9)</sup> Since the adoption of the LPS in July 2017, the focus of work has been on the second part of the Local Plan, which deals with non strategic matters, and therefore a further DTC update statement has not been required during this AMR period.

**7.3** This does not mean that the Council has not continued to engage with the other 13 Councils that closely adjoin the Borough or with more distant authorities, where strategic matters exist (particularly in relation to minerals and waste), as part of their plan making activity. The Council did consult all neighbouring planning authorities as part of its consultation on the First Draft SADPD during the autumn of 2017.

**7.4** The Council has also had meetings and/or commented on strategic planning policy matters with the following authorities during 2018/19:

- Cambridgeshire County Council and Peterborough City Council
- Cheshire West and Chester Council
- Derbyshire County Council and Derby City Council
- Greater Manchester Combined Authority
- Norfolk County Council
- North Lincolnshire Council
- Peak District National Park
- Staffordshire County Council
- Stoke-on-Trent City Council and Newcastle-under-Lyme Borough Council
- Trafford Metropolitan Borough Council
- Warrington Borough Council

**7.5** In addition, the Council has continued to undertake DTC discussions on minerals and waste with other Mineral Planning Authorities in the region through the North West Aggregates Working party ("AWP"). The AWP is the mechanism through which the Council prepares and agrees its yearly Local Aggregates Assessment. This provides an assessment of the demand and supply of aggregates in the Borough to make sure a steady and adequate supply of minerals is achieved in line with Government guidance. It is available to view on the Council's website<sup>(10)</sup> and provides part of the evidence base upon which the Council will develop its third and final part of the Local Plan; the Minerals and Waste Development Plan Document ("MWDPD"). In addition, there were no meetings of the North West Waste Network during the monitoring period.

<sup>9</sup> [https://www.cheshireeast.gov.uk/planning/spatial\\_planning/cheshire\\_east\\_local\\_plan/authority-monitoring-report/amr\\_library.aspx](https://www.cheshireeast.gov.uk/planning/spatial_planning/cheshire_east_local_plan/authority-monitoring-report/amr_library.aspx)

<sup>10</sup> [https://www.cheshireeast.gov.uk/planning/spatial\\_planning/research\\_and\\_evidence/minerals-background-evidence.aspx](https://www.cheshireeast.gov.uk/planning/spatial_planning/research_and_evidence/minerals-background-evidence.aspx)



**7.6** The Council is also a member of the Industrial Sands working group, which is a national grouping of authorities that have industrial sand producing quarries in their area and provides a forum for discussing strategic issues in relation to this important, nationally recognised, resource. These discussions will continue as the MWDPD is developed and assist in shaping related policies.



## 8 Neighbourhood Planning

**8.1** Neighbourhood Planning was introduced with the Localism Act 2011 and gives communities new powers to write planning policies through Neighbourhood Development Plans ("NDPs") and grant planning permission through Neighbourhood Development Orders ("NDOs"). Neighbourhood planning provides a powerful set of tools for local people, to make sure that they get the right types of development for their community where the ambition of the neighbourhood is aligned with the strategic needs and priorities of the wider local area.

**8.2** Section 34 (4) of the Town and Country Planning (Local Planning)(England) Regulations 2012 requires AMRs to contain details of the progress with NDPs or NDOs; this is shown in Table 8.1.

Table 8.1 Neighbourhood Plans in Cheshire East

| Made NDPs in 2018/19        |  |
|-----------------------------|--|
| Bollington                  | 10/5/18                                      |
| Disley                      | 12/7/18                                      |
| Handforth                   | 12/7/18                                      |
| Calveley                    | 20/12/18                                     |
| Wrenbury                    | 31/1/19                                      |
| Moston                      | 14/2/19                                      |
| Knutsford                   | 14/3/19                                      |
| NDPs at Earlier Stages      | Stage Reached                                |
| Acton, Edleston and Henhull | Regulation 14 consultation commenced 4/3/19  |
| Alsager                     | Regulation 14 consultation completed 28/2/19 |
| Chelford                    | Regulation 16 consultation completed 8/3/19  |
| Church Minshull             | Regulation 14 consultation completed 20/3/19 |
| Poynton                     | Regulation 16 consultation completed 8/3/19  |
| Wilmslow                    | Regulation 16 consultation completed 29/3/19 |
| Wybunbury combined          | Regulation 14 consultation completed 18/3/19 |

**8.3** No NDOs have been prepared by the Local Authority and therefore none have been made.

**8.4** NDP policies should be in general conformity with the strategic policies of the Cheshire East Local Plan. Where NDPs allocate sites for development, these are monitored through the AMR (Table 12.53).

**8.5** Further information about neighbourhood planning in Cheshire East can be found on the Council's website.<sup>(11)</sup>

11 <https://www.cheshireeast.gov.uk/planning/neighbourhood-plans/neighbourhood-planning.aspx>



## 9 Self/Custom Build Register

**9.1** The Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) requires each relevant authority to keep a register of individuals and associations of individuals who are seeking to acquire serviced plots of land in the authority's area for their own self-build or custom housebuilding (Planning Practice Guidance ("PPG") [ID: 57.002]).

**9.2** PPG [ID: 57.012] encourages Council's to publish, in their AMRs, headline data on the demand for self-build and custom housebuilding revealed by their register and other sources. This can support development opportunities for self-build and custom housebuilding by increasing awareness among landowners, builders and developers of the level and nature of demand for self-build and custom housebuilding in the local area.

**9.3** As at 31/3/19 there were 153 individuals registered on part 1 of the Council's self-build register (those with a local connection) and 10 individuals on part 2 (those without a local connection).

**9.4** "Relevant authorities must give suitable development permission to enough suitable serviced plots of land to meet the demand for self-build and custom housebuilding in their area. The level of demand is established by reference to the number of entries added to an authority's register [part 1] during a base period" (PPG [ID: 57.023]). The Council has three years from the end of the base period to meet the duty to provide planning permissions for serviced plots of land. The first base period begins on the day on which the register (which meets the requirement of the 2015 Act) is established and ends on 30 October 2016; how the Council has met the duty for the first base period will be reported on in the next AMR. Each subsequent base period is the period of 12 months beginning immediately after the end of the previous base period. Subsequent base periods will therefore run from 31 October to 30 October each year (PPG [ID: 57.023]). Table 9.1 shows the base periods so far and the number of applicants as at 31/3/19.

Table 9.1 Self build register applicants

| Base period          | Applicants         |
|----------------------|--------------------|
| 1/4/16 to 30/10/16   | 34 <sup>(12)</sup> |
| 31/10/16 to 30/10/17 | 103                |
| 31/10/17 to 30/10/18 | 19                 |
| 31/10/18 to 30/10/19 | 7 <sup>(1)</sup>   |

1. up to 31/3/19

**9.5** Further information on self-build and custom build housing can be found on the Council's website.<sup>(13)</sup>

12 Figure reported previously (35) changed due to request to be removed from the register.

13 <https://www.cheshireeast.gov.uk/housing/self-build-and-custom-build-housing/self-build-and-custom-build-housing.aspx>



## 10 Other Monitoring Reports

**10.1** The Council produces other monitoring reports in relation to planning, which are:

- Annual Local Aggregate Assessment,<sup>(14)</sup> which is prepared to provide an assessment of the demand for and supply of aggregates.
- Housing Monitoring Update,<sup>(15)</sup> which is intended to be produced yearly as a snapshot to identify the housing land supply situation in the Borough.

**10.2** The Council will also need to publish an Annual Infrastructure Funding Statement in respect of the Community Infrastructure Levy by 31 December each year, starting in 2020.

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14 [https://www.cheshireeast.gov.uk/planning/spatial\\_planning/research\\_and\\_evidence/minerals-background-evidence.aspx](https://www.cheshireeast.gov.uk/planning/spatial_planning/research_and_evidence/minerals-background-evidence.aspx)  
15 [https://www.cheshireeast.gov.uk/planning/spatial\\_planning/research\\_and\\_evidence/strategic\\_housing\\_land\\_assmnt/housing-monitoring-update.aspx](https://www.cheshireeast.gov.uk/planning/spatial_planning/research_and_evidence/strategic_housing_land_assmnt/housing-monitoring-update.aspx)



## 11 Local Plan

### Introduction

**11.1** The adopted development plan for the Borough is made up of the LPS and the saved policies of the former District's Local Plans (Congleton Borough Local Plan First Review, Borough of Crewe and Nantwich Replacement Local Plan 2011, and Macclesfield Borough Local Plan) until replacement by the SADPD. The development plan also includes the saved policies from the Cheshire Replacement Minerals Local Plan and the Cheshire Replacement Waste Local Plan (until replacement by the Minerals and Waste Development Plan Document). Therefore this AMR covers not only the former District's Local Plans and the minerals and waste Local Plans, but also the LPS. This is reflected in the format of the Report and the use of the LPS Monitoring Framework, as identified in paragraph 11.6 of this Report.

**11.2** Several NDPs have been made in the Borough and these also form part of the Development Plan for Cheshire East:

- Astbury and Moreton
- Bollington
- Buerton
- Calveley
- Goostrey
- Holmes Chapel
- Knutsford
- Moston
- Somerford
- Weston and Basford
- Wistaston
- Audlem
- Brereton
- Bunbury
- Disley
- Handforth
- Hulme Walfield and Somerford Booths
- Marton
- Sandbach
- Stapeley and Batherton
- Willaston
- Wrenbury

**11.3** Further details on neighbourhood planning can be found in Chapter 8 of this Report.

### Strategic Priorities

**11.4** The LPS identifies a Vision and four Strategic Priorities to deliver it, which were drawn up based on current planning guidance, the results of the evidence base and the outcomes of consultations:

- Strategic Priority 1 - Promoting economic prosperity by creating conditions for business growth.
- Strategic Priority 2 - Creating sustainable communities, where all members are able to contribute and where all the infrastructure required to support the community is provided.
- Strategic Priority 3 - Protecting and enhancing environmental quality.
- Strategic Priority 4 - Reducing the need to travel, managing car use and promoting more sustainable modes of transport and improving the road network.

**11.5** The Strategic Priorities also reflect the Objectives of the Sustainable Community Strategy.<sup>(16)</sup> Further information on these Priorities can be found in Chapter 6 of the LPS.

16 [https://www.cheshireeast.gov.uk/council\\_and\\_democracy/connected-communities/sustainable\\_community\\_strategy.aspx](https://www.cheshireeast.gov.uk/council_and_democracy/connected-communities/sustainable_community_strategy.aspx)



## Monitoring Framework

**11.6** As set out in Chapter 16 'Monitoring and Implementation' of the LPS the Council has produced a Monitoring Framework in order to assess the delivery and effectiveness of achieving the Vision and Strategic Priorities. The Monitoring Framework contains core indicators and is reproduced in Table 11.1.

Table 11.1 Monitoring Framework

| Indicator No. | Indicator                   | Target  | Trigger   | Proposed Action for Target not being met  |
|---------------|-----------------------------|---|---|---|
| MF1           | Provision of infrastructure | To achieve implementation of the latest published list of priority Infrastructure Schemes.          | Decrease in s106/CIL infrastructure funding of more than 20% on a rolling three year average. | <ul style="list-style-type: none"> <li>Identify the problems and causes of the variants</li> <li>Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions)</li> <li>Consider reviewing the operation of CIL</li> <li>Consider a review of the CIL Charging Schedule</li> </ul> |
| MF2           | Housing completions         | 1,800 dwellings per annum.  | Shortfall in housing completions of more than 20% on a rolling three year average.            | <ul style="list-style-type: none"> <li>Identify the problems and causes of the variants</li> <li>Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions)</li> <li>Consider a review of the relevant policies</li> </ul>  |
| MF3           | Five-year housing supply    | To maintain at least a five year deliverable supply of housing land for the forthcoming five years. | A shortfall of greater than 1 year.   | <ul style="list-style-type: none"> <li>Identify the problems and causes of the variants</li> <li>Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions)</li> <li>Consider a review of the relevant policies</li> </ul>  |





| Indicator No. | Indicator   | Target  | Trigger   | Proposed Action for Target not being met   |
|---------------|---|---|---|--|
| MF4           | Gross total of affordable housing units provided                      | 355 units per annum.  | A shortfall of net affordable housing completions of more than 20% on a rolling three year average. | <ul style="list-style-type: none"> <li>Identify the problems and causes of the variants</li> <li>Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions)</li> <li>Consider a review of the relevant policies</li> </ul> |
| MF5           | Percentage of empty homes in the Borough                              | Reduce the long term vacancy rate by 15%.   | If target is not achieved by 2018.  | <ul style="list-style-type: none"> <li>Identify the problems and causes of the variants</li> <li>Work closely with key partners to target efforts and financial resources to persistent long term vacancies (Housing Strategy/Empty Homes Officer)</li> </ul>  |
| MF6           | Net additional pitches for Gypsy, Traveller and Travelling Showpeople | Up to 10 transit pitches for Gypsy and Travellers; 37 to 54 additional permanent pitches for Gypsy and Travellers and 4 additional plots for Travelling Showpeople up to 2016. Post 2016 requirement numbers to be produced from evidence work yet to be completed. | Minimum pitch/plot no. not achieved by 2016.  | <ul style="list-style-type: none"> <li>Consider a review of the relevant policies</li> <li>Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions)</li> </ul>   |
| MF7           | Net take up of employment land  | Exceed the previous three year rolling average of take up by at least 20%.  | If performance is less than 20% above the three year rolling average take up of land.               | <ul style="list-style-type: none"> <li>Identify the problems and causes of the variants</li> <li>Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions)</li> <li>Consider a review of the relevant policies</li> </ul> |

| Indicator No. | Indicator   | Target   | Trigger   | Proposed Action for Target not being met   |
|---------------|---|--|---|--|
| MF8           | Net jobs growth rate  | Net jobs growth (including self-employment and non B uses) of 31,400 (average of 0.7% jobs growth rate) over the Plan period.  | Jobs growth rate (per annum) since 2010 falls below an average of 0.7%. | <ul style="list-style-type: none"> <li>Identify the problems and causes of the variants</li> <li>Work closely with key partners, developers and landowners to better manage delivery of development (e.g. access to finance including grants, consider reviewing Section 106 agreements, other contributions)</li> <li>Consider a review of the relevant policies</li> </ul>   |
| MF9           | Total amount of land last used for employment purposes lost to other uses                               | Not to exceed the three year rolling average by more than 20%.   | Loss not to exceed the three year rolling average by more than 20%.     | <ul style="list-style-type: none"> <li>Identify the problems and causes of the variants</li> <li>Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions)</li> <li>Look to provide additional guidance on relevant policies</li> <li>Consider a review of the relevant policies</li> </ul> |
| MF10          | The percentage of premises (businesses/residents) which have access to fibre broadband service (>24Mbs) | 96% of premises by 2016 and 99% by 2020 (subject to funding being received).   | If target is missed by more than 1% by the target years.                | <ul style="list-style-type: none"> <li>Seek opportunities for additional funding</li> <li>Stimulate demand</li> </ul>  |
| MF11          | Mineral provision and landbanks   | To meet levels of aggregate provision as set out in Sub-national Guidelines/Local Aggregate Assessments and maintain mineral landbanks (aggregates and silica sand) in line with national planning policy. | If under performance is less the 20% of the three year rolling average. | <ul style="list-style-type: none"> <li>Identify the problems and causes of the variants</li> <li>Work closely with key mineral stakeholders (e.g. The Aggregates Working Party) to better manage the delivery</li> </ul>   |





| Indicator No. | Indicator  | Target   | Trigger  | Proposed Action for Target not being met  |
|---------------|--|--|--|---|
| MF12          | Provision of outdoor sports facilities   | Protect – no quantitative and qualitative loss<br>Provide – delivery of recommendations contained within the adopted Sports Strategy action plan<br>Enhance - delivery of recommendations contained within the adopted Sports Strategy action plan | Any significant unmitigated loss to other uses of sport, recreation and informal open space. | <ul style="list-style-type: none"> <li>• Look to provide additional guidance on relevant policies</li> <li>• Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions)</li> <li>• Identify the problems and causes of the variants</li> <li>• Enforce corrective action or mitigation on individual schemes or features</li> </ul> |
| MF13          | Provision of indoor sports facilities  | No net loss of indoor sports facilities, as recorded on the Sport England Active Places Database.  | Any significant loss of key facilities.  | <ul style="list-style-type: none"> <li>• Look to provide additional guidance on relevant policies</li> <li>• Work closely with landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions)</li> <li>• Identify the problems and causes of the variants</li> <li>• Enforce corrective action or mitigation on individual schemes or features</li> </ul>                              |
| MF14          | Creation and loss of areas designated for their intrinsic environmental value including sites of international, national, regional, sub-regional or local significance | No net loss.   | Any loss in areas of biodiversity importance.  | <ul style="list-style-type: none"> <li>• Identify the problems and causes of the variants</li> <li>• Look to provide additional guidance on relevant policies</li> <li>• Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions)</li> <li>• Activate compensation, enforcement or mitigation mechanisms</li> </ul>               |

| Indicator No. | Indicator   | Target   | Trigger   | Proposed Action for Target not being met  |
|---------------|---|--|---|---|
| MF15          | Listed Buildings at risk of loss  | Reduction in number of buildings at risk by 2020, 2025 and 2030.                 | No reduction by target years.   | <ul style="list-style-type: none"> <li>• Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions)</li> <li>• Identify the problems and causes of the variants</li> <li>• Activate compensation, enforcement or mitigation mechanisms</li> <li>• Prioritise conservation advice and provide assistance where appropriate.</li> </ul> |
| MF16          | Waste arisings and the amounts of waste recycled, recovered or going for disposal | To meet with relevant nationally and locally set waste targets.                  | Under performance by target years.  | <ul style="list-style-type: none"> <li>• Identify the problems and causes of the variants</li> <li>• Work closely with key waste stakeholders to better manage the delivery</li> </ul>  |
| MF17          | Progress on key highway schemes listed in Policy CO2                              | In line with timescales detailed within the latest Infrastructure Delivery Plan. | If any scheme delivery is later than 1 year from the specified target date. | <ul style="list-style-type: none"> <li>• Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions)</li> <li>• Seek opportunities for additional funding</li> <li>• Consider renegotiation of section 106 agreements</li> </ul>   |
| MF18          | New major developments within 500m of a bus stop served by commercial bus service | To achieve 5% above the baseline.  | If under performance is less the 20% of the three year rolling average.     | <ul style="list-style-type: none"> <li>• Identify the problems and causes of the variants</li> <li>• Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions)</li> <li>• Provide mitigation to ensure all new developments are meeting high standards of sustainability</li> </ul>  |





## Sustainability Appraisal Objectives

**11.7** Sustainability Appraisal is a process to assess the social, environmental and economic impacts of a plan and is performed alongside its production.

**11.8** The Council published a Sustainability Appraisal: Scoping Report of the Local Plan ("Scoping Report") in June 2017. The purpose of the Scoping Report is to identify 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.

**11.9** To help address each of these issues, 20 Sustainability Objectives were identified in the Scoping Report, shown in Table 11.2 of this Report, against which Local Plan documents will be appraised. These objectives will also be used to monitor the performance of policies in terms of their significant effects and impact on sustainability, and will provide a framework for considering policy options to manage new development in Cheshire East. Significant effects indicators can be found under each relevant theme in this AMR, with the (SA) number showing the SA objective(s) to which the indicator relates.

Table 11.2 Sustainability Objectives

| Social |   |
|--------|---|
| 1      | Provide an appropriate quantity and quality of housing to meet the needs of the Borough. This should include a mix of housing types, tenures and affordability.                 |
| 2      | Create sustainable communities that benefit from good access to jobs, services, facilities and sustainable forms of transport, including walking, cycling and public transport. |
| 3      | Consider the needs of all sections of the community in order to achieve high levels of equality, diversity and social inclusion.  |
| 4      | Create an environment that promotes healthy and active lifestyles.  |
| 5      | Maintain and/or create vibrant rural communities.   |
| 6      | Create a safe environment to live in and reduce fear of crime.  |
| 7      | Maintain and enhance community services and amenities to sustain the existing and future community of the Borough.  |



| Environmental |  |
|---------------|--|
| 8             | To adapt to and mitigate the impacts of climate change.  |
| 9             | Positively address the issues of water quality and quantity, and manage flood risk in the Borough.   |
| 10            | Manage the impacts of development and associated activities to positively address all forms of pollution.  |
| 11            | Protect, maintain and enhance biodiversity, habitats, soils, species, geodiversity and important geological features; particularly those that are designated.  |
| 12            | Conserve and enhance the area's heritage (including its setting), landscape character, and townscapes; particularly those that are designated.   |
| 13            | Minimise energy use, promote energy efficiency and high quality design, and increase the generation of energy from renewable resources.  |
| 14            | Achieve sustainable waste management through adhering to the principles of the Waste Hierarchy.  |
| 15            | Manage sustainable mineral extraction, and encourage their recycling/re-use, to provide a sufficient supply to meet social and economic needs, whilst minimising impacts on the environment and communities and safeguarding resources for future generations. |
| 16            | Reduce the consumption of natural resources, protect and enhance green infrastructure and high quality agricultural land, and optimise the re-use of previously developed land, buildings and infrastructure.  |
| Economic      |  |
| 17            | To promote a sustainable, competitive and low-carbon economy that benefits from a range of innovative and diverse businesses in both urban and rural areas.  |
| 18            | To maintain and enhance the vitality and viability of town and village centres with a balanced provision of retail, leisure, visitor and cultural facilities.  |
| 19            | Positively manage the Borough's diverse rural economy.   |
| 20            | Improve access to education and training, and the links between these resources and employment opportunities.  |





## 12 Indicators

**12.1** The LPS has 18 indicators (MF1 to MF18) that the Council must monitor; these are known as core indicators and can be found in the Monitoring Framework in Chapter 16 of the LPS and Table 11.1 of this Report. The AMR also seeks to monitor all the policies in the LPS through contextual and local indicators, which are identified under the relevant headings. A number of 'saved' policies<sup>(17)</sup> from the previous Districts and County Council remain in place; although these have not been reported on specifically it is thought that the range of indicators in this Report still enable the effectiveness of the saved policies to be considered; data and commentary in this AMR therefore just focuses on the policies in the LPS. There is also a requirement to monitor guidance in Supplementary Planning Documents ("SPD"); the SPDs are listed under the LPS chapter heading in this AMR to which they are considered to best relate. This guidance has also not been reported on specifically, however it is thought that the range of indicators in this Report still enable the effectiveness of the guidance to be considered. In addition, as the LPS is only the first part of the Local Plan the Council also considers it prudent to continue to report on the other relevant indicators in previous AMRs until such time that the Monitoring Framework for the Local Plan is complete.

**12.2** To make this Report easy to follow, the indicators are presented on a thematic basis based on the Chapters in the LPS (Planning for Growth, Infrastructure, Enterprise and Growth, Stronger Communities, Sustainable Environment, and Connectivity), along with supporting analysis and interpretation. They have been numbered to reflect the theme they monitor, for example, indicator "PG1 Plan period and housing targets" can be found under the Planning for Growth theme. The indicators brought forward from previous AMRs have been renamed to align with the theme they monitor.

**12.3** As described in Chapter 11 of this AMR the sustainability objectives shown in Table 11.2 of this Report are also used to monitor the performance of policies through the use of significant effect indicators. These indicators are identified by the use of (SA) numbers that refer to the relevant sustainability objective(s), for example indicator "MF2 Housing completions (SA1/3)" relates to SA objectives 1 and 3.

**12.4** Policies "MP 1 Presumption in Favour of Sustainable Development", "SD 1 Sustainable Development in Cheshire East", and "SD 2 Sustainable Development Principles" are not monitored separately as they underpin all policies in the LPS and their implementation is therefore monitored through all the indicators in the Monitoring Framework.

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17 A schedule of these is contained in Appendix B of the LPS





## Planning for Growth

**12.5** The LPS Policies monitored in this section are:

- PG 1 Overall Development Strategy
- PG 2 Settlement Hierarchy
- PG 3 Green Belt
- PG 4 Safeguarded Land
- PG 5 Strategic Green Gaps
- PG 6 Open Countryside
- PG 7 Spatial Distribution of Development

**12.6** The SPD monitored in this section is:

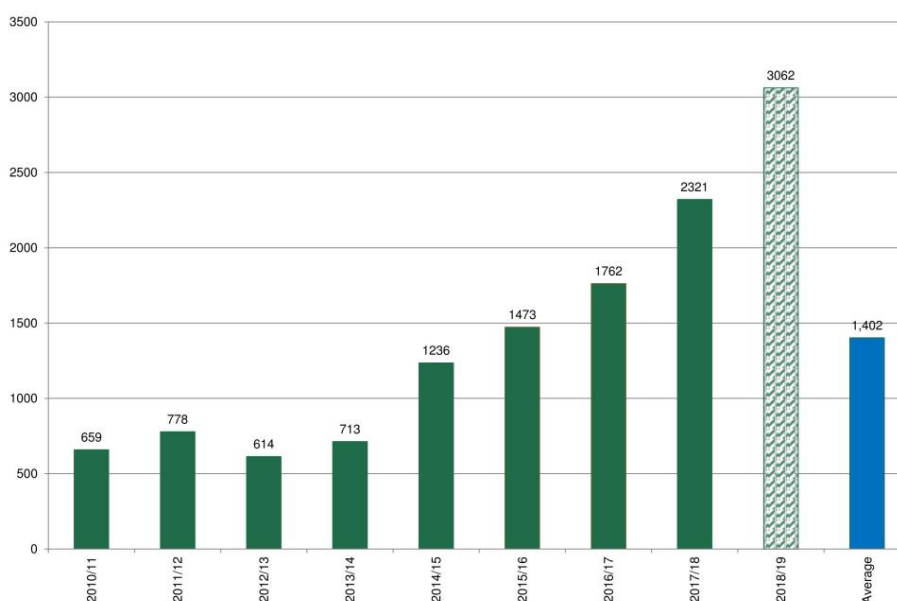
- Booths Hall Development Brief

## Core Output Indicators

### MF2 Housing completions (SA1/3)

**12.7** 3,257 dwellings (gross) and 3,062 dwellings (net) were completed in 2018/19, which is an increase of 32% on the previous year. 195 homes were lost through demolition, change of use or conversion.<sup>(18)</sup>

Figure 12.1 Net Housing Completions





**12.8** Since 2010/11 12,618 (net) dwellings have been completed; the average number of dwellings built each year between 2010/11 and 2018/19 is 1,402. Residential homes for the elderly (C2 uses) are included in this figure.

### MF3 Five-year housing land supply (SA1)

**12.9** National planning policy requires local planning authorities to identify and update yearly a supply of specific deliverable sites sufficient to provide a minimum of five years worth of housing against their housing requirement set out in the LPS. The council's latest published assessment sets out the housing land supply as at 31 March 2019 and shows that there is a 7.5 years supply of deliverable housing land, as shown in Table 12.1.<sup>(19)</sup>

Table 12.1 Housing Land Supply (base date 31/03/19)

| Element   | Dwellings          |
|---|--------------------|
| Five year housing land supply need (1,800 dpa x5)     | 9,000              |
| Backlog   | 3,582              |
| Total housing need (Sedgepool with 5% buffer applied) | 11,802 (2,360 dpa) |
| Total supply as at 31st March 2019                    | 17,733             |
| Level of supply                                       | 7.5 years          |

### MF5 Percentage of empty homes in the Borough (SA16)

**12.10** 2.5% (4,322 dwellings) in October 2018.<sup>(20)</sup> The percentage of empty homes in the Borough is less than the North West<sup>(21)</sup> and national levels.

Table 12.2 Percentage of Empty Homes in the Borough

| Comparator (2018) |          | Trend    |          |          |          |
|-------------------|----------|----------|----------|----------|----------|
| North West        | National | Oct 2015 | Oct 2016 | Oct 2017 | Oct 2018 |
| 3.2%              | 2.6%     | 2.4%     | 2.3%     | 2.4%     | 2.5%     |

**12.11** 1,685 dwellings in the Borough have been vacant for more than six months, compared to 3,287 dwellings in 2010; a reduction of 49%. This is attributable to the Council's strategic approach to reducing empty homes as set out in the Housing Strategy. A combination of activities have led to this reduction, including changes to the council tax discounts for empty homes and second homes, regular targeted joint reviews of long term empty homes between

19 [https://www.cheshireeast.gov.uk/planning/spatial\\_planning/research\\_and\\_evidence/strategic\\_housing\\_land\\_assmnt/housing-monitoring-update.aspx](https://www.cheshireeast.gov.uk/planning/spatial_planning/research_and_evidence/strategic_housing_land_assmnt/housing-monitoring-update.aspx)

20 Council tax base data Table 615: Vacant dwellings by local authority district: England, from 2004, MHCLG <https://www.gov.uk/government/statistical-data-sets/live-tables-on-dwelling-stock-including-vacants>

21 Council tax base data Table 615: Vacant dwellings by local authority district: England, from 2004 and Table 125: Dwelling stock estimates by local authority district: 2001 to 2016, MHCLG <https://www.gov.uk/government/statistical-data-sets/live-tables-on-dwelling-stock-including-vacants>



Housing and Council Tax, enforcement action to tackle environmental and social problems caused by long term empty homes, loans to bring empty homes back into use, and information and support for owners.

### MF8 Net jobs growth rate

**12.12** Net jobs growth was -6,000 in 2018, with annual jobs growth at -3.0%. The average annual jobs growth per annum, 2011-18, is +1.5%<sup>(22)</sup>. Between 2011 and 2015, 17,000 jobs were created, which is an increase of 10%. There was a further increase of 2,000 (1%) between 2015 and 2018. The reported employment total for 2018 was 6,000 lower than in 2017. However, these statistics are based on the results of a national employment survey, and survey sampling error margins (due to samples of businesses not being completely representative of the whole business population) are much larger for small geographical areas such as local authorities. Therefore some of the reported year-on-year changes in employment totals reflect survey sampling error, rather than actual changes in the number of local jobs.<sup>(23)</sup>

Table 12.3 Jobs Growth (in 000s)

|  | 2011  | 2012  | 2013  | 2014  | 2015  | 2016  | 2017  | 2018  |
|--|-------|-------|-------|-------|-------|-------|-------|-------|
| <b>Net jobs growth (absolute change on previous year)</b>                            | +2    | +2    | +3    | +8    | +4    | +4    | +4    | -6    |
| <b>Annual jobs growth (% change on previous year)</b>                                | +1.1% | +1.1% | +1.7% | +4.4% | +2.1% | +2.1% | +2.0% | -3.0% |
| <b>Number of jobs (2011-15 data series)</b>  | 176   | 178   | 181   | 189   | 193   | -     | -     | -     |
| <b>Number jobs (2015-18 data series – not directly comparable with 2010-15 data)</b> |       |       |       |       | 195   | 199   | 203   | 197   |

### PG1 Plan period and housing targets (SA1)

**12.13** The Plan period runs from 2010 until 2030. Sufficient land will be provided to accommodate the full, objectively assessed needs for the Borough of a minimum of 36,000 homes between 2010 and 2030, at an average of 1,800 net additional dwellings per year.

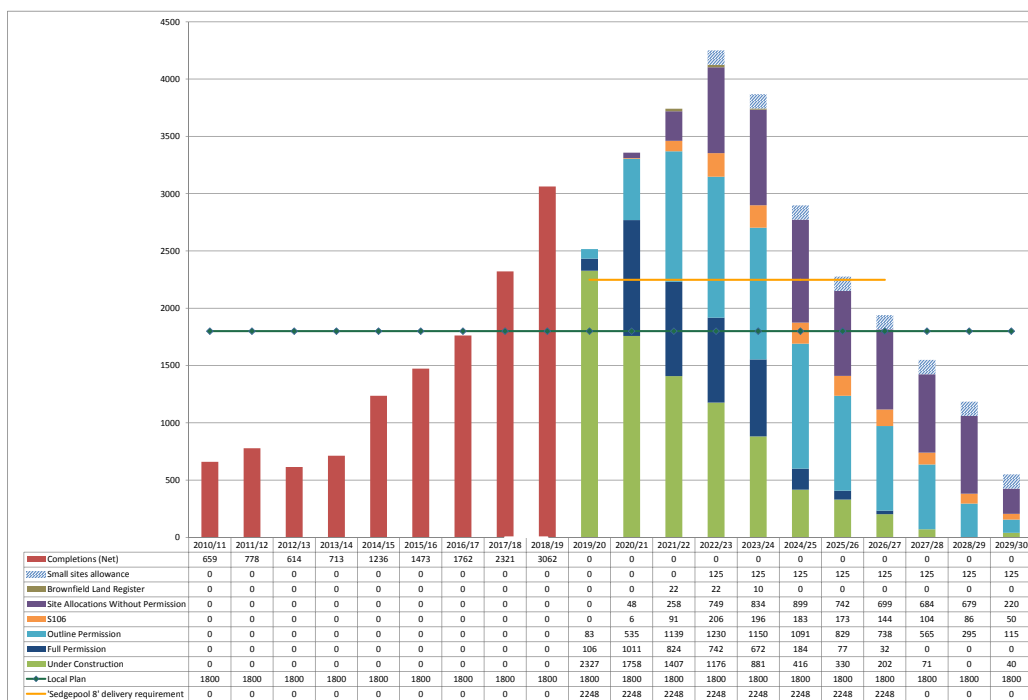
22 Source: Business Register and Employment Survey (BRES) open access data series for 2009-15 (which excludes business units registered for PAYE only) and 2015-18 (which includes such units), Office for National Statistics (ONS), NOMIS. Crown Copyright 2019

23 Business Register and Employment Survey ("BRES") open access data series for 2009-15 (which excludes business units registered for PAYE only) and 2015-18, ONS, NOMIS. ONS Crown Copyright. Figures include self-employed people registered for VAT and PAYE schemes, as well as employees. Because of differences between the two data series, 2010-15 jobs levels and changes cannot be directly compared with the 2015-18 levels or the 2015-18 change.



**PG2 Managed delivery target (SA1)**

**Figure 12.2 Housing Trajectory (base date 31/03/19)**



**12.14** The housing trajectory for Cheshire East is based on the evidence of completions, commitments, allocations, lead in times and build rates included in the published Cheshire East Annual Housing Monitoring Update Report (November 2019).<sup>(24)</sup> This approach takes full account of guidance in the NPPF and Planning Practice Guidance. The graph demonstrates how the proposed housing requirement of 36,000 new dwellings will be achieved, over the whole Plan period.

**12.15** The 'Local Plan' line in the trajectory represents the yearly average housing requirement, based on the objectively assessed housing need for Cheshire East of 36,000 dwellings, from 2010 to 2030. The vertical bars show the number of dwellings that have been completed (1 April 2010 to 31 March 2019), and the anticipated sources of housing supply over the remaining years. The 'Sedgepool 8 delivery requirement' line represents the level of development required to meet the annual average requirement of 1,800 new homes plus the backlog that arose from the early years of the plan period.

**12.16** From 1 April 2010 to 31 March 2019, 12,618 dwellings (net) have been constructed, leaving 23,382 (net) dwellings to be delivered over the remainder of the Plan period.

**12.17** The vertical bars (from 2019/20) categorise housing supply according to their planning status as at 31 March 2019. In terms of allocated sites (in the LPS or in Neighbourhood Development Plans) these are included with the corresponding planning permission status.

24 [https://www.cheshireeast.gov.uk/planning/spatial\\_planning/research\\_and\\_evidence/strategic\\_housing\\_land\\_assmnt/housing-monitoring-update.aspx](https://www.cheshireeast.gov.uk/planning/spatial_planning/research_and_evidence/strategic_housing_land_assmnt/housing-monitoring-update.aspx)



For example LPS 46 (Kingsley Fields, Nantwich) is included in the under construction category, while LPS 2 (Basford East, Crewe) is included in the Outline category. The 'Site Allocations Without Permission' category includes only those remaining allocations that were not the subject of a planning permission approval (either in whole or part) at 31 March 2019.

**12.18** The 'Small sites allowance' category represents the small sites windfall allowance of 125 dwellings per annum that was agreed through the examination of the LPS. Details of the windfall allowance is set out in the Annual Housing Monitoring Update 2019.<sup>(25)</sup> In that report it can be seen that the number of windfalls has consistently exceeded the allowance of 125, therefore this annual rate may be increased through the SADPD process.

**12.19** The 'Brownfield Land Register' category represents the anticipated delivery from sites included in the annual Brownfield Land Register (without planning permission) which are assessed as being deliverable. Further details can be found in the Annual Housing Monitoring Update Report (November 2019).

### PG3 Employment land available (SA17)

**12.20** 57% of the gross supply is land that is allocated in the LPS and the former District's Local Plans; 34% has planning permission and 8% is under construction.<sup>(26)</sup> The supply has reduced since the previous monitoring period, which had a supply of 419.11ha.

Table 12.4 Employment Land Supply as at 31 March 2019

|                          | B1a  | B1b  | B1c  | B1    | B2   | B8   | Mixed Use | Total         |
|--------------------------|------|------|------|-------|------|------|-----------|---------------|
| <b>Gross Supply (ha)</b> | 0.87 | 0.00 | 0.01 | 31.82 | 0.00 | 3.98 | 377.95    | <b>414.63</b> |

**12.21** The land supply figures exclude extensions and infill developments on existing employment sites because this land is already considered to be in employment use. The gross supply figures include changes of use or the redevelopment of sites already in one form of employment use to another employment use.

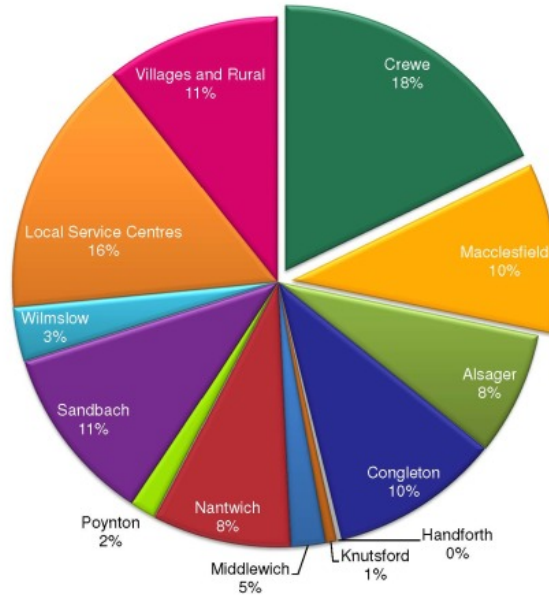
25 [https://www.cheshireeast.gov.uk/planning/spatial\\_planning/research\\_and\\_evidence/strategic\\_housing\\_land\\_assmnt/housing-monitoring-update.aspx](https://www.cheshireeast.gov.uk/planning/spatial_planning/research_and_evidence/strategic_housing_land_assmnt/housing-monitoring-update.aspx)  
 26 CEC Employment Monitoring Database.



Local Indicators

PG4 Location of completed dwellings (SA1)

Figure 12.3 Location of Completed Dwellings (2018/19)

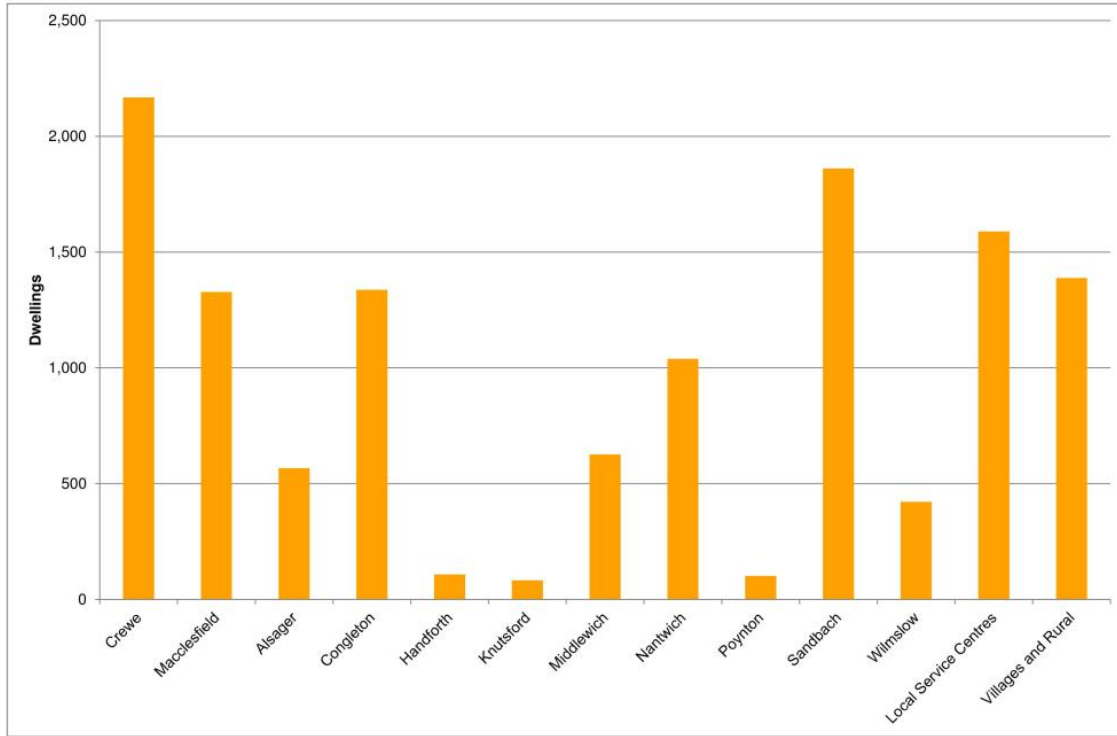


**12.22** 28% of completions were in the Principal Towns ("PTs") and 45% in the Key Service Centres ("KSCs") in 2018/19. This is similar to 2017/18, with the majority of completions in the KSCs, and the least in the Villages and Rural areas.



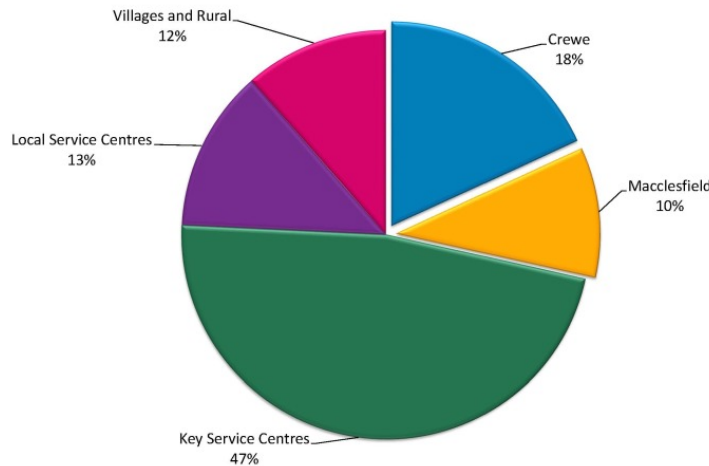
**PG5 Housing completions by location from 2010 (SA1)**

**Figure 12.4 Housing Completions by Location from 2010**



**12.23** 3,496 dwellings (net) were completed in the PTs between 1/04/10 and 31/03/19, with 6,145 dwellings (net) in the KSCs, 1,589 dwellings (net) in the LSCs and 1,388 dwellings (net) in the Villages and Rural areas.

**Figure 12.5 Proportion of Housing Completions by Location from 2010**

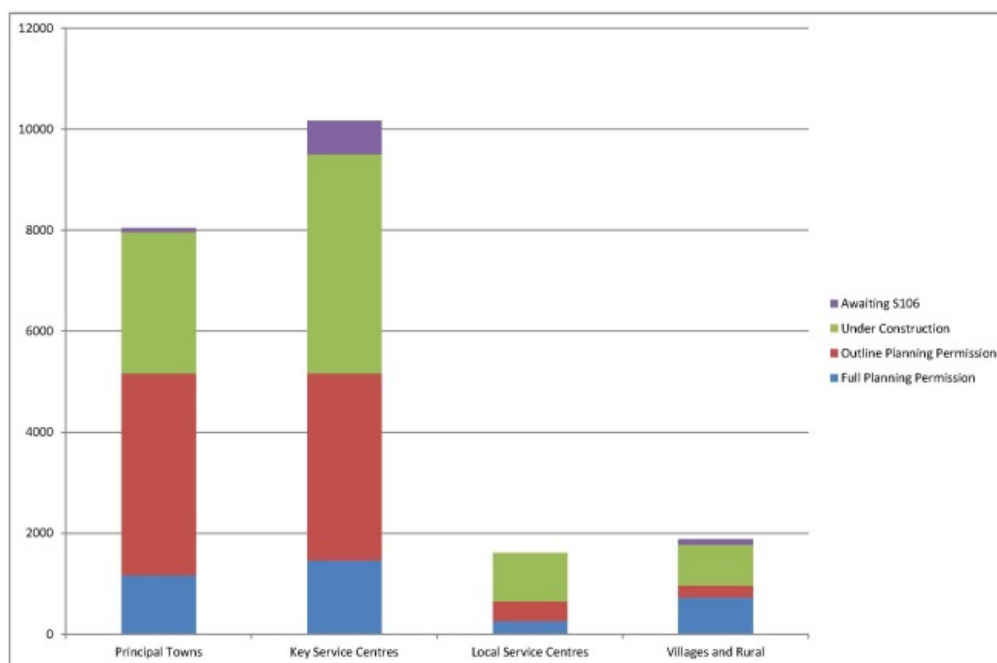




**12.24** 28% of housing completions have been in the PTs, 47% in the KSCs, 13% in the LSCs, and 12% in the Villages and Rural areas. This distribution is very similar to the cumulative proportions reported in the previous year's monitoring report.

**PG6 Location of housing commitments by type**

Figure 12.6 Location of Housing Commitments by Type



**12.25** At 31 March 2019 there were commitments for 21,701 dwellings, with 37% in the PTs, 47% in the KSCs, and 16% in the LSCs, and Villages and Rural areas. This is similar to the previous year, however the number of commitments has decreased; the proportion in the KSCs has decreased slightly with the corresponding increase in the PTs.

**Contextual Indicators**

**PG7 Population size**

**12.26** 380,800 in 2018.<sup>(27)</sup> The population of the Borough has increased since 2012.

Table 12.5 Population Size

| 2012    | 2013    | 2014    | 2015    | 2016    | 2017    | 2018    |
|---------|---------|---------|---------|---------|---------|---------|
| 372,400 | 373,000 | 374,600 | 375,700 | 377,300 | 378,800 | 380,800 |

27 ONS mid-year population estimates 2012 to 2018. ONS Crown Copyright 2019. ONS licensed under the Open Government Licence v. 3.0.





## PG8 Population forecast

**12.27** Growth from 369,100 in base year (2010) to 427,100 (2030).<sup>(28)</sup>

## PG9 Count of active enterprises (SA17)

**12.28** 19,600 (which equates to a business density of 649 active enterprises per 10,000 residents aged 16+) (2019).<sup>(29)</sup> The number of active enterprises increased continuously from 2013 to 2018, before falling by about 3% in 2019 – but remains higher than its pre-2017 level. The business density is above the North West and UK averages.

Table 12.6 Count of Active Enterprises

| 2013   | 2014   | 2015   | 2016   | 2017   | 2018   | 2019   |
|--------|--------|--------|--------|--------|--------|--------|
| 16,700 | 17,300 | 18,500 | 18,900 | 20,000 | 20,200 | 19,600 |

Table 12.7 Business Density (number of active enterprises per 10,000 residents aged 16+) in 2019

| Cheshire East | North West | UK  |
|---------------|------------|-----|
| 627           | 452        | 505 |

## PG10 Unemployment rates (for economically active residents aged 16+) (SA2/17/19/20)

**12.29** 3.1% (5,900 people) (April 2018 to March 2019).<sup>(30)</sup> Unemployment rates in the Borough are lower than in the North West and Great Britain, and (apart for a small increase in the year to 2016/17) have followed a downward trend since 2014/15.

Table 12.8 Unemployment Rates (for Economically Active Residents Aged 16+)

| Comparator (2018/19) |               | Trend   |         |         |         |         |
|----------------------|---------------|---------|---------|---------|---------|---------|
| North West           | Great Britain | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 |
| 3.9%                 | 4.1%          | 4.0%    | 3.2%    | 3.5%    | 3.3%    | 3.1%    |

28 Population forecasts produced by Opinion Research Services ("ORS") for the Cheshire East Housing Development Study 2015, ORS, June 2015, Local Plan Exam Library reference [PS E033] <http://cheshireeast-consult.limehouse.co.uk/portal/planning/cs/library>

29 Sources: 'UK Business Counts – enterprises' data for 2012-19, ONS, NOMIS. ONS Crown Copyright 2019. [2] ONS mid-year population estimates for 2010-18 (June 2019 release). Crown Copyright 2019. ONS licensed under the Open Government Licence v. 3.0. Notes: [1] Business counts are for a reference date in March: e.g. "2019" means March 2019. [2] 2019 densities calculated using 2018 population estimates.

30 Cheshire East data: Model-based estimates of unemployment, April 2014 - March 2015 to April 2018 - March 2019, ONS, NOMIS. ONS Crown Copyright <https://www.nomisweb.co.uk/>. NW and GB data: Annual Population Survey April 2018 - March 2019, ONS, NOMIS. ONS Crown Copyright <https://www.nomisweb.co.uk/>.



### PG11 GVA (economic output) per capita

**12.30** £34,600 in 2017.<sup>(31)</sup> GVA per capita in the Borough is higher than that in the North West and UK, and has generally increased year-on-year since 2012. However, the 2017 figure was unchanged from 2016.

Table 12.9 GVA Per Capita

| Comparator (2017) |         | Trend   |         |         |         |         |        |
|-------------------|---------|---------|---------|---------|---------|---------|--------|
| North West        | UK      | 2012    | 2013    | 2014    | 2015    | 2016    | 2017   |
| £23,600           | £27,200 | £30,600 | £32,400 | £32,300 | £33,500 | £34,600 | 34,600 |

### PG12 Jobs density (SA17)

**12.31** 1.00 in 2017.<sup>(32)</sup> Jobs density in the Borough is higher than that in the North West and UK, and has continued to increase from 2012.

Table 12.10 Jobs Density

| Comparator (2017) |      | Trend |      |      |      |      |      |
|-------------------|------|-------|------|------|------|------|------|
| North West        | UK   | 2012  | 2013 | 2014 | 2015 | 2016 | 2017 |
| 0.83              | 0.85 | 0.85  | 0.88 | 0.91 | 0.96 | 0.98 | 1.00 |

### PG13 Employment by occupation (% in SOC2010 major groups 1-3, 4-5, 6-7, 8-9 respectively) (SA17)

**12.32** The Borough has a higher proportion of Management/Professional workers than the North West and UK, with a lower level of Admin/Skilled, Personal Service/Sales and Operative/Elementary workers. Between 2017/18 and 2018/19, the proportion of workers in each of these four occupations/categories remained broadly static.<sup>(33)</sup>

31 [1] Regional Gross Value Added (Income Approach) 1997-2017 data, ONS, December 2018: <https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/regionalgrossvalueaddedincomeapproach>. [2] Data series ABML and ABMM from the 'GDP first quarterly estimate time series' data set, ONS, November 2018: <https://www.ons.gov.uk/economy/grossdomesticproductgdp/datasets/secondestimateofgdp> Notes: [1] Figures are in 2017 prices, i.e. 'real' or 'constant' prices (i.e. they are adjusted for inflation). [2] UK level data excludes 'Extra-Regio' GVA (GVA that cannot be assigned to sub-national areas, e.g. the activities of foreign embassies).

32 Jobs Density data, ONS, NOMIS, ONS Crown Copyright <https://www.nomisweb.co.uk/>.

33 Annual Population Survey (residence-based dataset), April 2017 - March 2018 and April 2018 - March 2019, ONS, NOMIS. ONS Crown Copyright <https://www.nomisweb.co.uk/>. Note: Figures are residence-based, i.e. they relate to employed people living (but not necessarily working) in the geographical area in question. The analysis described above is based on SOC2010 (Standard Occupational Classification 2010) Major Group occupational classes: "Management/ Professional" occupations means SOC2010 Major Groups 1-3, "Admin/ Skilled" means Groups 4-5, "Personal Service/ Sales" is Groups 6-7 and "Operative/ Elementary" covers Groups 8-9.



Table 12.11 Employment by Occupation

|                         | Comparator (April 2018 to March 2019) |            |       | Cheshire East<br>(April 2017 to<br>March 2018) |
|-------------------------|---------------------------------------|------------|-------|--|
|                         | Cheshire East                         | North West | UK    |  |
| Management/Professional | 55.7%                                 | 44.2%      | 46.6% | 52.5%  |
| Admin/Skilled           | 17.3%                                 | 20.1%      | 20.2% | 20.1%  |
| Personal Service/Sales  | 14.4%                                 | 18.0%      | 16.6% | 14.6%  |
| Operative/Elementary    | 12.6%                                 | 17.7%      | 16.7% | 12.8%  |

### PG14 Working age population (16 to 64)

**12.33** 225,700 in 2018.<sup>(34)</sup> The working age population has fallen continuously since 2012.

Table 12.12 Working Age Population (16 to 64)

| 2012    | 2013    | 2014    | 2015    | 2016    | 2017    | 2018    |
|---------|---------|---------|---------|---------|---------|---------|
| 231,000 | 229,000 | 227,900 | 227,300 | 226,600 | 226,100 | 225,700 |

### PG15 Labour supply (economically active population) and economic activity rate for working age population (16 to 64)

**12.34** 183,200 (81.6%) (April 2018 to March 2019).<sup>(35)</sup> The economic activity rate in the Borough is higher than that in the North West and UK, though the difference from the UK figure is not statistically significant. The rate has fluctuated up and down since 2014/15 and has not any clear long-term trend.

Table 12.13 Labour Supply (Economically Active Population) and Economic Activity Rate for Working Age Population (16 to 64)

| Comparator (2018/19) |       | Trend   |         |         |         |         |
|----------------------|-------|---------|---------|---------|---------|---------|
| North West           | UK    | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 |
| 76.9%                | 78.5% | 76.9%   | 79.5%   | 79.9%   | 77.5%   | 81.6%   |

### PG16 Labour supply (economically active population) - future change

**12.35** Growth from 189,700 in base year (2010) to 207,100 (2030).<sup>(36)</sup>

34 ONS mid-year population estimates 2012 to 2018. ONS Crown Copyright 2019. ONS licensed under the Open Government Licence v. 3.0.

35 Annual Population Survey (residence-based dataset), April 2014 - March 2015 to April 2018 to March 2019, ONS, NOMIS, ONS Crown Copyright <https://www.nomisweb.co.uk/>.

36 Population forecasts produced by ORS for the Cheshire East Housing Development Study 2015, ORS, June 2015, Local Plan Exam Library reference [PS E033] <http://cheshireeast-consult.limehouse.co.uk/portal/planning/cs/library>



## Conclusion

**12.36** Net housing completions have risen for the sixth consecutive year. Based on the completions and supply of housing at 31 March 2019, the Council has a 7.5 years supply of housing.

**12.37** The location of housing completions and commitments are in line with the spatial distribution objectives of the LPS.

**12.38** The percentage of empty homes in the Borough has risen slightly.

**12.39** The supply of employment land has fallen slightly by 1.8% since the previous year. Unemployment rates are low and there has been a slight increase in jobs provision between 2015 and 2018.

## Further Actions

- Make sure that Cheshire East has a robust 5 year supply of housing land by progressing the Local Plan
- Continue to monitor the location of housing completions



## Infrastructure

**12.40** The LPS Policies monitored in this section are:

- IN 1 Infrastructure
- IN 2 Developer Contributions

### Core Output Indicators

#### MF1 Provision of infrastructure (SA7)

**12.41** Priority infrastructure schemes are considered to be those projects that are contained in the latest published Infrastructure Delivery Plan that the Council are generally responsible for bringing forward - transport, education, and recreation and sporting facilities. These infrastructure types will be shown in three separate tables (Tables 12.14 to 12.16). There are 58 projects listed under transport, therefore it is considered appropriate and proportionate to only report on those projects listed as priority 1.

**12.42** Table 12.14 details the progress on the transport projects that are considered to be priority infrastructure schemes.

Table 12.14 Priority infrastructure scheme progress - transport

| Project   | Location  | Status                                       |
|---|-----------|--|
| B5077 Crewe Road/B5078 Sandbach Road North junction improvements  | Alsager   | Linked to development timing                 |
| A536 to A534 Congleton Link Road  | Congleton | Under construction                           |
| Sydney Road bridge - construction of an additional bridge for north west bound traffic to allow two way running | Crewe     | Under construction                           |
| Improvements to Crewe Green roundabout  | Crewe     | Completed 29/11/18                           |
| North West Crewe Strategy   | Crewe     | Planning application approved March 2019     |
| Improvements to the A5020 Weston Gate roundabout  | Crewe     | Concept design                               |
| Crewe Bus Station facilities relocation   | Crewe     | Concept design - developer partner appointed |
| A6 Disley corridor improvements   | Disley    | Delivered                                    |
| Handforth traffic management measures   | Handforth | Initial design                               |
| A537 Adams Hill junction improvements   | Knutsford | Linked to development                        |
| Brook Street/Hollow Lane junction improvements  | Knutsford | Linked to development                        |



| Project   | Location             | Status   |
|---|----------------------|--|
| Macclesfield Town Centre Movement Strategy  | Macclesfield         | Linked to development or funding bids  |
| Middlewich Eastern Bypass   | Middlewich           | Planning application submitted   |
| Burford junction improvements, to include complementary improvements on surrounding network | Nantwich             | Option appraisal being undertaken, which will lead to preferred option and detailed design |
| Alvaston roundabout junction improvements   | Nantwich             | Option appraisal being undertaken, which will lead to preferred option and detailed design |
| Peacock roundabout junction improvements  | Nantwich             | Concept design   |
| Poynton Relief Road (bet London Rd South (A523) and the A555 (proposed SEMMMS))             | Poynton              | Construction due to commence Spring 2020   |
| A534 Old Mill Rd/The Hill junction and Old Mill Rd/Middlewich Rd junction improvements      | Sandbach             | Option appraisal being undertaken, which will lead to preferred option and detailed design |
| Major upgrade to A34 <sup>(37)</sup>  | Wilmslow - Handforth | Some of the improvements undertaken as part of the A6 Manchester Airport Relief Road.      |
| A34/A538 west junction improvements   | Wilmslow             | Concept design   |
| A34/Alderley Road/Wilmslow Road   | Wilmslow             | Detailed design undertaken - linked to development   |

**12.43** As can be seen from Table 12.14 the majority of the highways projects are at an early stage as at 31/03/19, with two projects (A6 Disley corridor improvements and improvements to Crewe Green roundabout) delivered. Progress on these projects will continued to be monitored and reported on in future AMRs.

**12.44** Table 12.15 details the progress on the education projects that are considered to be priority infrastructure schemes. Local schools could include primary, secondary, SEN, post 16 or early years.

Table 12.15 Priority infrastructure scheme progress - education

| Site                 | Settlement | Project   | Status   |
|----------------------|------------|---|--|
| LPS 1: Central Crewe | Crewe      | Expansion of local schools                        | To be determined in the context of specific planning application proposals |
| LPS 2: Basford East  | Crewe      | New primary school and expansion of local schools | New primary school   |
| LPS 3: Basford West  | Crewe      | Expansion of local schools                        | Expansion of local school  |

37 New junction on the A555 and spur road to the A34 was looked at as an option but is not being pursued



| Site  | Settlement   | Project   | Status   |
|---|--------------|---|--|
| LPS 4: Leighton West                                | Crewe        | New primary school and expansion of local schools | New primary school   |
| LPS 5: Leighton                                     | Crewe        | Expansion of local schools                        | Expansion of local school  |
| LPS 6: Crewe Green                                  | Crewe        | Expansion of local schools                        | To be determined in the context of specific planning application proposals |
| LPS 7: Sydney Road                                  | Crewe        | Expansion of local schools                        | Expansion of local school  |
| LPS 8: South Cheshire Growth Village                | Crewe        | Expansion of local schools                        | To be determined in the context of specific planning application proposals |
| LPS 9: The Shavington/Wybunbury Triangle            | Crewe        | Expansion of local schools                        | Expansion of local school  |
| LPS 10: East Shavington                             | Crewe        | Expansion of local schools                        | Expansion of local school  |
| LPS 11: Broughton Road                              | Macclesfield | Expansion of local schools                        | Expansion of local school  |
| LPS 12: Central Macclesfield                        | Macclesfield | Expansion of local schools                        | To be determined in the context of specific planning application proposals |
| LPS 13: South Macclesfield Development Area         | Macclesfield | New primary school and expansion of local schools | New primary school   |
| LPS 14: Land east of Fence Avenue                   | Macclesfield | Expansion of local schools                        | Expansion of local school  |
| LPS 15: Land at Congleton Road                      | Macclesfield | Expansion of local schools                        | To be determined in the context of specific planning application proposals |
| LPS 17: Gaw End Lane                                | Macclesfield | Expansion of local schools                        | Expansion of local school/expansion of new primary school                  |
| LPS 18: Land between Chelford Road and Whirley Road | Macclesfield | Expansion of local schools                        | Expansion of local school/expansion of new primary school                  |
| LPS 20: White Moss Quarry                           | Alsager      | Expansion of local schools                        | Expansion of local school  |
| LPS 21: Twyfords and Cardway                        | Alsager      | Expansion of local schools                        | Expansion of local school  |



| Site   | Settlement | Project   | Status   |
|--|------------|---|--|
| LPS 22: Former MMU Campus                        | Alsager    | Expansion of local schools                        | Expansion of local school  |
| LPS 26: Back Lane/Radnor Park                    | Congleton  | New primary school and expansion of local schools | Expansion of local school/expansion of new primary school                  |
| LPS 27: Congleton Business Park Extension        | Congleton  | Expansion of local schools                        | To be determined in the context of specific planning application proposals |
| LPS 28: Giantswood Lane South                    | Congleton  | Expansion of local schools                        | To be determined in the context of specific planning application proposals |
| LPS 29: Giantswood Lane to Manchester Road       | Congleton  | New primary school                                | New primary school   |
| LPS 30: Manchester Road to Macclesfield Road     | Congleton  | Expansion of local schools                        | Expansion of local school/expansion of new primary school                  |
| LPS 31: Tall Ash Farm                            | Congleton  | Expansion of local schools                        | Expansion of local school/expansion of new primary school                  |
| LPS 32: North of Lamberts Lane                   | Congleton  | Expansion of local schools                        | Expansion of local school/expansion of new primary school                  |
| LPS 33: North Cheshire Growth Village            | Handforth  | New primary school and expansion of local schools | To be determined in the context of specific planning application proposals |
| LPS 34: Land bet Clay Lane and Sagars Road       | Handforth  | Expansion of local schools                        | Expansion of local school  |
| LPS 36: North West Knutsford                     | Knutsford  | Expansion of local schools                        | SEN school project   |
| LPS 37: Parkgate Extension                       | Knutsford  | Expansion of local schools                        | Expansion of local school  |
| LPS 38: Land South of Longridge                  | Knutsford  | Expansion of local schools                        | To be determined in the context of specific planning application proposals |
| LPS 42: Glebe Farm                               | Middlewich | Expansion of local schools                        | No contribution  |
| LPS 43: Brooks Lane                              | Middlewich | Expansion of local schools                        | To be determined in the context of specific planning application proposals |
| LPS 45: Land off Warmingham Lane West (Phase II) | Middlewich | Expansion of local schools                        | Expansion of local school  |





| Site  | Settlement          | Project                    | Status                    |
|---|---------------------|----------------------------|---------------------------|
| LPS 46: Kingsley Fields   | Nantwich            | Expansion of local schools | New primary school        |
| LPS 48: Land adj to Hazelbadge Road                             | Poynton             | Expansion of local schools | Expansion of local school |
| LPS 49: Land at Sprink Farm                                     | Poynton             | Expansion of local schools | Expansion of local school |
| LPS 50: Land south of Chester Road                              | Poynton             | Expansion of local schools | Expansion of local school |
| LPS 53: Land adj to J17 of the M6, south east of Congleton Road | Sandbach            | Expansion of local schools | Expansion of local school |
| LPS 54: Royal London inc land west of Alderley Road             | Wilmslow            | Expansion of local schools | Expansion of local school |
| LPS 56: Land at Little Stanneylands                             | Wilmslow            | Expansion of local schools | Expansion of local school |
| LPS 57: Heathfield Farm   | Wilmslow            | Expansion of local schools | Expansion of local school |
| LPS 61: Alderley Park Opportunity Site                          | OSRA <sup>(1)</sup> | Expansion of local schools | Expansion of local school |

1. Other Settlements and Rural Areas

**12.45** As can be seen from Table 12.15 the majority of education projects seek to expand local schools, with some to be determined in the context of specific planning application proposals; the delivery of these projects will be dependent on sites receiving planning permission and appropriate contributions provided.

**12.46** Table 12.16 details the progress on the recreation and sporting facility projects that are considered to be priority infrastructure schemes.

Table 12.16 Priority infrastructure scheme progress - recreation and sporting facilities

| Settlement | Project  | Status   |
|------------|--|--|
| Alsager    | Additional health and fitness accommodation and improvements to main entrance and reception area | Alsager Leisure Centre Gym extension works completed summer 2018 and in full use. New fitness studios awaiting start date now that the new Reception and main entrance work is complete. |
| Congleton  | Leisure centre   | Planning approval for redevelopment secured in March 2019. Work expected to start on site late summer 2019.  |
| Congleton  | Sports and recreation hub at Back Lane   | No progress at present   |
| Crewe      | Sports and recreation hub on the south of the town   | No progress at present   |



| Settlement                    | Project  | Status   |
|-------------------------------|--|--|
| Crewe                         | Sports and recreation hub on the north west side of the town at Leighton     | No progress at present   |
| Macclesfield                  | Additional dry leisure provision to serve the south and east of Macclesfield | No progress at present   |
| Macclesfield                  | Investment in Leisure Centre and athletics stadium                           | Capital programme commenced, phase one (extended gym, group cycle studio and upgraded fitness studios) completed in January 2019 and in full use. Phase two village change, spa and new reception under construction, due to complete November 2019. |
| North Cheshire Growth Village | Sports and recreation hub  | Requirement written into the Supplementary Planning Document used for public consultation. Now awaiting planning application.  |

**12.47** As can be seen from Table 12.16 half of the recreation and sporting facility projects have progressed as at 31/3/19; progress on these projects will continued to be monitored and reported on in future AMRs.

## Local Indicators

### 11 Access to social, economic and green infrastructure (SA2)

**12.48** All the sites in the LPS have been subject to Sustainability Appraisal; this includes access to open space, local amenities and transport facilities. LPS policies aim to address access issues, where identified.

**12.49** Future AMRs will report on progress made with the completion of access improvements to infrastructure, where this has been identified as an issue for LPS sites.

## Conclusion

**12.50** There has been some progress on priority schemes/infrastructure improvements related to LPS sites during the monitoring period, however many of the schemes/improvements require s106/CIL contributions to bridge the funding gap, and the relevant sites have yet to come forward.

**12.51** The Borough has areas of deprivation that need to be addressed, which could be through the provision of appropriate transport infrastructure to make it easier for people to access jobs.



## Further Actions

- Continue to monitor progress with the delivery of infrastructure schemes and improvements.
- Make sure that major development schemes provide adequate infrastructure to meet future needs.



## Enterprise and Growth

**12.52** The LPS Policies monitored in this section are:

- EG 1 Economic Prosperity
- EG 2 Rural Economy
- EG 3 Existing and Allocated Employment Sites
- EG 4 Tourism
- EG 5 Promoting a Town Centre First Approach to Retail and Commerce

**12.53** The SPDs monitored in this section are:

- Alsager Town Centre Strategy
- Congleton Princess Street Area Development Brief
- Rural Development

### Core Output Indicators

#### MF7 Net take-up of employment land (SA2/17/19)

**12.54** Table 12.17<sup>(38)</sup> provides a 'gross' amount of land taken-up for employment uses. The second row of the table accounts for land that has been converted from one employment use to another; such land is deducted from the gross figure to calculate the 'net' take-up, as shown in the final row. The land take-up figures exclude extensions and infill developments on existing employment sites that are not available to the wider business community (for example owner occupier sites).

Table 12.17 Employment Land Take-up (2018/19)

|   | B1a  | B1b  | B1c  | B1   | B2   | B8   | Mixed Use | Total        |
|---|------|------|------|------|------|------|-----------|--------------|
| <b>Gross Land Take-up (ha)</b>                | 1.82 | 0.00 | 0.00 | 1.03 | 0.67 | 4.90 | 4.43      | <b>12.85</b> |
| <b>Redevelopments and Changes of Use (ha)</b> | 1.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00      | <b>1.25</b>  |
| <b>Net Land Take-up (ha)</b>                  | 0.57 | 0.00 | 0.00 | 1.03 | 0.67 | 4.90 | 4.43      | <b>11.60</b> |

**12.55** The 2018/19 employment land net take-up figure of 11.60ha, including 3.78ha of mixed use employment land off University Way in Crewe, is a 176% increase on the three year rolling average employment land-take up of 4.20ha. In line with the Monitoring Framework the previous three year rolling average has been used.

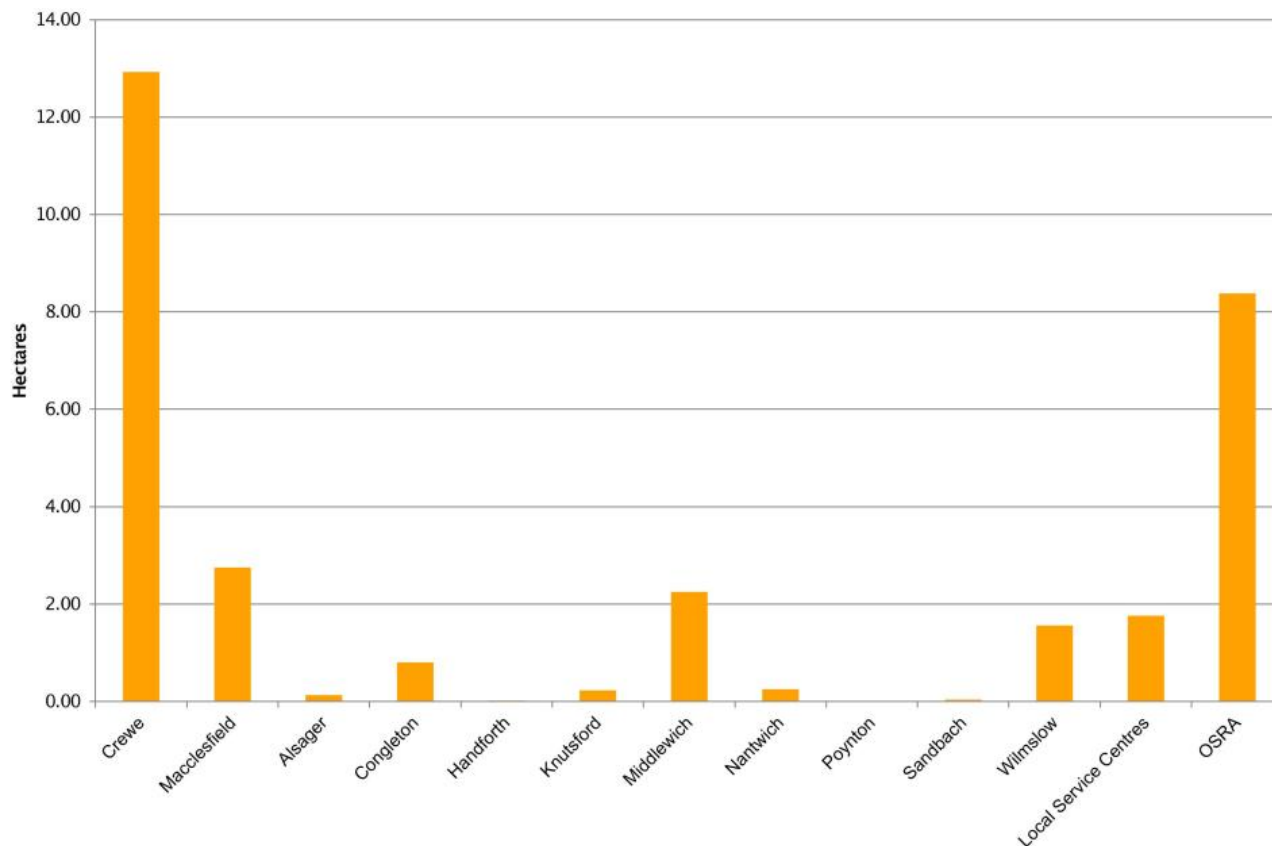
38 Source: CEC Employment Monitoring Database



Table 12.18 Three Year Rolling Average Employment Land Take-up

|                         | 2015/16 | 2016/17 | 2017/18 | Rolling average (ha) |
|-------------------------|---------|---------|---------|----------------------|
| <b>Net Take-up (ha)</b> | 4.18    | 5.07    | 3.36    | <b>4.20</b>          |

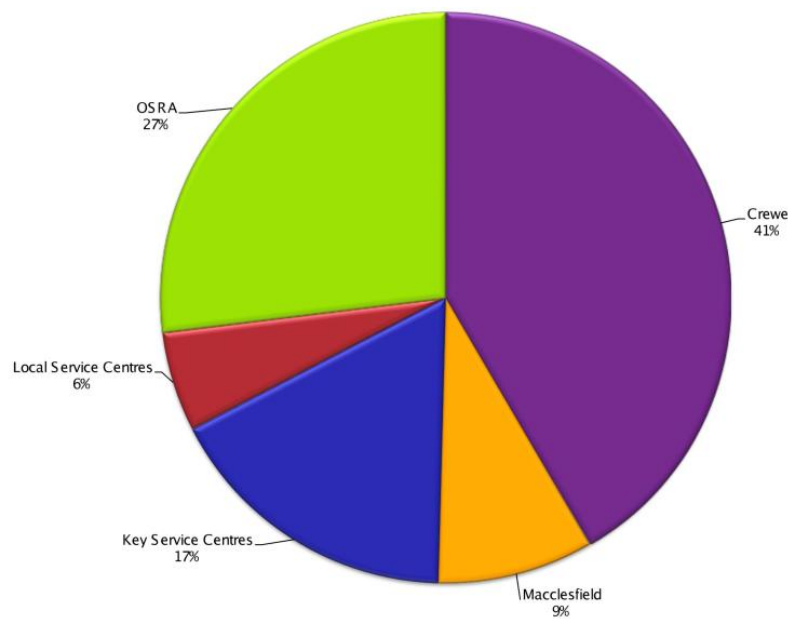
Figure 12.7 Employment land take-up by location from 2010



**12.56** 31.10ha (net) of employment land was taken up between 1/04/10 and 31/03/19. This was dispersed around the Borough; 15.68ha in the PTs, 5.28ha in the KSCs, 1.76ha in the LSCs, and 8.38ha (made up of several small sites) in the other settlements and rural areas ("OSRA").



Figure 12.8 Proportion of employment land take-up by location from 2010



**12.57** 50% of employment land taken up was in the PTs, 17% in the KSCs, 6% in the LSCs, and 27% in the OSRA.

**MF9 Total amount of land last used for employment purposes lost to other uses (SA2/17/19)**

**12.58** Table 12.19<sup>(39)</sup> summarises the amount of employment land lost to non-employment uses. An employment use is considered lost when the proposed development is under construction or completed. The amount of employment land lost this year has increased compared to last year's figure of 13.10ha. The majority of the present year's losses were from B1b uses due to the redevelopment of Alderley Park. In terms of LPS employment allocations, the LPS identifies 380ha of land to be provided over the Plan period, of which 0ha of allocated land were lost. It is worth noting that the LPS has provided a higher level of housing than the identified need, due to the high level of employment provision; a loss of employment land would result in a reduced need for housing.

Table 12.19 Employment Land Losses (2018/19)

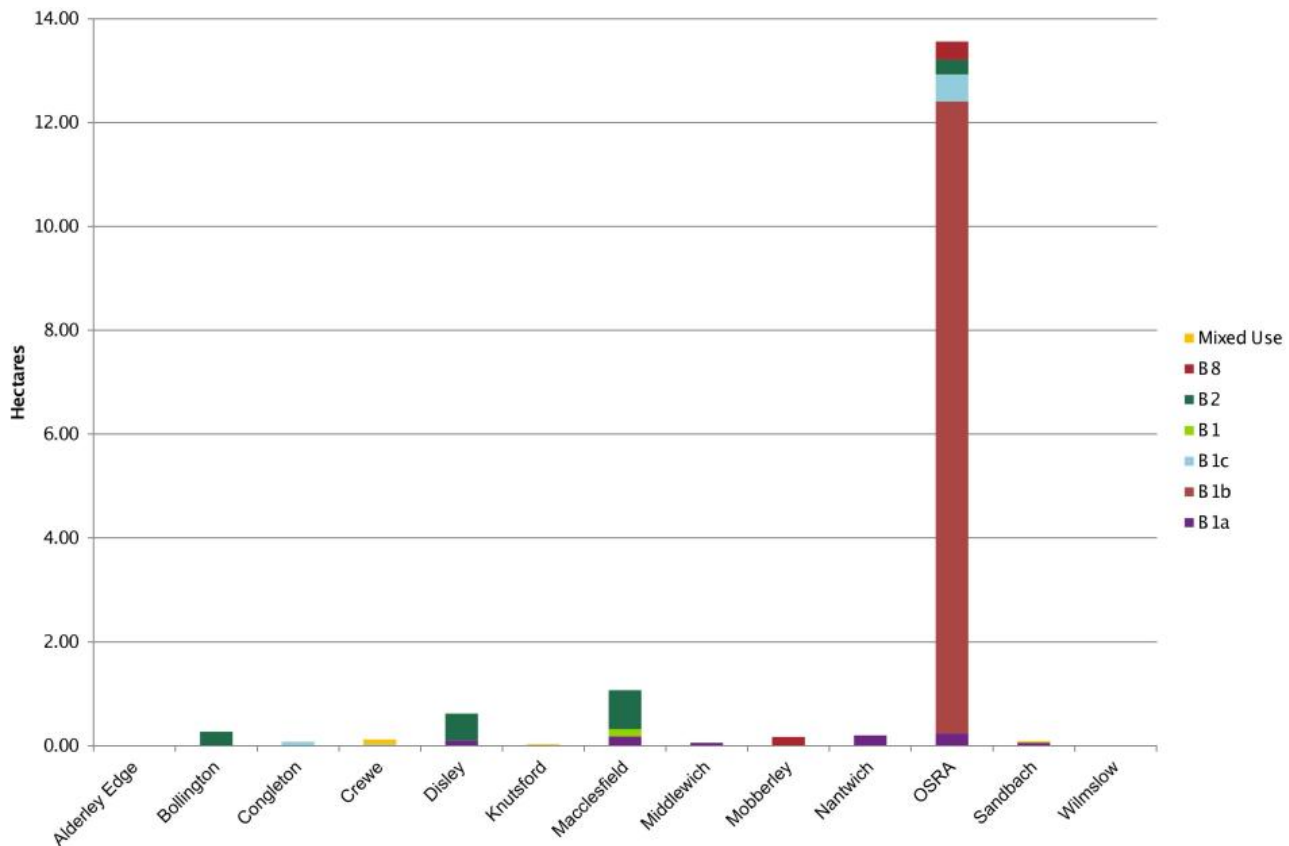
|  | B1a  | B1b   | B1c  | B1   | B2   | B8   | Mixed Use | Total        |
|--|------|-------|------|------|------|------|-----------|--------------|
| <b>Actual Loss During 2018/19 (ha)</b>     | 0.85 | 12.17 | 0.63 | 0.16 | 1.82 | 0.52 | 0.14      | <b>16.29</b> |
| <b>Loss of employment allocations (ha)</b> | 0.00 | 0.00  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00      | <b>0.00</b>  |

39 Source: CEC Employment Monitoring Database



**12.59** As shown in Figure 12.9, the majority of existing employment land losses have come from OSRA (13.56ha), followed by Macclesfield (1.07ha) and Disley (0.62ha). The majority of losses from OSRA are B1b uses, which, as mentioned above, is due to the redevelopment of Alderley Park. For both Macclesfield and Disley, the majority of losses are from B2 uses (0.75ha and 0.52ha respectively).

Figure 12.9 Loss of employment land by type and location 2018/19



**12.60** The 2018/19 employment land loss figure of 16.29ha is a 59% increase on the three year rolling average employment land loss of 10.27ha. In line with the Monitoring Framework and indicator MF7, the previous three year rolling average has been used. As set out in the Alignment of Economic, Employment and Housing Strategy - Ekosgen Report (July 2015)<sup>(40)</sup> there is an allowance of 120ha for employment land losses (plus an additional 20% flexibility), over 20 years, built into the overall requirement of 380ha. This amounts to an allowance of 7.2ha each year over the plan period. In this case, the rolling average of 10.27ha is above the 7.2ha allowance; it is worth noting that there has been a significant fluctuation in the amount lost year on year.

Table 12.20 Three Year Rolling Average Employment Land Loss

|                         | 2015/16 | 2016/17 | 2017/18 | Rolling average (ha) |
|-------------------------|---------|---------|---------|----------------------|
| <b>Actual Loss (ha)</b> | 13.57   | 4.14    | 13.10   | <b>10.27</b>         |

40 <https://cheshireeast-consult.limehouse.co.uk/portal/planning/cs/library>



## EG1 Total amount of additional employment floorspace (SA2/17/19)

**12.61** Gross employment floorspace completions are higher than the previous year, representing a 39% increase.<sup>(41)</sup>

Table 12.21 Floorspace Completions 2018/19

|                    | B1a    | B1b | B1c   | B1    | B2     | B8     | Mixed Use | Total         |
|--------------------|--------|-----|-------|-------|--------|--------|-----------|---------------|
| <b>Gross (sqm)</b> | 2,878  | 0   | 1,160 | 2,480 | 1,737  | 10,294 | 17,365    | <b>35,914</b> |
| <b>Net (sqm)</b>   | -3,635 | 0   | -330  | 888   | -2,751 | 6,545  | 16,456    | <b>17,173</b> |

**12.62** From 30 May 2013 permitted development rights regarding the change of use of offices to residential were introduced. Premises in B1(a) office use can change to C3 residential use, subject to prior approval covering flooding, highways and transport issues and contamination. The Council had 16 notifications for changes of use from B1a office to C3 residential. There is, however, no requirement to notify the area of loss, so the figures in Table 12.21 exclude such losses.

41 Floorspace completions include extensions and infill development at existing employment facilities. Source: CEC Employment Monitoring Database



## EG2 Total amount of floorspace completed for town centre uses (SA5/7/18/19)

**12.63** The majority of office, leisure and retail development has taken place outside town centres, of which 721.81m<sup>2</sup> gross and -1,267.89m<sup>2</sup> net were completed on the edge of town centres. A minus figure represents a reduction in floorspace, which could be for a variety of reasons, including a move to a different use class.<sup>(42)</sup>

Table 12.22 Retail, Office and Leisure Floorspace Completions 2018/19

| Use Class    | Town centre completions |                       | Edge of centre completions |                       | Local centre completions |                       | Out of centre completions |                       | Cheshire East total     |                       |
|--------------|-------------------------|-----------------------|----------------------------|-----------------------|--------------------------|-----------------------|---------------------------|-----------------------|-------------------------|-----------------------|
|              | Gross (m <sup>2</sup> ) | Net (m <sup>2</sup> ) | Gross (m <sup>2</sup> )    | Net (m <sup>2</sup> ) | Gross (m <sup>2</sup> )  | Net (m <sup>2</sup> ) | Gross (m <sup>2</sup> )   | Net (m <sup>2</sup> ) | Gross (m <sup>2</sup> ) | Net (m <sup>2</sup> ) |
| A1           | 2,301.00                | 1,123.04              | 721.81                     | -215.19               | 0.00                     | -555.70               | 891.60                    | 411.00                | 3,914.41                | 763.15                |
| A2           | 129.17                  | -307.82               | 0.00                       | -948.70               | 208.10                   | 123.10                | 0.00                      | 0.00                  | 337.27                  | -1,133.42             |
| B1a          | 0.00                    | -2,820.00             | 0.00                       | -104.00               | 0.00                     | 0.00                  | 2,878.00                  | -711.00               | 2878.00                 | -3635.00              |
| D2           | 1,121.00                | 917.40                | 0.00                       | 0.00                  | 0.00                     | 0.00                  | 1,471.40                  | 986.40                | 2,592.40                | 1,903.80              |
| <b>Total</b> | <b>3,551.17</b>         | <b>-1,087.38</b>      | <b>721.81</b>              | <b>-1,267.89</b>      | <b>208.10</b>            | <b>-432.60</b>        | <b>5,241.00</b>           | <b>686.40</b>         | <b>9,722.08</b>         | <b>-2,101.47</b>      |

42 CEC Employment Monitoring Database and Retail Application Monitoring Database





## Local Indicators

### EG3 Vacant retail units in town centres (SA18)

**12.64** Town centres and high street retailing are facing significant challenges. Changing trends and behaviours in recent decades, driven by a range of economic, demographic, social and technological factors, are affecting the prosperity and vibrancy of high streets up and down the country. With an overall vacancy rate of 11.1%, Cheshire East falls below the average national vacancy rate of 11.5%.<sup>(43)</sup> Table 12.23<sup>(44)</sup> shows that vacancy levels at five centres has reduced. Vacancy levels have increased in seven centres compared to the previous year. There are four town centres that exceed the national average vacancy rate (Congleton, Crewe, Macclesfield and Middlewich). The high proportion of vacant town centre units in Crewe can be partly explained by the redevelopment plans for the Royal Arcade site, which has required the Council to implement a vacant possession strategy for units in that area. A number of stores that have historically been found in town centres, such as M&S and Next are located at Grand Junction Retail Park.

**12.65** In Congleton, the vacancy rates are elevated by two particular clusters of vacancies; in Capital Walk arcade, and around the Bridestones centre. The former has been closed and is not being actively marketed for lease and the latter is an identified development opportunity site. Excluding these areas, vacancy rates for Congleton are far healthier and indeed below the national average.

**12.66** In Macclesfield, the increase in vacancy rates from last year is in part due to refurbishment works ongoing within the Grosvenor Centre where new units have been created but not yet let. The figures indicate an increase in vacancies on Chestergate but with the planned opening of The Picturedrome, footfall in this locality should increase. Potential investment in the public realm in this area is also now being explored.

Table 12.23 Town Centre Vacancy Levels (2016/17 to 2018/19)

| Centre        | Number of vacant units |         |         | %    |
|---------------|------------------------|---------|---------|------|
|               | 2016/17                | 2017/18 | 2018/19 |      |
| Alderley Edge | 3                      | 6       | 8       | 8.2  |
| Alsager       | 9                      | 10      | 9       | 7.5  |
| Congleton     | 58                     | 55      | 53      | 17.5 |
| Crewe         | 48                     | 59      | 58      | 25.4 |
| Handforth     | 7                      | 5       | 1       | 1.3  |
| Knutsford     | 13                     | 8       | 17      | 7.1  |
| Macclesfield  | 64                     | 53      | 66      | 11.8 |
| Middlewich    | 6                      | 9       | 11      | 12.6 |

43 'Retail and Leisure market Analysis. Full Year 2018', Local Data Company, May 2019.

44 Source: CEC Shopping Survey Database



| Centre       | Number of vacant units |            |            | %           |
|--------------|------------------------|------------|------------|-------------|
|              | 2016/17                | 2017/18    | 2018/19    |             |
| Nantwich     | 7                      | 11         | 13         | 5.2         |
| Poynton      | 10                     | 9          | 10         | 8.4         |
| Sandbach     | 18                     | 12         | 20         | 8.7         |
| Wilmslow     | 26                     | 26         | 21         | 7.5         |
| <b>Total</b> | <b>269</b>             | <b>263</b> | <b>287</b> | <b>11.1</b> |

### EG4 Retail floorspace in the key town centres (sqm) (SA7/18)

Table 12.24 Key Town Centre Retail Floorspace (sqm) (2015)<sup>(45)</sup>

| Town         | Convenience   | Comparison     | Retail Services | Leisure Services | Financial & Business Services | Vacant        |
|--------------|---------------|----------------|-----------------|------------------|-------------------------------|---------------|
| Alsager      | 3,730         | 3,193          | 1,760           | 2,681            | 1,059                         | 882           |
| Congleton    | 5,067         | 9,612          | 3,586           | 7,054            | 2,197                         | 4,663         |
| Crewe        | 18,750        | 30,060         | 2,660           | 10,750           | 4,210                         | 10,950        |
| Handforth    | 1,524         | 1,790          | 651             | 1,892            | 223                           | 1,617         |
| Knutsford    | 2,149         | 8,683          | 3,226           | 8,254            | 2,456                         | 1,496         |
| Macclesfield | 6,010         | 41,930         | 7,260           | 18,090           | 10,350                        | 15,310        |
| Middlewich   | 3,808         | 1,655          | 1,941           | 2,986            | 1,288                         | 1,248         |
| Nantwich     | 8,355         | 13,576         | 5,985           | 9,081            | 3,444                         | 1,681         |
| Poynton      | 3,212         | 2,884          | 1,225           | 2,420            | 1,035                         | 1,985         |
| Sandbach     | 7,354         | 7,576          | 1,697           | 6,140            | 2,422                         | 1,375         |
| Wilmslow     | 893           | 13,708         | 4,701           | 6,316            | 4,169                         | 3,151         |
| <b>Total</b> | <b>60,852</b> | <b>134,667</b> | <b>34,692</b>   | <b>75,664</b>    | <b>32,853</b>                 | <b>44,358</b> |

### EG5 Demand for floorspace in the key town centres (SA7/18)

**12.67** The Cheshire East Retail Study Update 2018 (WYG, March 2018)<sup>(46)</sup> provides a summary of capacity for new convenience and comparison floorspace across Cheshire East, after implementation of commitments.

45 WYG, Cheshire Retail Study Update 2016

46 [https://www.cheshireeast.gov.uk/planning/spatial\\_planning/research\\_and\\_evidence/cheshire\\_town\\_centres\\_study.aspx](https://www.cheshireeast.gov.uk/planning/spatial_planning/research_and_evidence/cheshire_town_centres_study.aspx)



Table 12.25 Cheshire East convenience and comparison goods floorspace capacity

| Year | Convenience goods floorspace capacity |            | Comparison goods floorspace capacity <sup>(1)</sup> |            |
|------|---------------------------------------|------------|---|------------|
|      | Min (sq.m)                            | Max (sq.m) | Min (sq.m)  | Max (sq.m) |
| 2018 | 400                                   | 500        | -15,400   | -25,600    |
| 2020 | 900                                   | 1,500      | -14,000   | -23,300    |
| 2025 | 2,200                                 | 3,400      | -,2,200   | -3,700     |
| 2030 | 3,100                                 | 4,800      | 11,400  | 19,100     |

1. a minus capacity indicates that there is considered to be no requirement for further retail growth during the plan period

### EG6 Breakdown of use classes of buildings in town centres (SA7/18)

**12.68** A1 uses have generally fallen in the town centres between 2017 and 2019, with the exception of Congleton, Handforth and Knutsford, whose proportion of A1 uses has risen. The number of A2 uses has generally fallen in the town centres between 2017 and 2019, with the exception of Knutsford and Sandbach, whose proportion of A2 uses has risen. The number of food and drink type uses, and 'other' uses have grown in the majority of centres.<sup>(47)</sup>

Table 12.26 Use Class Breakdown of Town Centre Buildings (2017 to 2019)

| Centre        | Use Class        | 2017      |      | 2018      |      | 2019      |      | % change (2017 to 2019) |
|---------------|------------------|-----------|------|-----------|------|-----------|------|-------------------------|
|               |                  | No. Units | %    | No. Units | %    | No. Units | %    | %                       |
| Alderley Edge | A1               | 45        | 45.6 | 45        | 45.9 | 42        | 42.9 | -6.7                    |
|               | A2               | 11        | 11.1 | 10        | 10.2 | 9         | 9.2  | -18.2                   |
|               | A3, A4, A5       | 17        | 17.2 | 14        | 14.3 | 15        | 15.3 | -11.8                   |
|               | Vacant           | 3         | 3.0  | 6         | 6.1  | 8         | 8.2  | 166.7                   |
|               | Other            | 23        | 23.2 | 23        | 23.5 | 24        | 24.5 | 4.3                     |
|               | <b>Sub Total</b> | <b>99</b> | -    | <b>98</b> | -    | <b>98</b> | -    | -                       |
| Alsager       | A1               | 54        | 45.4 | 50        | 42.0 | 51        | 42.5 | -5.6                    |
|               | A2               | 12        | 10.1 | 9         | 7.6  | 10        | 8.3  | -16.7                   |
|               | A3, A4, A5       | 20        | 16.8 | 23        | 19.3 | 25        | 20.8 | 25.0                    |
|               | Vacant           | 9         | 7.6  | 10        | 8.4  | 9         | 7.5  | 0.0                     |
|               | Other            | 24        | 20.2 | 27        | 22.7 | 25        | 20.8 | 4.2                     |

47 Source: CEC Shopping Survey database.



| Centre       | Use Class        | 2017       |      | 2018       |      | 2019       |      | % change (2017 to 2019) |
|--------------|------------------|------------|------|------------|------|------------|------|-------------------------|
|              |                  | No. Units  | %    | No. Units  | %    | No. Units  | %    | %                       |
|              | <b>Sub Total</b> | <b>119</b> | -    | <b>119</b> | -    | <b>120</b> | -    | -                       |
| Congleton    | A1               | 123        | 40.6 | 128        | 42.2 | 126        | 41.6 | <b>2.4</b>              |
|              | A2               | 22         | 7.3  | 21         | 6.9  | 20         | 6.6  | <b>-9.1</b>             |
|              | A3, A4, A5       | 43         | 14.2 | 42         | 13.9 | 46         | 15.2 | <b>7.0</b>              |
|              | Vacant           | 58         | 19.1 | 55         | 18.2 | 53         | 17.5 | <b>-8.6</b>             |
|              | Other            | 57         | 18.8 | 57         | 18.8 | 58         | 19.1 | <b>1.8</b>              |
|              | <b>Sub Total</b> | <b>303</b> | -    | <b>303</b> | -    | <b>303</b> | -    | -                       |
| Crewe        | A1               | 117        | 50.9 | 112        | 48.9 | 108        | 47.3 | <b>-7.7</b>             |
|              | A2               | 19         | 8.3  | 17         | 7.4  | 16         | 7.0  | <b>-15.8</b>            |
|              | A3, A4, A5       | 21         | 9.1  | 18         | 7.9  | 18         | 7.9  | <b>-14.3</b>            |
|              | Vacant           | 48         | 20.9 | 59         | 25.8 | 58         | 25.4 | <b>20.8</b>             |
|              | Other            | 25         | 10.9 | 23         | 10.0 | 28         | 12.3 | <b>12.0</b>             |
|              | <b>Sub Total</b> | <b>230</b> | -    | <b>229</b> | -    | <b>228</b> | -    | -                       |
| Handforth    | A1               | 33         | 44.0 | 33         | 44.0 | 35         | 46.7 | <b>6.1</b>              |
|              | A2               | 4          | 5.3  | 3          | 4.0  | 2          | 2.7  | <b>-50.0</b>            |
|              | A3, A4, A5       | 14         | 18.7 | 14         | 18.7 | 15         | 20.0 | <b>7.1</b>              |
|              | Vacant           | 7          | 9.3  | 5          | 6.7  | 1          | 1.3  | <b>-85.7</b>            |
|              | Other            | 17         | 22.7 | 20         | 26.7 | 22         | 29.3 | <b>29.4</b>             |
|              | <b>Sub Total</b> | <b>75</b>  | -    | <b>75</b>  | -    | <b>75</b>  | -    | -                       |
| Knutsford    | A1               | 127        | 52.5 | 132        | 54.8 | 129        | 53.8 | <b>1.6</b>              |
|              | A2               | 17         | 7.0  | 17         | 7.1  | 15         | 6.3  | <b>11.8</b>             |
|              | A3, A4, A5       | 37         | 15.3 | 41         | 17.0 | 38         | 15.8 | <b>2.7</b>              |
|              | Vacant           | 13         | 5.4  | 8          | 3.3  | 17         | 7.1  | <b>30.8</b>             |
|              | Other            | 48         | 19.8 | 43         | 17.8 | 41         | 17.1 | <b>-14.6</b>            |
|              | <b>Sub Total</b> | <b>242</b> | -    | <b>241</b> | -    | <b>240</b> | -    | -                       |
| Macclesfield | A1               | 234        | 41.7 | 228        | 41.1 | 215        | 38.5 | <b>-8.1</b>             |
|              | A2               | 49         | 8.7  | 46         | 8.3  | 45         | 8.1  | <b>-8.2</b>             |
|              | A3, A4, A5       | 86         | 15.3 | 90         | 16.2 | 92         | 16.5 | <b>7.0</b>              |



| Centre     | Use Class        | 2017       |      | 2018       |      | 2019       |      | % change (2017 to 2019) |
|------------|------------------|------------|------|------------|------|------------|------|-------------------------|
|            |                  | No. Units  | %    | No. Units  | %    | No. Units  | %    | %                       |
|            | Vacant           | 64         | 11.4 | 53         | 9.5  | 66         | 11.8 | 3.1                     |
|            | Other            | 128        | 22.8 | 138        | 24.9 | 141        | 25.2 | 10.2                    |
|            | <b>Sub Total</b> | <b>561</b> | -    | <b>555</b> | -    | <b>559</b> | -    | -                       |
| Middlewich | A1               | 37         | 42.0 | 36         | 41.4 | 34         | 39.0 | -8.1                    |
|            | A2               | 8          | 9.1  | 7          | 8.0  | 6          | 6.9  | -25.0                   |
|            | A3, A4, A5       | 18         | 20.5 | 15         | 17.2 | 14         | 16.1 | -22.2                   |
|            | Vacant           | 6          | 6.8  | 9          | 10.3 | 11         | 12.6 | 83.3                    |
|            | Other            | 19         | 21.6 | 20         | 23.0 | 22         | 25.3 | 15.8                    |
|            | <b>Sub Total</b> | <b>88</b>  | -    | <b>87</b>  | -    | <b>87</b>  | -    | -                       |
| Nantwich   | A1               | 151        | 60.6 | 148        | 59.2 | 146        | 58.2 | -3.3                    |
|            | A2               | 21         | 8.4  | 20         | 8.0  | 19         | 7.6  | -9.5                    |
|            | A3, A4, A5       | 44         | 17.7 | 44         | 17.6 | 45         | 17.9 | 2.3                     |
|            | Vacant           | 7          | 2.8  | 11         | 4.4  | 13         | 5.2  | 85.7                    |
|            | Other            | 26         | 10.4 | 27         | 10.8 | 28         | 11.2 | 7.7                     |
|            | <b>Sub Total</b> | <b>249</b> | -    | <b>250</b> | -    | <b>251</b> | -    | -                       |
| Poynton    | A1               | 74         | 58.3 | 67         | 55.8 | 65         | 54.6 | -12.2                   |
|            | A2               | 8          | 6.3  | 8          | 6.7  | 7          | 5.9  | -12.5                   |
|            | A3, A4, A5       | 26         | 20.5 | 27         | 22.5 | 27         | 22.7 | 3.8                     |
|            | Vacant           | 10         | 7.9  | 9          | 7.5  | 10         | 8.4  | 0.0                     |
|            | Other            | 9          | 7.1  | 9          | 7.5  | 10         | 8.4  | 11.1                    |
|            | <b>Sub Total</b> | <b>127</b> | -    | <b>120</b> | -    | <b>119</b> | -    | -                       |
| Sandbach   | A1               | 99         | 42.5 | 95         | 41.7 | 91         | 39.6 | -8.1                    |
|            | A2               | 27         | 11.6 | 29         | 12.7 | 28         | 12.2 | 3.7                     |
|            | A3, A4, A5       | 41         | 17.6 | 44         | 19.3 | 45         | 19.6 | 9.8                     |
|            | Vacant           | 18         | 7.7  | 12         | 5.3  | 20         | 8.7  | 11.1                    |
|            | Other            | 48         | 20.6 | 48         | 21.1 | 46         | 20.0 | -4.2                    |
|            | <b>Sub Total</b> | <b>233</b> | -    | <b>228</b> | -    | <b>230</b> | -    | -                       |
| Wilmslow   | A1               | 130        | 45.9 | 120        | 42.7 | 122        | 43.4 | -6.2                    |



| Centre        | Use Class        | 2017         |      | 2018         |      | 2019         |      | % change (2017 to 2019) |
|---------------|------------------|--------------|------|--------------|------|--------------|------|-------------------------|
|               |                  | No. Units    | %    | No. Units    | %    | No. Units    | %    | %                       |
|               | A2               | 26           | 9.2  | 26           | 9.3  | 25           | 8.9  | -3.8                    |
|               | A3, A4, A5       | 38           | 13.4 | 42           | 14.9 | 44           | 15.7 | 15.8                    |
|               | Vacant           | 26           | 9.2  | 26           | 9.3  | 21           | 7.5  | -19.2                   |
|               | Other            | 63           | 22.3 | 67           | 23.8 | 69           | 24.6 | 9.5                     |
|               | <b>Sub Total</b> | <b>283</b>   | -    | <b>281</b>   | -    | <b>281</b>   | -    | -                       |
| <b>Totals</b> |                  | <b>2,609</b> | -    | <b>2,586</b> | -    | <b>2,591</b> | -    | -                       |

## Contextual Indicators

### EG7 Visitor numbers to popular attractions (SA18)

**12.69** The number of visitors to many key attractions appears to have fluctuated unevenly between 2013 and 2018.<sup>(48)</sup> However, Quarry Bank Mill and Garden has seen strong growth in visitor numbers in recent years, as have Astbury Mere Country Park and Hare Hill Gardens.

Table 12.27 Key Visitor Attractions in Cheshire East (10,000 or more visitors in 2018) - 000s of visitors

| Attraction <sup>(1)(2)(3)(4)</sup> | 2013  | 2014  | 2015  | 2016  | 2017  | 2018  |
|------------------------------------|-------|-------|-------|-------|-------|-------|
| Tatton Park                        | 848.5 | 834.5 | 875.0 | 805.0 | 790.0 | 775.0 |
| Astbury Mere Country Park          | 182.9 | 221.4 | 183.0 | 245.0 | 252.6 | 299.1 |
| Quarry bank Mill and Garden (NT)   | 170.9 | 172.4 | 183.0 | 213.0 | 253.2 | 262.8 |
| Jodrell Bank Discovery Centre      | *     | 123.0 | 128.9 | 143.4 | 148.3 | 148.0 |
| Lyme Park & Gardens (NT)           | 109.5 | 114.8 | 146.7 | 137.8 | 134.6 | 140.1 |
| Little Moreton Hall & Gardens (NT) | 77.0  | 80.8  | 277.3 | 249.9 | 78.1  | 62.3  |
| Arely Hall & Gardens               | *     | *     | 35.5  | 36.3  | 37.1  | 36.7  |
| Hare Hill Gardens (NT)             | 20.5  | 25.0  | 25.0  | 27.0  | 30.0  | 33.5  |
| Chomondeley Castle Gardens         | *     | *     | *     | *     | 12.8  | 13.3  |

48 2018 Annual Survey of Visits to Visitor Attractions, VisitEngland, August 2019



| Attraction <sup>(1)(2)(3)(4)</sup> | 2013           | 2014           | 2015           | 2016           | 2017           | 2018           |
|------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>Total</b>                       | <b>1,409.3</b> | <b>1,572.0</b> | <b>1,854.4</b> | <b>1,857.3</b> | <b>1,736.6</b> | <b>1,770.8</b> |

1. This is not an exhaustive list of visitor attractions in Cheshire East: it includes only those attractions for which VisitEngland data were available for the year in question and that had 10,000 or more visitors. Hence the stated totals exclude some attractions, particularly smaller ones.
2. An \* indicates where data was not available.
3. The figures for individual attractions are rounded off to the nearest 100, but the totals were calculated using unrounded data where available.
4. (NT) indicates a National Trust property.

## EG8 Progress on major regeneration schemes (SA18)

**12.70** Following the launch of the Government's 'Future High Streets Fund' in December 2019, Cheshire East Council developed and submitted expressions of interest for Crewe and Macclesfield town centres. If successful, this funding would help to implement plans identified in the regeneration frameworks developed for each town.

### Macclesfield town centre

**12.71** During 2018/19 work on regenerating Macclesfield town centre progressed with the following key initiatives:

- Detailed designs completed for a transformational public realm scheme on Castle Street to improve the pedestrian experience and quality of place, facilitate alfresco activity and encourage private investment in the town centre, and scheme progressed ready to enter into contractual arrangements for delivery.
- A further six shop front grants were approved in the lower Mill Street/Park Green area of the town centre, bringing the total amount of grants approved in this locality to 16. A further eight shop front grant schemes were implemented, bringing the total implemented schemes to 15.
- Studies and marketing were undertaken to establish the feasibility of leasing the Butter Market and the Old Police Station to increase activity around Market Place.
- A Draft Strategic Regeneration Framework was developed as a mechanism to provide a clear shared vision and strategy for the future regeneration programme, which progressed to public consultation stage.
- Designs developed for the creation of a pocket park adjacent to Macclesfield Bus Station.
- Bids submitted for the Future High Street Fund and working with local stakeholders for the development of a High Street Heritage Action Zone Scheme.

### Crewe town centre

**12.72** In September 2017, Cheshire East Council's Cabinet approved major regeneration plans for Crewe town centre, utilising around £25m of funding from the Council and Cheshire & Warrington Local Enterprise Partnership through the Government's Local Growth Fund.





Totalling nearly £50m in value, the plans focus on the delivery of the mixed-use Royal Arcade redevelopment, the remodelling of Crewe Market Hall and major investments in the town's public realm.

### Royal Arcade site

**12.73** As part of its Cabinet decision in September 2017, the council selected Peveril Securities as its preferred development partner to deliver a leisure-led scheme in Crewe town centre, anchored by a new eight screen cinema, replacement bus station and multi-storey car park. Development on the 1.95 ha site is expected to commence in 2020 (subject to planning), and be completed in late 2022.

### Crewe markets

**12.74** Also as part of its regeneration plans announced in September 2017, the council committed to the remodelling of Crewe Market Hall as the first phase of a planned revival of Crewe's Markets. Following consultation, plans were submitted and then approved to authorise changes to the Grade II Listed Market Hall to make sure that it has the facilities to operate as a successful modern market, supporting independent traders and drawing in more visitors to support the town's regeneration ambitions. In summer 2019, works commenced on the internal fabric of the building that are expected to be complete in summer 2020.

### Public realm

**12.75** It is proposed that the redevelopment of the Royal Arcade site in Crewe town centre will include a circa £1.9m investment in public realm located at and around the new bus station, multi-storey car park, leisure and retail units. Alongside this an additional £4.1m has been allocated for public realm investment in the adjacent Victoria Street and Queensway. Delivery of this public realm scheme will be aligned to delivery of the development, which is expected to be completed in 2022.

**12.76** An additional public realm investment has also been allocated for the area between the Market Hall and Royal Arcade, which will enhance the quality of the link between these two major new developments in the town centre.

**12.77** A public realm strategy for the wider town centre has informed the detail of these proposals and has also considered the potential for other public realm investments that seek to better integrate the town's key assets, enhance permeability and encourage linked trips, footfall and increased dwell time.

### Primary sub-station

**12.78** In order to ensure sufficient and reliable electricity supply to meet the needs of new developments in central Crewe, plans were developed by Scottish Power for a new primary sub-station to be installed in the town centre, at the Council-owned Windycote site off Chester Street. In summer 2019, planning consent was granted and works commenced on the sub-station and associated electricity cabling around the town centre.



## Future High Streets Fund

**12.79** In March 2019, Cheshire East Council submitted expressions of interest for Crewe and Macclesfield for funding from the Government's Future High Streets Fund. As a result, Crewe has been shortlisted, and proposals are now being developed to secure funding that will help to support the regeneration of the town centre and increase footfall for a wider range of uses. These will be submitted in April 2020, with an announcement on whether these have been successful in summer 2020.

### **EG9 Tourist numbers**

**12.80** There were 16.1 million tourists in 2018 (up from 16.0 million in 2017).<sup>(49)</sup>

### **EG10 Economic impact (expenditure/revenue) from tourism**

**12.81** The economic impact from tourism has increased from £921 million in 2017 (in 2017 prices) to £963 million in 2018 (in 2018 prices), though this change will in part reflect changes in consumer prices (that is, the cost of living), rather than just a change in the volume of tourist activity.<sup>(50)</sup>

### **EG11 Total employment supported by tourism**

**12.82** The total amount of full-time equivalent employment supported by tourism has increased from 11,600 jobs in 2017 to 11,800 jobs in 2018.<sup>(51)</sup>

### **EG12 Tourist days**

**12.83** The number of tourist days was 17.8 million days in 2018 (up from 17.6 million in 2017).<sup>(52)</sup>

### **EG13 Bedstock (number of beds)**

**12.84** The bedstock was slightly higher in 2018 than in 2017.<sup>(53)(54)</sup>

49 Cheshire East STEAM Final Trend Report for 2009-18, October 2019.

50 Cheshire East STEAM Final Trend Report for 2009-18, October 2019. Figures are in 'current' prices, that is, they include the effects of inflation as well as increases in the volume of activity.

51 Cheshire East STEAM Final Trend Report for 2009-18, October 2019.

52 Cheshire East STEAM Final Trend Report for 2009-18, October 2019.

53 Cheshire East STEAM Trend Report for 2009-18 (final version), October 2019.

54 The 2018 figures for each category do not sum to the stated overall total due to independent rounding.



Table 12.28 Bedstock

|   | 2017   | 2018   |
|---|--------|--------|
| <b>Beds in serviced accommodation</b>     | 8,000  | 8,000  |
| <b>Beds in non-serviced accommodation</b> | 2,000  | 2,200  |
| <b>Total stock</b>                        | 10,000 | 10,100 |

### EG14 Most deprived Lower Layer Super Output Areas in England (SA3)<sup>(55)</sup>

**12.85** 24 of Cheshire East's 234 Lower Layer Super Output Areas (LSOAs) rank among the most deprived 25% of English LSOAs (up from 23 in 2015) and four of these are among England's most deprived 10% (down from six in 2015).

**12.86** 109 of the Borough's LSOAs are amongst England's least deprived 25% (down from 120 in 2015) and 66 of these are within England's least deprived 10% (up from 63 in 2015).

**12.87** The statistics suggest little change (between 2015 and 2019) in the relative deprivation of Cheshire East (compared to other parts of England). However, these statistics do not measure absolute deprivation and it is not possible to draw conclusions from them about how deprivation has changed in absolute terms.

**12.88** Table 12.29 lists the 24 most deprived LSOAs in 2019.

Table 12.29 Cheshire East LSOAs that Fall Within England's Most Deprived 25%

| LSOA code (2011) | Settlement <sup>(1)</sup> | Percentile <sup>(2)</sup> |
|------------------|---------------------------|---------------------------|
| E01018476        | Crewe                     | 3.82                      |
| E01018462        | Crewe                     | 7.54                      |
| E01018466        | Crewe                     | 7.81                      |
| E01018640        | Macclesfield              | 9.14                      |
| E01018400        | Congleton                 | 10.43                     |
| E01018445        | Crewe                     | 11.32                     |
| E01018459        | Crewe                     | 11.94                     |
| E01018485        | Crewe                     | 12.28                     |
| E01018486        | Crewe                     | 13.16                     |
| E01018645        | Macclesfield              | 13.39                     |
| E01018596        | Wilmslow                  | 13.87                     |

55 Index of Multiple Deprivation data from the 2019 English Indices of Deprivation, Ministry of Housing, Communities and Local Government (MHCLG), Sept 2019 (<https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019>) and 2015 English Indices of Deprivation, DCLG (now MHCLG), Sept 2015 (<https://www.gov.uk/government/statistics/english-indices-of-deprivation-2015>).



| LSOA code (2011) | Settlement <sup>(1)</sup> | Percentile <sup>(2)</sup> |
|------------------|---------------------------|---------------------------|
| E01018388        | Alsager                   | 14.36                     |
| E01018498        | Crewe                     | 15.06                     |
| E01018463        | Crewe                     | 15.82                     |
| E01018467        | Crewe                     | 16.66                     |
| E01018484        | Crewe                     | 17.32                     |
| E01018477        | Crewe                     | 18.26                     |
| E01018478        | Crewe                     | 19.06                     |
| E01018423        | Middlewich                | 20.97                     |
| E01018497        | Crewe                     | 22.27                     |
| E01018631        | Macclesfield              | 23.15                     |
| E01018487        | Crewe                     | 23.31                     |
| E01018461        | Crewe                     | 23.47                     |
| E01018464        | Crewe                     | 24.60                     |

1. The geographical definitions used for each settlement are those set out in Appendix 6 of the Cheshire East 'LDF Background Report: Determining the Settlement Hierarchy', Cheshire East Council, November 2010.
2. These percentiles indicate the proportion of English LSOAs that are more deprived than the LSOA in question. For example, LSOA E01018476 in Crewe has a percentile value of 3.82, which means it is outside England's most deprived 3%, but inside England's most deprived 4%.

### EG15 Lower Super Output Areas with a deprived living environment in England (SA2/4/12/16)

**12.89** According to the 2019 Indices, 37 (15.8%) of Cheshire East's 234 LSOAs were classified as being amongst the 25% most deprived in England (down from 45, or 19.2%, in 2015) and 19 (8.1%) were amongst England's 10% most deprived. 90 (38.5%) of LSOAs were classified as being amongst the 25% least deprived in England and 40 (17.1%) were amongst England's 10% least deprived.<sup>(56)</sup>

## Conclusion

**12.90** Employment land continues to be taken up, with the three year rolling average of employment land losses currently above the allowance, that is, the average level of loss assumed by the LPS over the Plan period.

**12.91** There has been limited development in town centres. The vacancy rate for the Borough is below the national average, and there has been a general decrease in the number of A1 and A2 uses in the Borough's town centres.

<sup>56</sup> Living Environment Deprivation domain data from the 2019 English Indices of Deprivation, Ministry of Housing, Communities and Local Government (MHCLG)), Sept 2019 (<https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019>) and 2015 English Indices of Deprivation, DCLG (now MHCLG), Sept 2015 (<https://www.gov.uk/government/statistics/english-indices-of-deprivation-2015>).



**12.92** Work is progressing on the regeneration of Crewe and Macclesfield town centres.

**12.93** The economic impact of tourism, and the number of jobs it supports remained broadly stable in 2017 (compared to 2016), however the number of visitors to key attractions has, generally, fluctuated between 2013 and 2018.

### Further Actions

- Continue work to regenerate the town centres of Crewe and Macclesfield.
- Consider measures to improve the attractiveness of town centres to investors/retailers, including through partnership working.
- Make sure that the leisure and cultural facilities needed to encourage tourism continue to be taken into consideration in the Local Plan process.
- Continue to pursue opportunities to link planned economic growth to areas of deprivation to make sure that residents are able to benefit from this growth, through training for example.
- Continue to monitor employment land losses, including their location and use class.



## Stronger Communities

**12.94** The LPS Policies monitored in this section are:

- SC 1 Leisure and Recreation
- SC 2 Indoor and Outdoor Sports Facilities
- SC 3 Health and Well-being
- SC 4 Residential Mix
- SC 5 Affordable Homes
- SC 6 Rural Exceptions Housing for Local Needs
- SC 7 Gypsies and Travellers and Travelling Showpeople

**12.95** The SPDs monitored in this section are:

- Affordable housing and mixed communities
- Designing out crime

## Core Output Indicators

### MF4 Gross total of affordable housing units provided (SA1)

**12.96** Table 12.30 shows the number of affordable units completed over the last five years.<sup>(57)</sup> In 2018/19, 22% of the gross dwellings built were affordable. However, this is an increase of 74 dwellings on the number of affordable dwellings built in 2017/18 and reflects the Council's policy on affordable housing provision across the Borough.

Table 12.30 Provision of Affordable Homes

| 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 |
|---------|---------|---------|---------|---------|
| 638     | 448     | 372     | 655     | 729     |

### MF6 Net additional pitches for Gypsy, Traveller and Travelling Showpeople (SA3)

**12.97** Ten additional pitches in 2018/19 (eight transit and two permanent) compared to two additional (permanent) pitches in 2017/18.<sup>(58)</sup>

<sup>57</sup> Source: CEC Housing Database

<sup>58</sup> Cheshire Partnership Gypsy Traveller Coordinator.



### MF12 Provision of outdoor sports facilities (SA4)

**12.98** An updated Playing Pitch Strategy (PPS) (2019) has been produced, which contains an updated strategy, assessment report and action plan. The PPS links to LPS Policy SC 2 'Indoor and Outdoor Sports Facilities' and emerging draft SADPD Policy REC 3 'Green space implementation'.

### MF13 Provision of indoor sports facilities (SA4/7/18)

**12.99** A progress and evidence review document has been produced (February 2019). The indoor sports strategy documents and progress made have been assessed in line with the monitoring and review process, as set out in the 2017 Indoor Sports Strategy (p32).

## Local Indicators

### SC1 Number of crimes (SA6)

**12.100** Cheshire East has seen an increase in crime rates between 2015/16 and 2018/19; the rates in the different crime types have fluctuated over this period.<sup>(59)</sup> One of the main reasons behind the increase is due to improved crime recording processes, which were brought in to make sure that victims of crime receive the service they deserve. The changes have meant that incidents that may previously been recorded as anti-social behaviour, are now recorded as disorder in a public area. These improvements are most notable in incidents such as public order offences and violent offences. Cheshire Constabulary has also continued to see an increase in the number of reported sex offences. Much of this increase can be attributed to a rise in the reporting of non-recent sexual offences as confidence increases among those who have not felt they can report the abuse previously.

Table 12.31 Number of Crimes

| Type of Crime    | 2015/16 | 2016/17 | 2017/18 | 2018/19 |
|------------------|---------|---------|---------|---------|
| Violence/person  | 4,364   | 5,746   | 8,664   | 10,910  |
| Drug offences    | 672     | 582     | 582     | 514     |
| Sexual offences  | 452     | 550     | 827     | 924     |
| Robbery          | 71      | 81      | 117     | 150     |
| Criminal damage  | 2,778   | 2,944   | 3,515   | 3,216   |
| Burglary         | 1,675   | 1,441   | 1,646   | 1,593   |
| Vehicle offences | 1,304   | 1,196   | 1,248   | 1,267   |

59 Source: Cheshire Constabulary



| Type of Crime      | 2015/16       | 2016/17       | 2017/18       | 2018/19       |
|--------------------|---------------|---------------|---------------|---------------|
| Possession/weapons | 83            | 94            | 133           | 139           |
| Public order       | 869           | 2,918         | 5,456         | 5,672         |
| Theft/stolen goods | 4,097         | 4,689         | 5,584         | 5,722         |
| Other offences     | 274           | 334           | 551           | 558           |
| <b>Total</b>       | <b>16,639</b> | <b>20,575</b> | <b>28,323</b> | <b>30,665</b> |

### SC2 Percentage of working age (16-64) population whose highest qualification is NVQ level 1/2/3/4 or higher/other/none (SA20)

**12.101** The percentage of the working age population whose highest qualification is NVQ Level 4 and above is (as of 2018) much higher than that in the North West and the UK; these gaps are statistically significant, that is, not just down to survey sampling error. The proportion is slightly lower than in 2017, though this change is not statistically significant. The percentage of those with no qualifications is lower (by a statistically significant margin) than those in the North West and UK.<sup>(60)</sup>

Table 12.32 Percentage of Working Age Population whose Highest Qualification is NVQ Level 1/2/3/4 or Higher/Other/None

|                             | 2018          |            |       | Cheshire East 2017 |
|-----------------------------|---------------|------------|-------|--------------------|
|                             | Cheshire East | North West | UK    |                    |
| <b>NVQ4+</b>                | 44.7%         | 35.5%      | 39.2% | 45.8%              |
| <b>NVQ3</b>                 | 17.4%         | 17.9%      | 17.0% | 15.2%              |
| <b>Trade Apprenticeship</b> | 1.8%          | 3.4%       | 3.0%  | 4.7%               |
| <b>NVQ2</b>                 | 16.2%         | 17.4%      | 15.8% | 15.6%              |
| <b>NVQ1</b>                 | 10.0%         | 10.7%      | 10.4% | 9.8%               |
| <b>Other</b>                | 5.0%          | 6.1%       | 6.7%  | 4.3%               |
| <b>None</b>                 | 4.9%          | 9.1%       | 8.0%  | 4.6%               |

60 Annual Population Survey (residence-based dataset), Jan-Dec 2017 to Jan-Dec 2018, ONS, NOMIS. ONS Crown Copyright <https://www.nomisweb.co.uk/>.





### SC3 Average earnings (gross weekly pay of full-time employees) - residence based measure (SA17)

**12.102** £588.10 in 2018 (12% higher than in 2013).<sup>(61)</sup> Average earnings in the Borough are much higher than those in the North West and are above those in the UK as a whole.

Table 12.33 Average Earnings (Median Gross Weekly Pay of Full-time Employees)

| Comparator (2018) |         | Trend   |         |        |        |        |        |
|-------------------|---------|---------|---------|--------|--------|--------|--------|
| North West        | UK      | 2013    | 2014    | 2015   | 2016   | 2017   | 2018   |
| £529.60           | £569.00 | £523.60 | £541.50 | 536.60 | 541.80 | 557.70 | 588.10 |

### SC4 Average (mean) house price in the Borough (SA1)

**12.103** £223,200 (March 2019). House prices in the Borough have fallen significantly below the England average, but are higher than those in the North West. They have increased steadily in recent years, rising 17% between 2014 and 2018, and by a further 2% between 2018 and 2019.<sup>(62)</sup>

Table 12.34 Average (Mean) House Price in the Borough

|               | 2014     | 2015     | 2016     | 2017     | 2018     | 2019     |
|---------------|----------|----------|----------|----------|----------|----------|
| England       | £190,000 | £203,400 | £222,700 | £231,800 | £240,400 | £243,500 |
| North West    | £130,100 | £135,300 | £141,400 | £149,600 | £155,600 | £160,900 |
| Cheshire East | £185,800 | £193,100 | £202,600 | £207,600 | £218,200 | £223,200 |

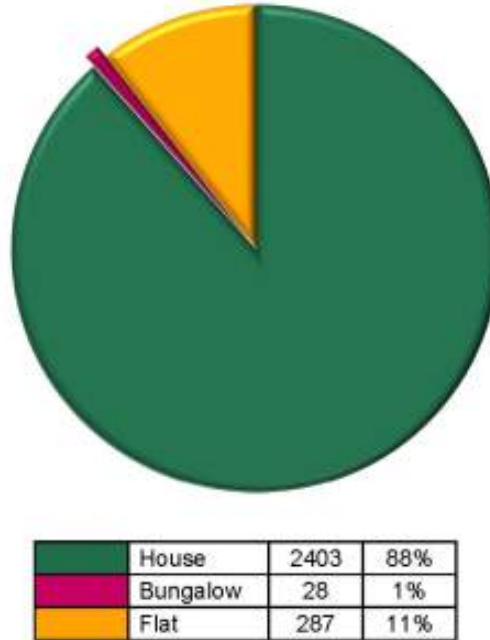
61 Annual Survey of Hours and Earnings – 2018 provisional and 2017 revised results (published Oct 2018), ONS, NOMIS. ONS Crown Copyright <https://www.nomisweb.co.uk/>. Note: Figures are residence-based, that is, they relate to employed people living, (but not necessarily working) in the geographical area in question. They are median earnings and relate to full-time employees only. They include overtime.

62 Land Registry House Price Index (HPI). Data obtained on 19/7/19 from <http://landregistry.data.gov.uk/app/ukhpi/explore>.



**SC5 Type of dwelling completed (SA1)**

Figure 12.10 Type of Dwelling Completed (2018/19)

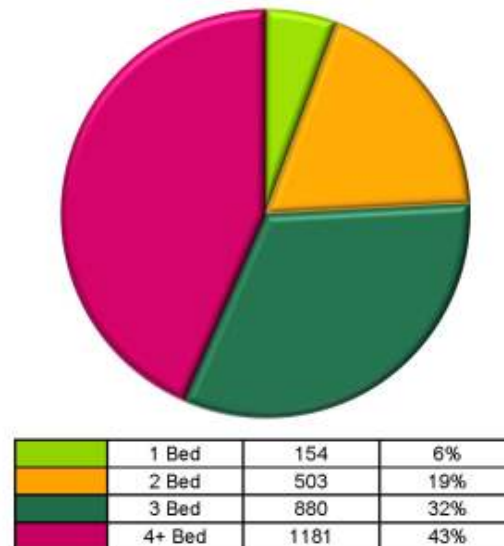


**12.104** 88% of the new build dwellings completed in 2018/19 were houses; a 6% increase on last year. 1% were bungalows, whilst the percentage of flats has decreased to 11%, from 16% the previous year. Of the 2,431 new build houses or bungalows completed in 2018/19, 81% were detached or semi-detached properties, with 19% being terraced properties; this represents a small decrease in the proportion of terraced properties from that in the previous year.



## SC6 Size of dwelling completed (SA1)

Figure 12.11 Size of Dwelling Completed (2018/19)



**12.105** A mix of sizes have been completed. The percentage share of 1-bed-roomed homes has decreased by 5% from the previous year. The provision of two-bedroomed homes has decreased from 20% to 19%. The provision of three-bedroomed homes has increased by 2% to 32%, while the provision of four-bedroomed homes has increased by 3% from the previous year (2017/18).

## Contextual Indicators

### SC7 New assembly and leisure facilities (use class D2) completed (SA4/7/18)<sup>(63)</sup>

- 1,231.40m<sup>2</sup> gross, 1,231.40m<sup>2</sup> net in 2017/18
- 2,592.40m<sup>2</sup> gross, 1,903.80m<sup>2</sup> net in 2018/19

### SC8 Fuel poverty (SA3)

**12.106** 17,564 (10.5%) of Cheshire East's 166,922 households were in fuel poverty in 2017. This is below the proportions for the North West (13.1%) and England (10.9%), and lower than in 2016 (10.8%).<sup>(64)</sup>

63 CEC Retail Application Monitoring Database

64 'Sub-regional Fuel Poverty (England)' data tables for 2016 and 2017, Department for Business, Energy & Industrial Strategy ("DBEIS"), June 2018 (2016 data) and June 2019 (2017 data) and 'Fuel Poverty Statistics Detailed Tables' for 2017, DBEIS, June 2019 (<https://www.gov.uk/government/collections/fuel-poverty-statistics>).



## Conclusion

**12.107** Average earnings have grown in recent years (2013 to 2018), but house prices have risen much faster over the same period, and therefore affordability of dwellings remains an issue; a slightly lower proportion of the dwellings completed were smaller homes, however 76% are three or more bedrooms. The Borough has an ageing population, however a low proportion of the number of dwellings completed were bungalows, down 1% from the previous year.

### Further Actions

- Continue to use the planning system and Section 106 Agreements to secure further provision of affordable housing.
- Undertake research to identify the appropriate housing mix for Cheshire East.
- Seek a greater mix of housing types to make sure that the needs of the Borough are met in terms of affordability and the ageing population.



## Sustainable Environment

**12.108** The LPS Policies monitored in this section are:

- SE 1 Design
- SE 2 Efficient Use of Land
- SE 3 Biodiversity and Geodiversity
- SE 4 The Landscape
- SE 5 Trees, Hedgerows and Woodland
- SE 6 Green Infrastructure
- SE 7 The Historic Environment
- SE 8 Renewable and Low Carbon Energy
- SE 9 Energy Efficient Development
- SE 10 Sustainable Provision of Minerals
- SE 11 Sustainable Management of Waste
- SE 12 Pollution, Land Contamination and Land Instability
- SE 13 Flood Risk and Water Management
- SE 14 Jodrell Bank
- SE 15 Peak District National Park Fringe

**12.109** The SPDs monitored in this section are:

- Cheshire East Design Guide
- Over Peover
- Prestbury
- Local list of historic buildings
- Smallwood Village Design Statement
- Development on backland and gardens
- Extensions and householder development
- Prestbury Village Design Statement
- Poynton
- Trees and development
- Nature conservation strategy
- Stapeley Water Gardens
- Bollington
- Sustainable development

## Core Output Indicators

### MF11 Mineral provision and landbanks (SA15)

**12.110** Land-won aggregate sand and gravel sales for 2018 were 554,110 tonnes; an increase of 88% compared to lower sales of 290,000 tonnes in 2017. At the end of 2018 the permitted reserve of sand and gravel in Cheshire East across all sand and gravel sites was estimated at 2.52 million tonnes. This equates to a landbank of 5.02 years calculated against the predicted annual production figure of 5.73 years using the ten year sales annual average,



or 3.55 years based on the current annual apportionment figure. The last three years annual sales average of 433,000 tonnes suggests a landbank of 5.82 years. It is clear that by using all methods for calculating the landbank, neither provide a landbank of 'at least seven years' required by paragraph 207 (f) of the NPPF (2019).

**12.111** However, the draft Local Aggregate Assessment 2019 considers that the predicted annual production figure, which is based on the ten year sales average with a 2% annual uplift applied, currently provides the best proxy for calculating landbank requirements for future aggregate sand and gravel needs in the borough. The predicted annual production figure equates to a landbank of 5.02 years; this falls short of the national policy indicator of 'at least seven years'. This shortfall will need to be addressed by the extension of existing sites and the provision of additional sites in order to provide a steady and adequate supply of aggregates and ensure that the landbank is maintained.<sup>(65)</sup>

**12.112** Crushed rock sales are estimated as 1,000 tonnes and follows each of the proceeding years to 2018, with the exception of 2,000 tonnes in 2015. The crushed rock landbank is more than 50 years. However, this reserve figure should be treated with caution, owing to the main sandstone product currently being for masonry stone with aggregate crushed rock being a by-product of this process. Aggregate production varies with fluctuations in local building and construction works.<sup>(66)</sup>

Table 12.35 Cheshire East Land-won Aggregate Landbanks

| Method                                    | At 31/12/17             |                   |          | At 31/12/18             |                             |          |
|---|-------------------------|-------------------|----------|-------------------------|-----------------------------|----------|
|   | Annual Supply Provision | Permitted Reserve | Landbank | Annual Supply Provision | Estimated Permitted Reserve | Landbank |
| <b>Aggregate Land-Won Sand and Gravel</b> |                         |                   |          |                         |                             |          |
| Annual production figure <sup>(67)</sup>  | -                       | -                 | -        | 0.502 mt                | 2.52 mt                     | 5.02 yrs |
| Last ten years sales average              | 0.29 mt                 | 3.70 mt           | 8.6 yrs  | 0.440 mt                | 2.52 mt                     | 5.73 yrs |
| Last three years sales average            | 0.42 mt                 | 3.70 mt           | 8.81 yrs | 0.433 mt                | 2.52 mt                     | 5.82 yrs |
| Annual apportionment figure               | 0.71 mt                 | 3.70 mt           | 5.21 yrs | 0.71 mt                 | 2.52 mt                     | 3.55 yrs |

65 draft Cheshire East Local Aggregate Assessment 2019

66 draft Cheshire East Local Aggregate Assessment 2019

67 2018 sales data is the first year for data collection using the annual production figure methodology. Source: draft 2019 LAA (2018 sales data)



| Method                         | At 31/12/17             |                   |          | At 31/12/18             |                             |          |
|--------------------------------|-------------------------|-------------------|----------|-------------------------|-----------------------------|----------|
|                                | Annual Supply Provision | Permitted Reserve | Landbank | Annual Supply Provision | Estimated Permitted Reserve | Landbank |
| <b>Aggregate Crushed Rock</b>  |                         |                   |          |                         |                             |          |
| Last ten years sales average   | 0.003 mt                | 4.90 mt           | >50 yrs  | 0.001 mt                | 4.89 mt                     | >50 yrs  |
| Last three years sales average | 0.001 mt                | 4.90 mt           | >50 yrs  | 0.001 mt                | 4.89 mt                     | >50 yrs  |
| Annual apportionment figure    | 0.04 mt                 | 4.90 mt           | >50 yrs  | 0.04 mt                 | 4.89 mt                     | >50 yrs  |

**12.113** Only two of the four permitted primary industrial sand sites had reserves of ten or more years at the end of the monitoring period.

**MF14 Creation and loss of areas designated for their intrinsic environmental value including sites of international, national, regional, sub-regional or local significance (SA11)**

**12.114** With the exception of Local Wildlife Sites, the number of designated sites in the Borough has not changed since previously reported on.<sup>(68)</sup>

Table 12.36 List of Designated Sites (2019)

| Designated Site                     | Number of Sites |
|-------------------------------------|-----------------|
| Special Area of Conservation        | 2               |
| Special Protection Area             | 1               |
| Ramsar site                         | 3               |
| Site of Special Scientific Interest | 33              |
| National Park                       | 1               |
| National Nature Reserve             | 2               |
| Local Nature Reserve                | 8               |
| Local Wildlife Site - Grade A       | 128 (32%)       |
| Local Wildlife Site - Grade B       | 116 (29%)       |
| Local Wildlife Site - Grade C       | 99 (25%)        |
| Local Wildlife Site - Not graded    | 58 (14%)        |
| Local Geological Site               | 21              |

68 CEC Environmental Planning service and CEC Strategic Planning service



**12.115** As shown in Table 12.37, in 2018/19 planning permission was granted for one scheme that resulted in the loss of part of a Local Wildlife Site (planning ref:18/5811M).<sup>(69)</sup>

Table 12.37 LGS, LNRs, SSSIs and LWSs Impacted by Planning Decisions

|                                     | 2017/18  |          | 2018/19  |          |
|-------------------------------------|----------|----------|----------|----------|
|                                     | Positive | Negative | Positive | Negative |
| Local Wildlife Site                 | 0        | 1        | 0        | 1        |
| Local Geological Site               | 0        | 0        | 0        | 0        |
| Local Nature Reserve                | 0        | 0        | 0        | 0        |
| Site of Special Scientific Interest | 0        | 0        | 0        | 0        |

#### MF15 Listed Buildings at risk of loss (SA12)

**12.116** 10 in 2018/19 (eight in 2017/18).<sup>(70)</sup>

#### MF16 Waste arisings and the amounts of waste recycled, recovered or going for disposal (SA14)

**12.117** In 2018/19, 181,288 tonnes of waste material was collected by Cheshire East, of which 177,870 tonnes was collected from households across the Borough. This marks a decrease from the previous year of 13,590 tonnes. Of the total amount, 51.6% was sent for either recycling or composting, 6.7% was sent to landfill and 41.8% incinerated (with energy generated). The amount of waste sent to landfill has reduced significantly for the third consecutive year.

Table 12.38 Cheshire East Waste Statistics

|                    | 2017/18 (tonnes) | 2018/19 (tonnes) <sup>(1)</sup> |
|--------------------|------------------|---------------------------------|
| Total LACW waste   | 194,878          | 181,288                         |
| Recycled/composted | 108,699 (55.8%)  | 93,602 (51.6%)                  |
| Energy recovery    | 37,562 (19.3%)   | 75,867 (41.8%)                  |
| Landfill           | 48,262 (24.8%)   | 12,173 (6.7%)                   |

1. Column content does not sum to 100% owing to the 355 tonnes of unspecified treated waste

69 CEC Environmental Planning service  
70 Cheshire Historic Environment Record





### SE1 New and converted dwellings on previously developed land (PDL) (SA10/16)

**12.118** The percentage of new and converted dwellings on PDL has decreased by 2%, from 36% in 2017/18 to 34% in 2018/19.<sup>(71)</sup>

### SE2 Total amount of employment floorspace on PDL - by type (SA10/16)

**12.119** The proportion of new employment floorspace on PDL has fallen from 67% in 2017/18 to 15% in 2018/19.<sup>(72)</sup> This reflects the completion of a large greenfield development south of Weston Road in Crewe, and of several greenfield plots off University Way, Crewe.

Table 12.39 Amount of Employment Floorspace on PDL 2018/19

|                              | B1a   | B1b | B1c   | B1    | B2    | B8     | Mixed Use | Total         |
|------------------------------|-------|-----|-------|-------|-------|--------|-----------|---------------|
| Greenfield (m <sup>2</sup> ) | 156   | 0   | 0     | 2,153 | 1,650 | 10,294 | 16,233    | <b>30,486</b> |
| PDL (m <sup>2</sup> )        | 2,722 | 0   | 1,160 | 327   | 87    | 0      | 1,132     | <b>5,428</b>  |
| Percentage on PDL            | 95    | 0   | 100   | 13    | 5     | 0      | 7         | <b>15</b>     |

### SE3 Number of planning applications approved contrary to EA advice on water quality grounds (SA9)

**12.120** None in 2018/19 and none in 2017/18.<sup>(73)</sup>

### SE4 Number of planning applications approved contrary to EA advice on flood risk (SA9)

**12.121** None in 2018/19 and none in 2017/18.<sup>(74)</sup>

### SE5 Renewable energy generation (SA13)<sup>(75)</sup>

**12.122** Please note that the capacity is not stated on all applications.

71 CEC Housing Monitoring Database

72 CEC Employment Monitoring Database

73 Environment Agency

<https://www.gov.uk/government/publications/environment-agency-objections-to-planning-on-the-basis-of-flood-risk#history>

74 Environment Agency

<https://www.gov.uk/government/publications/environment-agency-objections-to-planning-on-the-basis-of-flood-risk#history>

75 CEC Renewable Energy Monitoring Database



Table 12.40 Renewable Energy Generation

|  | Onshore Wind | Solar photovoltaics | Hydro   | Heat source | Battery Storage | Biomass | Total   |
|--|--------------|---------------------|---------|-------------|-----------------|---------|---------|
| Approved applications                  | 0            | 2                   | 1       | 1           | 1               | 1       | 5       |
| Approved capacity (kW) <sup>(76)</sup> | 0            | 0                   | 250,000 | 0           | 20,000          | 100     | 270,100 |
| Installed applications                 | 0            | 1                   | 0       | 0           | 0               | 0       | 1       |
| Installed capacity (kW)                | 0            | 2,700               | 0       | 0           | 0               | 0       | 2,700   |

**12.123** Renewable energy schemes permitted in the monitoring year continue to fall in line with recent years. The total number of approved applications is recorded as five owing to one application being approved for both the installation of solar panels and a ground source heat pump. Notably, during the monitoring year, the approved kW capacity has continued to increase, with a scheme permitted for a 20mW battery energy storage facility in Hurdsfield, Macclesfield and a hydro scheme in Havannah, Congleton. The number of renewable energy installations has fallen, with just one recorded for a solar photovoltaic scheme at Bentley Motors in Crewe.

Table 12.41 Renewable Energy Generation Trends

|                         | 2016/17 | 2017/18 | 2018/19 |
|-------------------------|---------|---------|---------|
| Approved applications   | 7       | 8       | 5       |
| Approved capacity (kW)  | 15,930  | 20,419  | 270,100 |
| Installed applications  | 6       | 6       | 1       |
| Installed capacity (kW) | 7,845   | 892     | 2,700   |

<sup>76</sup> Approved capacity i.e. kilo wattage, is not always specified on planning application forms and supporting plans for renewable energy schemes installed during the monitoring year.

### SE6 Sales of primary land-won aggregates (SA15)

**12.124** Sales of land-won sand and gravel in Cheshire East were 0.55 mt at the end of 2018; an increase of 88% compared to 2017. Since 2005, sales have fluctuated markedly with the overall trend being one of a steady decline from the start of the period at 0.63 mt, to a low point in 2011 of 0.26 mt, followed by a steady rise to a peak in 2014 of 0.75 mt. This decline, recovery and easing back in sales can largely be attributed to the health of the economy and mirrors the recent recession. Crushed rock sales have averaged at 1,000 tonnes per annum since 2009, with the exception of 2,000 tonnes in 2015.<sup>(77)</sup>

Table 12.42 Sales of Primary Land-Won Aggregates in the Cheshire Sub-Region 2005-2018 (million tonnes)

|   | 2005 | 2006 | 2007 | 2008 | 2009  | 2010  | 2011  | 2012  | 2013  | 2014  | 2015  | 2016  | 2017  | 2018  |
|---|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| <b>Cheshire East</b>                      |      |      |      |      |       |       |       |       |       |       |       |       |       |       |
| Sand and gravel                           | 0.63 | 0.58 | 0.60 | 0.47 | 0.35  | 0.42  | 0.26  | 0.40  | 0.41  | 0.75  | 0.51  | 0.46  | 0.29  | 0.55  |
| Crushed rock                              | 0.03 | 0.05 | 0.03 | 0.02 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.002 | 0.001 | 0.001 | 0.001 |
| <b>Cheshire Sub-region<sup>(78)</sup></b> |      |      |      |      |       |       |       |       |       |       |       |       |       |       |
| Sand and gravel                           | 1.58 | 1.44 | 1.51 | 1.17 | 0.87  | 0.96  | 0.92  | 0.96  | 0.83  | 1.17  | 1.11  | 1.17  | 0.96  | 1.34  |
| Crushed rock <sup>(79)</sup>              | 0.03 | 0.05 | 0.03 | 0.02 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.001 | 0.002 | 0.001 | 0.001 | 0.001 |

<sup>77</sup> draft Cheshire East Local Aggregate Assessment 2019

<sup>78</sup> Combines Cheshire East and Cheshire West and Chester Boroughs

<sup>79</sup> Cheshire West and Chester does not contain permitted crushed rock resources





### SE7 Produced and handled construction, demolition and excavation waste (SA15)

**12.125** No further data has been made available on the sales of secondary or recycled aggregates since the previous reporting year. Until provision of consistent data in this field is made mandatory, evidence gaps will remain and data will continue to be considered unreliable at best. As an alternative measure, the amount of produced and handled construction, demolition and excavation waste has been reported.

**12.126** Construction, demolition and excavation materials include concrete, stone and bricks and are used for engineering works and restoration/recovery projects as well as creating secondary aggregates. An increase in the amount of construction, demolition and excavation waste being handled or produced in an area may represent an increase in the amount of recycled aggregate available for use. This reduces the requirement for the production of new primary aggregates and need for disposal of construction, demolition and excavation materials. In Cheshire East, the amount of handled construction, demolition and excavation materials decreased from 887,765 tonnes in 2016 to 662,037 tonnes in 2017. Production increased from 139,830 tonnes in 2016 to 170,371 tonnes in 2017.<sup>(80)</sup>

Table 12.43 Produced and Handled Construction, Demolition and Excavation Waste (tonnes)

|                 | 2016    | 2017    |
|-----------------|---------|---------|
| <b>Produced</b> | 139,830 | 170,371 |
| <b>Handled</b>  | 887,765 | 662,037 |

### SE8 Capacity of new waste management facilities (SA14)

**12.127** Planning permission was granted during the monitoring year for the construction and operation of an In Vessel Composting (IVC) facility with associated Aerated Static Pile (ASP), composting, screening and blending operations at Leighton Grange, west of Middlewich Road, Crewe.

**12.128** The facility will manage and recycle up to 75,000 tonnes per annum of food and biodegradable waste from municipal and commercial and industrial sources. The material produced will be compost.<sup>(81)</sup>

Table 12.44 Waste Management Capacity Change

|   | 2017/18 | 2018/19 |
|---|---------|---------|
| <b>No. of planning applications proposing new capacity granted permission</b> | 0       | 1       |
| <b>Total new capacity (tonnes per annum)</b>                                  | 0       | 75,000  |

80 North West Aggregate Working Party Annual Monitoring Report using 2017 data.

81 CEC Development Management



## Local Indicators

### SE9 Housing energy efficiency rating (SA13)

**12.129** The average Standard Assessment Procedure ("SAP") rating received by new build dwellings across Cheshire East was 82 in 2018/19.<sup>(82)</sup> This is the same as the 2017/18 figure.<sup>(83)</sup>

### SE10 Number of heritage listings (SA12)

**12.130** There has been some change in heritage listings between 2018 and 2019, with additional buildings listed, and the addition of a Scheduled Monument (Former soda ash and calcium nitrate works, Plumley) to the schedule.<sup>(84)</sup>

Table 12.45 Heritage Listings

|  | 2018         | 2019         |
|--|--------------|--------------|
| <b>World Heritage Sites</b>              | 0            | 0            |
| <b>Listed Buildings</b>                  | 2,643        | 2,649        |
| <b>Conservation Areas</b>                | 77           | 77           |
| <b>Scheduled Monuments</b>               | 105          | 106          |
| <b>Registered Parks and Gardens</b>      | 17           | 17           |
| <b>Areas of Archaeological Potential</b> | 10           | 10           |
| <b>Registered Battlefields</b>           | 1            | 1            |
| <b>Total</b>                             | <b>2,853</b> | <b>2,860</b> |

### SE11 Heritage at risk (SA5/12)

**12.131** The number of heritage assets at risk has increased by two between 2017/18 and 2018/19. The Council is also aware of a number of Grade II Listed Buildings at risk that are not monitored by Historic England. This is currently being looked into, with an aspiration to monitor this through the next AMR.

82 Ratings are expressed on a scale of 1 to 100 - the higher the number, the better the rating.

83 Civacance

84 Cheshire Historic Environment Record

Table 12.46 Heritage at Risk<sup>(85)</sup>

|  | 2016/17        | 2017/18   | 2018/19   |
|--|----------------|-----------|-----------|
| <b>Conservation Areas at risk</b>                                | 3              | 3         | 3         |
| <b>Conservation Areas lost</b>                                   | 0              | 0         | 0         |
| <b>Grade I Listed Buildings at risk</b>                          | 3              | 3         | 4         |
| <b>Grade II* Listed Buildings at risk</b>                        | 4              | 4         | 4         |
| <b>Grade II Listed Buildings at risk</b>                         | 1              | 1         | 2         |
| <b>Listed Buildings lost</b>                                     | 0              | 0         | 0         |
| <b>Scheduled Monuments at risk</b>                               | 7              | 7         | 7         |
| <b>Scheduled Monuments lost</b>                                  | 0              | 0         | 0         |
| <b>Registered Parks and Gardens of Historic Interest at risk</b> | 1              | 1         | 1         |
| <b>Registered Parks and Gardens of Historic Interest lost</b>    | 0              | 0         | 0         |
| <b>Total</b>   | <b>At risk</b> | <b>19</b> | <b>19</b> |
|  | <b>Lost</b>    | <b>0</b>  | <b>0</b>  |

### SE12 Number of Conservation Area appraisals undertaken (SA12)

**12.132** None in 2018/19.<sup>(86)</sup>

### SE13 Locally important buildings lost (SA12)

**12.133** The number of locally important buildings lost has remained at zero in 2018/19.<sup>(87)</sup>

### SE14 Landscape types and coverage (SA12)

**12.134** 14 landscape character types in Cheshire East in 2018: LCT 1 Sandstone Ridge, LCT 2 Sandstone Fringe, LCT 3 Undulating Farmland, LCT 4 Cheshire Plain East, LCT 5 Wooded Estates and Meres, LCT 6 Woodland, Heaths, Meres and Mosses, LCT 7 Lower Wooded Farmland, LCT 8 Salt Flashes, LCT 9 Mossland, LCT 10 River Valleys, LCT 11 Higher Wooded Farmland, LCT 12 Upland Footslopes, LCT 13 Enclosed Gritstone Upland, LCT 14 Moorland Hill and Ridges.<sup>(88)</sup>

85 Historic England

86 CEC Environmental Planning service

87 CEC Environmental Planning service

88 Cheshire East Landscape Character Assessment, LUC, May

2018 <http://cheshireeast-consult.limehouse.co.uk/portal/planning/cs/sadpd/evidence>



**12.135** The Cheshire East Landscape Character Assessment (2018)<sup>(89)</sup> replaced the previous Cheshire-wide assessment carried out in 2008, which had identified 20 landscape character types.

### SE15 Highest, lowest and average air quality in Air Quality Management Areas (SA10)

**12.136** Cheshire East has 17 Air Quality Management Areas ("AQMA"), all of which were declared in response to a breach of the Annual Mean Nitrogen Dioxide Objective as a result of emissions from road traffic. AQMAs affect 17 wards across Cheshire East. Overall, the results indicate that there has generally been an improvement in average air quality ratings since the previous monitoring period.

Table 12.47 Highest, Lowest and Average Annual Mean Nitrogen Dioxide at Roadside Monitoring Sites in AQMAs ( $\mu\text{g}/\text{m}^3$ )

| AQMA                           | (Air Quality Objective = 40 $\mu\text{g}/\text{m}^3$ Annual Mean)   |   |   |
|--------------------------------|---|---|---|
|                                | 2016  | 2017  | 2018  |
| A6 Market Street, Disley       | Highest: 58.7 $\mu\text{g}/\text{m}^3$<br>Lowest: 37.5 $\mu\text{g}/\text{m}^3$<br>Average: 46.9 $\mu\text{g}/\text{m}^3$ | Highest: 55.6 $\mu\text{g}/\text{m}^3$<br>Lowest: 29.8 $\mu\text{g}/\text{m}^3$<br>Average: 43.2 $\mu\text{g}/\text{m}^3$ | Highest: 43.6 $\mu\text{g}/\text{m}^3$<br>Lowest: 28.5 $\mu\text{g}/\text{m}^3$<br>Average: 36.0 $\mu\text{g}/\text{m}^3$ |
| A556 Chester Road, Mere        | Highest: 53.0 $\mu\text{g}/\text{m}^3$<br>Lowest: 20.6 $\mu\text{g}/\text{m}^3$<br>Average: 39.1 $\mu\text{g}/\text{m}^3$ | Highest: 39.9 $\mu\text{g}/\text{m}^3$<br>Lowest: 16.5 $\mu\text{g}/\text{m}^3$<br>Average: 25.4 $\mu\text{g}/\text{m}^3$ | Highest: 34.3 $\mu\text{g}/\text{m}^3$<br>Lowest: 20.9 $\mu\text{g}/\text{m}^3$<br>Average: 28.5 $\mu\text{g}/\text{m}^3$ |
| A523 London Road, Macclesfield | Highest: 49.7 $\mu\text{g}/\text{m}^3$<br>Lowest: 32.7 $\mu\text{g}/\text{m}^3$<br>Average: 38.7 $\mu\text{g}/\text{m}^3$ | Highest: 41.1 $\mu\text{g}/\text{m}^3$<br>Lowest: 30.3 $\mu\text{g}/\text{m}^3$<br>Average: 34.3 $\mu\text{g}/\text{m}^3$ | Highest: 38.1 $\mu\text{g}/\text{m}^3$<br>Lowest: 27.3 $\mu\text{g}/\text{m}^3$<br>Average: 31.7 $\mu\text{g}/\text{m}^3$ |
| A50 Manchester Road, Knutsford | Highest: 41.7 $\mu\text{g}/\text{m}^3$<br>Lowest: 41.7 $\mu\text{g}/\text{m}^3$<br>Average: 41.7 $\mu\text{g}/\text{m}^3$ | Highest: 32.8 $\mu\text{g}/\text{m}^3$<br>Lowest: 32.8 $\mu\text{g}/\text{m}^3$<br>Average: 32.8 $\mu\text{g}/\text{m}^3$ | Highest: 31.3 $\mu\text{g}/\text{m}^3$<br>Lowest: 31.3 $\mu\text{g}/\text{m}^3$<br>Average: 31.3 $\mu\text{g}/\text{m}^3$ |
| A54 Rood Hill, Congleton       | Highest: 46.0 $\mu\text{g}/\text{m}^3$<br>Lowest: 42.9 $\mu\text{g}/\text{m}^3$<br>Average: 44.5 $\mu\text{g}/\text{m}^3$ | Highest: 45.0 $\mu\text{g}/\text{m}^3$<br>Lowest: 39.8 $\mu\text{g}/\text{m}^3$<br>Average: 42.4 $\mu\text{g}/\text{m}^3$ | Highest: 37.8 $\mu\text{g}/\text{m}^3$<br>Lowest: 33.1 $\mu\text{g}/\text{m}^3$<br>Average: 35.5 $\mu\text{g}/\text{m}^3$ |
| A34 Lower Heath, Congleton     | Highest: 66.4 $\mu\text{g}/\text{m}^3$<br>Lowest: 66.4 $\mu\text{g}/\text{m}^3$<br>Average: 66.4 $\mu\text{g}/\text{m}^3$ | Highest: 60.0 $\mu\text{g}/\text{m}^3$<br>Lowest: 60.0 $\mu\text{g}/\text{m}^3$<br>Average: 60.0 $\mu\text{g}/\text{m}^3$ | Highest: 48.2 $\mu\text{g}/\text{m}^3$<br>Lowest: 48.2 $\mu\text{g}/\text{m}^3$<br>Average: 48.2 $\mu\text{g}/\text{m}^3$ |
| A34 West Road, Congleton       | Highest: 64.5 $\mu\text{g}/\text{m}^3$<br>Lowest: 34.1 $\mu\text{g}/\text{m}^3$<br>Average: 49.3 $\mu\text{g}/\text{m}^3$ | Highest: 54.7 $\mu\text{g}/\text{m}^3$<br>Lowest: 29.9 $\mu\text{g}/\text{m}^3$<br>Average: 42.3 $\mu\text{g}/\text{m}^3$ | Highest: 48.0 $\mu\text{g}/\text{m}^3$<br>Lowest: 28.5 $\mu\text{g}/\text{m}^3$<br>Average: 38.3 $\mu\text{g}/\text{m}^3$ |
| A5022/A534 Sandbach            | Highest: 47.6 $\mu\text{g}/\text{m}^3$<br>Lowest: 24.8 $\mu\text{g}/\text{m}^3$<br>Average: 36.2 $\mu\text{g}/\text{m}^3$ | Highest: 40.5 $\mu\text{g}/\text{m}^3$<br>Lowest: 21.5 $\mu\text{g}/\text{m}^3$<br>Average: 31.0 $\mu\text{g}/\text{m}^3$ | Highest: 36.6 $\mu\text{g}/\text{m}^3$<br>Lowest: 19.7 $\mu\text{g}/\text{m}^3$<br>Average: 28.2 $\mu\text{g}/\text{m}^3$ |

89 Cheshire East Landscape Character Assessment, LUC, May 2018  
<http://cheshireeast-consult.limehouse.co.uk/portal/planning/cs/sadpd/evidence>





| AQMA <sup>s</sup>          | (Air Quality Objective = 40 µg/m <sup>3</sup> Annual Mean)  |  |  |
|----------------------------|---|--|--|
|                            | 2016  | 2017   | 2018   |
| Hospital Street, Nantwich  | Highest: 50.5 µg/m <sup>3</sup><br>Lowest: 31.8 µg/m <sup>3</sup><br>Average: 43.1 µg/m <sup>3</sup>    | Highest: 47.0 µg/m <sup>3</sup><br>Lowest: 28.7 µg/m <sup>3</sup><br>Average: 38.5 µg/m <sup>3</sup> | Highest: 40.1 µg/m <sup>3</sup><br>Lowest: 27.1 µg/m <sup>3</sup><br>Average: 34.2 µg/m <sup>3</sup> |
| Nantwich Road, Crewe       | Highest: 41.2 µg/m <sup>3</sup><br>Lowest: 30.7 µg/m <sup>3</sup><br>Average: 34.7 µg/m <sup>3</sup>    | Highest: 36.7 µg/m <sup>3</sup><br>Lowest: 24.5 µg/m <sup>3</sup><br>Average: 29.9 µg/m <sup>3</sup> | Highest: 33.1 µg/m <sup>3</sup><br>Lowest: 25.6 µg/m <sup>3</sup><br>Average: 28.9 µg/m <sup>3</sup> |
| Earle Street, Crewe        | Highest: 35.1 µg/m <sup>3</sup><br>Lowest: 30.5 µg/m <sup>3</sup><br>Average: 32.8 µg/m <sup>3</sup>    | Highest: 29.1 µg/m <sup>3</sup><br>Lowest: 29.1 µg/m <sup>3</sup><br>Average: 29.1 µg/m <sup>3</sup> | Highest: 35.9 µg/m <sup>3</sup><br>Lowest: 27.8 µg/m <sup>3</sup><br>Average: 33.0 µg/m <sup>3</sup> |
| Wistaston Road, Crewe      | Highest: 36.3 µg/m <sup>3</sup><br>Lowest: 29.3 µg/m <sup>3</sup><br>Average: 32.8 µg/m <sup>3</sup>    | Highest: 29.2 µg/m <sup>3</sup><br>Lowest: 24.4 µg/m <sup>3</sup><br>Average: 26.8 µg/m <sup>3</sup> | Highest: 27.7 µg/m <sup>3</sup><br>Lowest: 23.3 µg/m <sup>3</sup><br>Average: 25.5 µg/m <sup>3</sup> |
| Chester Road, Middlewich   | Highest: 41.1 µg/m <sup>3</sup><br>Lowest: 41.1 µg/m <sup>3</sup><br>Average: 41.1 µg/m <sup>3</sup>    | Highest: 43.0 µg/m <sup>3</sup><br>Lowest: 26.6 µg/m <sup>3</sup><br>Average: 35.0 µg/m <sup>3</sup> | Highest: 42.0 µg/m <sup>3</sup><br>Lowest: 34.5 µg/m <sup>3</sup><br>Average: 38.3 µg/m <sup>3</sup> |
| Broken Cross, Macclesfield | Highest: 47.4 µg/m <sup>3</sup><br>Lowest: 47.4 µg/m <sup>3</sup><br>Average: 47.4 µg/m <sup>3</sup>    | Highest: 32.5 µg/m <sup>3</sup><br>Lowest: 25.6 µg/m <sup>3</sup><br>Average: 27.8 µg/m <sup>3</sup> | Highest: 29.0 µg/m <sup>3</sup><br>Lowest: 22.9 µg/m <sup>3</sup><br>Average: 24.8 µg/m <sup>3</sup> |
| Hibel Road, Macclesfield   | Highest: 43.3 µg/m <sup>3</sup><br>Lowest: 43.3 µg/m <sup>3</sup><br>Average: 43.3 µg/m <sup>3</sup>    | Highest: 44.6 µg/m <sup>3</sup><br>Lowest: 24.4 µg/m <sup>3</sup><br>Average: 34.2 µg/m <sup>3</sup> | Highest: 38.4 µg/m <sup>3</sup><br>Lowest: 22.2 µg/m <sup>3</sup><br>Average: 28.3 µg/m <sup>3</sup> |
| Park Lane, Macclesfield    | Highest: 42.8 µg/m <sup>3</sup><br>Lowest: 32.2 µg/m <sup>3</sup><br>Average: 37.1 µg/m <sup>3</sup>    | Highest: 37.1 µg/m <sup>3</sup><br>Lowest: 22.7 µg/m <sup>3</sup><br>Average: 30.7 µg/m <sup>3</sup> | Highest: 34.4 µg/m <sup>3</sup><br>Lowest: 21.6 µg/m <sup>3</sup><br>Average: 27.6 µg/m <sup>3</sup> |
| Middlewich Road, Sandbach  | Highest: 48.14 µg/m <sup>3</sup><br>Lowest: 48.14 µg/m <sup>3</sup><br>Average: 48.14 µg/m <sup>3</sup> | Highest: 38.5 µg/m <sup>3</sup><br>Lowest: 35.2 µg/m <sup>3</sup><br>Average: 36.8 µg/m <sup>3</sup> | Highest: 36.2 µg/m <sup>3</sup><br>Lowest: 32.5 µg/m <sup>3</sup><br>Average: 34.4 µg/m <sup>3</sup> |

### SE16 Length of Public Rights of Way network (SA2)

**12.137** There has been an increase in length of the Public Rights of Way ("PROW") network due to the creation of new PROW and the diversion of existing routes.<sup>(90)</sup>

Table 12.48 Length of Public Rights of Way network

| Category of PROW | 2010 (km) | 2015 (km) |
|------------------|-----------|-----------|
| Public footpath  | 1,787     | 1,793     |
| Public bridleway | 104       | 112       |
| Restricted byway | 36        | 36        |

90 CEC Rights of Way Improvement Plan: Implementation Plan 2015-19.





| Category of PROW          | 2010 (km)    | 2015 (km)    |
|---------------------------|--------------|--------------|
| Byway open to all traffic | 7            | 7            |
| <b>Total</b>              | <b>1,935</b> | <b>1,947</b> |

### SE17 Household waste collection per head (kg) per annum (SA14)

**12.138** The amount of household waste collected per head has decreased from 480.7kg in 2017/18 to 463.1kg in 2018/19.<sup>(91)</sup>

### SE18 Households served by kerbside collection (SA14)

**12.139** The percentage of households served by kerbside collection of two or more recyclables has remained at 100% in 2018/19.<sup>(92)</sup>

### SE19 Density of new housing developments (SA16)

**12.140** The percentage of new housing developments at a density of 30 dwellings per hectare or more has remained the same at 29%, for 2018/19 as that in 2017/18.

Table 12.49 Density of New Housing Developments

|   | 2017/18          |            | 2018/19          |            |
|---|------------------|------------|------------------|------------|
|   | No. of Dwellings | Percentage | No. of Dwellings | Percentage |
| Less than 30 dwellings per hectare      | 1,681            | 71%        | 2,169            | 71%        |
| Between 30 and 50 dwellings per hectare | 388              | 16%        | 500              | 16%        |
| Above 50 dwellings per hectare          | 313              | 13%        | 387              | 13%        |

### SE20 Brownfield Land Register (SA10/16)

**12.141** The Town and Country Planning (Brownfield Land Register) Regulations 2017 require local planning authorities to prepare, maintain and publish registers of previously developed (brownfield) land. Brownfield land registers are intended to provide up-to-date and consistent information on sites that local authorities consider to be appropriate for

91 DEFRA Local Authority Collected Waste statistics - Local Authority data (England).

92 DEFRA Local Authority Collected Waste statistics - Local Authority data (England).



residential development. The Council published its Part 1 Brownfield Land Register in December 2018 and in accordance with the relevant regulations, this will be updated on an annual basis.<sup>(93)</sup> The Brownfield Land Register contains a list of 68 sites that are considered suitable for residential development.

## Contextual Indicators

### SE21 Listed Building enforcement cases

**12.142** Two Listed Building enforcement notices were served in 2018/19.

### SE22 Average CO<sub>2</sub> emissions per person (SA8)

**12.143** 6.9 tonnes in 2017.<sup>(94)</sup>

**12.144** Average CO<sub>2</sub> emissions in Cheshire East are higher than in the North West and UK. The amount of emissions has fluctuated over time, but have generally followed a downward trend over the 2012-17 period.

Table 12.50 Average CO<sub>2</sub> Emissions Per Person

| Comparator (tonnes) (2017) |     | Trend (tonnes) |      |      |      |      |      |
|----------------------------|-----|----------------|------|------|------|------|------|
| North West                 | UK  | 2012           | 2013 | 2014 | 2015 | 2016 | 2017 |
| 5.4                        | 5.3 | 8.6            | 8.3  | 7.4  | 7.4  | 7.2  | 6.9  |

## Conclusion

**12.145** One scheme had a negative impact on a Local Wildlife Site.

**12.146** There has been a slight decrease in the amount of housing development and a large decrease in the amount of employment floorspace completed on previously developed land.

**12.147** There continues to be heritage at risk in the Borough, with a slight increase in the number of heritage assets at risk between 2017/18 and 2018/19.

**12.148** There has generally been an improvement in air quality ratings, with the average CO<sub>2</sub> emissions per person largely reducing.

## Further Actions

- Continue to monitor the impact of development on designated sites, and encourage the use of mitigation measures or compensation in line with LPS policies

93 [https://www.cheshireeast.gov.uk/planning/spatial\\_planning/brownfield-register.aspx](https://www.cheshireeast.gov.uk/planning/spatial_planning/brownfield-register.aspx)

94 UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2017, DBEIS, June 2019: <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2017>



- Consider measures to increase the use of previously developed land for development
- Encourage the implementation of sustainable transport measures through the planning application process to help reduce air pollution
- Further actions in terms of minerals can be found in the Cheshire East Local Aggregate Assessment 2017<sup>(95)</sup>

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95 [https://www.cheshireeast.gov.uk/planning/spatial\\_planning/research\\_and\\_evidence/minerals-background-evidence.aspx](https://www.cheshireeast.gov.uk/planning/spatial_planning/research_and_evidence/minerals-background-evidence.aspx)



## Connectivity

**12.149** The LPS Policies monitored in this section are:

- CO 1 Sustainable Travel and Transport
- CO 2 Enabling Business Growth Through Transport Infrastructure
- CO 3 Digital Connections
- CO 4 Travel Plans and Transport Assessments

**12.150** The SPD monitored in this section is:

- Crewe Rail Gateway

### Core Output Indicators

**MF10 The percentage of premises (business/residents) which have access to fibre broadband service (>24Mbps) (SA17)**

**12.151** 95.5%. The Government's target for 100% UK full fibre coverage is 2033; this would provide speeds of 1,000Mbps.

**MF17 Progress on key highways schemes listed in Policy CO 2 (SA7)**

**12.152** Table 12.51 shows the progress made on key highways schemes listed in LPS Policy CO 2 as at 31 March 2019.

Table 12.51 Progress on Key Highways Schemes Listed in Policy CO 2

| Scheme   | Progress   |
|--|--|
| A6 to Manchester Airport Relief Road                 | Scheme opened to traffic in Oct 2018   |
| Crewe Green Roundabout junction improvements         | Completed 29/11/18   |
| Completion of Crewe Green Link Road South            | Completed December 2015  |
| Macclesfield Town Centre Movement Strategy           | Linked to development or funding bids  |
| Congleton Link Road                                  | Under construction   |
| Poynton Relief Road                                  | Construction due to commence Spring 2020   |
| Middlewich Eastern Bypass                            | Planning application submitted   |
| A51 corridor north of Nantwich junction improvements | Envisaged to be implemented by 2030 to support the growth policies in the LPS              |
| A534 corridor improvements in Sandbach               | Option appraisal being undertaken, which will lead to preferred option and detailed design |



| Scheme  | Progress   |
|---|--|
| Major upgrade to A34 <sup>(96)</sup>                                  | Some of the improvements undertaken as part of the A6 Manchester Airport Relief Road |
| A537/A50 corridor improvements through Knutsford                      | Linked to development  |
| B5077 Crewe Road/B5078 Sandbach Road junction improvements in Alsager | Linked to development timing   |

### MF18 New major developments within 500m of a bus stop served by a commercial bus service (SA2)

**12.153** This is a new Core Output Indicator for which the Borough Council has not yet set up monitoring practices; this will be addressed in future AMRs. However, it is worth noting that all the sites allocated in the LPS have been subjected to an accessibility assessment, which includes identifying whether a site is located within 500m of a bus stop. Also, where an application is made for development where the site is not within 500m of a bus stop served by a commercial bus service, this could be made a condition of the approval.

## Local Indicators

### C1 Average minimum travel time for residents to reach key services, by mode of travel (SA2/7)

**12.154** Average minimum travel times by public transport/walking and cycle have worsened between 2015 and 2016, with longer travel times for Cheshire East residents compared to England for both public transport/walking and cycle.<sup>(97)</sup>

Table 12.52 Average Minimum Travel Time for Residents to Reach the Nearest Key Services, by Mode of Travel

|                          | 2016 (minutes) |         | 2015 (minutes) |
|--------------------------|----------------|---------|----------------|
|                          | Cheshire East  | England |                |
| Public transport/walking | 19.7           | 17.7    | 19.4           |
| Cycle                    | 15.3           | 15.1    | 15.2           |
| Car                      | 10.6           | 10.6    | 10.3           |

96 A34 and A555 corridor improvements in Handforth was looked at as an option and is not being pursued

97 <https://www.gov.uk/government/statistical-data-sets/journey-times-to-key-services-jts01> [1] Journey time statistics Table JTS0101 Average minimum travel time to reach the nearest key services by mode of travel, England, 2016, Department for Transport (DfT). [2] Journey time statistics Table JTS0104 Average minimum travel time to reach the nearest key services by mode of travel, Local Authority, England, 2016, DfT



## Conclusion

**12.155** Progress has been made on a number of key highways schemes, with two completed during the monitoring period.

**12.156** Average minimum travel times has worsened, with public transport and cycle above those for England.

## Further Actions

- Continue to monitor progress on key highways schemes
- Make sure that major development schemes provide adequate infrastructure to meet future needs, including transport and key services

## Development Plan Sites and Strategic Locations

**12.157** Table 12.53 identifies progress made with regards to the Sites and Strategic Locations in the Development Plan, which is currently made up of allocated sites in the LPS and NDPs.

Table 12.53 Progress with LPS Strategic Sites and Locations

| Policy                    | Progress  |
|---------------------------|---|
| LPS 1 Central Crewe       | <b>Target: 400 homes</b><br>LPS 1 is effectively a windfall allowance for the built up area of Crewe. The position with regard to windfall completions and commitments (base date 31 March 2019) is set out in the Housing Monitoring Update 2019. <sup>(98)</sup>  |
| LPS 2 Basford East, Crewe | <b>Target: 850 homes and 24ha of employment land</b><br>14/4025N - outline permission granted 09/02/16 for the erection of up to 490 residential dwellings and a primary school.<br>17/2851N - S106 Deed of variation proposal on 14/4025N decided 4/8/17.<br>15/1537N – outline permission granted 23/12/16 for mixed-use development of up to 325 residential dwellings, B1, D1, A1, and A3/A4.<br><b>Completions 2018/19: 0 homes, 0ha of employment land</b><br><b>Completions to date: 0 homes, 0ha of employment land</b> |

98 [https://www.cheshireeast.gov.uk/planning/spatial\\_planning/research\\_and\\_evidence/strategic\\_housing\\_land\\_assmnt/housing-monitoring-update.aspx](https://www.cheshireeast.gov.uk/planning/spatial_planning/research_and_evidence/strategic_housing_land_assmnt/housing-monitoring-update.aspx)





| Policy                     | Progress  |
|----------------------------|---|
| LPS 3 Basford West, Crewe  | <p><b>Target: 370 homes and 22.16ha of employment land</b></p> <p>17/1071N - full permission granted 7/4/17 for construction of road to provide access to approved development plots in Basford West Development site.</p> <p>14/0378N – outline permission granted 18/07/14 for B2 (general industry) and B8 (storage and distribution). Site under construction.</p> <p>18/0377N – reserved matters granted 1/5/18 pursuant to 14/0378N.</p> <p>13/0336N – outline permission granted 11/02/14 for residential development (up to 370 units), offices (B1), local centre comprising food and non-food retail (A1) and restaurant/public house (A3/A4), hotel (C1), car showroom and associated works including construction of new spine road with accesses from Crewe Road and A500. Site under construction.</p> <p>15/2943N – reserved matters granted 24/09/15 for the construction of 370 dwellings, associated on site highways infrastructure, car parking and pedestrian routes, formal and informal open space provision and associated works. Site under construction.</p> <p>17/1360N - full permission granted 6/7/17 for erection of a Pub/Restaurant including managers flat, car parking and ancillary works.</p> <p>17/3374N - reserved matters granted 3/1/18 pursuant to 14/0378N for phase 1 of Basford West.</p> <p>18/0475N - reserved matters granted 2/5/18 pursuant to 14/0378N of Basford West.</p> <p><b>Completions 2018/19: 86 homes, 0ha of employment land</b></p> <p><b>Completions to date: 153 homes, 0ha of employment land</b></p> |
| LPS 4 Leighton West, Crewe | <p><b>Target: 850 homes and 5ha of employment land</b></p> <p>No planning applications on the site as at 31/03/19.</p> <p><b>Completions 2018/19: 0 homes, 0ha of employment land</b></p> <p><b>Completions to date: 0 homes, 0ha of employment land</b></p>  |
| LPS 5 Leighton, Crewe      | <p><b>Target: 500 homes</b></p> <p>16/2373N – outline permission granted 15/01/18 for 400 residential dwellings, open space and new access off Sydney Road.</p> <p>No application submitted for the smaller parcel of land that is in LPS 5, which could accommodate the remaining 100 homes (500 proposed in LPS).</p> <p><b>Completions 2018/19: 0 homes</b></p> <p><b>Completions to date: 0 homes</b></p>   |



| Policy  | Progress  |
|---|---|
| LPS 6 Crewe Green                             | <p><b>Target: 150 homes</b><br/>17/3096N - full permission granted 5/10/17 for redevelopment and extension of Crewe Green Roundabout to provide additional traffic lanes and improvements to pedestrian and cyclist facilities, landscaping and re-contouring of the roundabout, and ancillary works.<br/><b>Completions 2018/19: 0 homes</b><br/><b>Completions to date: 0 homes</b></p>   |
| LPS 7 Sydney Road, Crewe                      | <p><b>Target: 525 homes</b><br/>On the northern parcel of land:<br/>15/0184N – outline application allowed at appeal 14/09/16 for up to 275 dwellings, open space and associated works, with all detailed matters reserved apart from access.<br/>15/5184N – outline application submitted to run alongside the appeal (for 15/0184N) for residential development of up to 250 dwellings, open space and associated works, all other matters reserved apart from access.<br/>15/2818N - outline permission granted 19/1/17 on a small parcel of the land for the erection of up to 12 dwellings.<br/>On the southern parcel of land:<br/>13/2055N – outline permission granted 14/08/15 for up to 240 residential dwellings, open space and new access off Sydney Road.<br/><b>Completions 2018/19: 0 homes</b><br/><b>Completions to date: 0 homes</b></p> |
| LPS 8 South Cheshire Growth Village, SE Crewe | <p><b>Target: 650 homes</b><br/>No planning applications on the site as at 31/03/19.<br/><b>Completions 2018/19: 0 homes</b><br/><b>Completions to date: 0 homes</b></p>  |
| LPS 9 The Shavington/Wyburnbury Triangle      | <p><b>Target: 400 homes</b><br/>12/3114N – outline permission granted 23/01/14 for up to 360 dwellings, local centre of up to 700 sqm (with 400 sqm being a single convenience store).<br/>14/3039N – reserved matters granted on part of the site 11/12/14 for residential development comprising 200 dwellings. Site under construction.<br/>15/2783 - full permission granted 1/12/15 for two semi's and two detached houses.<br/><b>Completions 2018/19: 47 homes</b><br/><b>Completions to date: 166 homes</b></p>   |





| Policy   | Progress   |
|--|--|
| LPS 10 East Shavington                         | <p><b>Target: 275 homes</b><br/>13/2069N – outline application allowed at appeal 25/07/14 for the construction of up to 275 dwellings.<br/>15/4046N – reserved matters granted 15/12/15 for the construction of 275 dwellings including landscaping, recreation and amenity open space. Site under construction.<br/><b>Completions 2018/19: 24 homes</b><br/><b>Completions to date: 24 homes</b></p>   |
| LPS 11 Broughton Road, Crewe                   | <p><b>Target: 175 homes</b><br/>15/0366N – outline permission granted on northern part of the site 13/10/16 for the erection of up to 129 homes with associated highways and open amenity space, landscaping and ecological protection zone.<br/>No application submitted on southern parcel of land, which could meet the remaining requirement of 46 homes (175 homes in LPS).<br/><b>Completions 2018/19: 0 homes</b><br/><b>Completions to date: 0 homes</b></p>   |
| LPS 12 Central Macclesfield                    | <p><b>Target: 500 homes</b><br/>LPS 12 is effectively a windfall allowance for the built up area of Macclesfield. The position with regard to windfall completions and commitments (base date 31 March 2019) is set out in the Housing Monitoring Update 2019. <sup>(99)</sup></p>   |
| LPS 13 South Macclesfield Development Area     | <p><b>Target: 1,050 homes and 5ha of employment land</b><br/>15/2010M - full permission granted 28/2/17 for 150 dwellings on part of the site. Site under construction.<br/>14/0282M - resolution to grant outline planning permission for 220 homes subject to the signing of a S106 legal agreement.<br/>17/1874M - outline permission granted 17/01/19 for 950 homes.<br/><b>Completions 2018/19: 18 homes, 0ha of employment land</b><br/><b>Completions to date: 18 homes, 0ha of employment land</b></p> |
| LPS 14 Land East of Fence Avenue, Macclesfield | <p><b>Target: 250 homes</b><br/>15/4287M - outline permission granted 23/01/17 for up to 300 dwellings.<br/><b>Completions 2018/19: 0 homes</b><br/><b>Completions to date: 0 homes</b></p>  |

99 [https://www.cheshireeast.gov.uk/planning/spatial\\_planning/research\\_and\\_evidence/strategic\\_housing\\_land\\_assmnt/housing-monitoring-update.aspx](https://www.cheshireeast.gov.uk/planning/spatial_planning/research_and_evidence/strategic_housing_land_assmnt/housing-monitoring-update.aspx)

| Policy   | Progress  |
|--|---|
| LPS 15 Land at Congleton Road, Macclesfield                      | <p><b>Target: 300 homes and 10ha of employment land</b><br/>17/2206M - full application dismissed at appeal 23/01/19 for creation of a roundabout junction and new access road at Congleton Road.</p> <p><b>Completions 2018/19: 0 homes, 0ha of employment land</b><br/><b>Completions to date: 0 homes, 0ha of employment land</b></p>  |
| LPS 16 Land south of Chelford Road, Macclesfield                 | <p><b>Target: 200 homes</b><br/>17/4034M - outline permission granted 27/02/19 for 232 dwellings.</p> <p><b>Completions 2018/19: 0 homes</b><br/><b>Completions to date: 0 homes</b></p>  |
| LPS 17 Gaw End Lane, Macclesfield                                | <p><b>Target: 300 homes</b><br/>18/3245M - resolution to grant outline permission for 310 dwellings subject to the signing of a S106 legal agreement.</p> <p><b>Completions 2018/19: 0 homes</b><br/><b>Completions to date: 0 homes</b></p>  |
| LPS 18 Land between Chelford Road and Whirley Road, Macclesfield | <p><b>Target: 150 homes</b><br/>17/4277M - outline permission granted 22/01/19 for up to 135 dwellings.<br/>18/0294M - outline permission granted 27/02/19 for 31 dwellings.</p> <p><b>Completions 2018/19: 0 homes</b><br/><b>Completions to date: 0 homes</b></p>   |
| LPS 19 (Safeguarded) South West Macclesfield                     | <p>Safeguarded for potential development beyond the Plan period.</p>  |
| LPS 20 White Moss Quarry, Alsager                                | <p><b>Target: 350 homes</b><br/>13/4132M - outline permission granted 16/09/15 for up to 350 residential dwellings; extra care facility; relocation and redevelopment of existing garden centre; provision of local services including A1 uses: 465 square metres convenience store, 3no. 95 square metres retail units, D1 uses: children's day care centre and doctors surgery, public house/restaurant; and, provision of public open space and associated highway improvements and biodiversity enhancement.</p> <p><b>Completions 2018/19: 0 homes</b><br/><b>Completions to date: 0 homes</b></p> |





| Policy  | Progress   |
|---|--|
| LPS 21 Twyfords and Cardway, Alsager                      | <p><b>Target: 550 homes</b><br/>                     11/4109C - outline permission granted 21/11/13 for up to 332 dwellings (Twyfords).<br/>                     16/2229C - reserved matters granted 16/12/16 for 268 dwellings (Twyfords). Site is under construction.<br/>                     15/2101C - outline permission granted 6/07/17 for up to 110 dwellings (Cardway).<br/>                     19/0208C - full permission granted 27/03/19 for a change of use from B1 to residential care home.<br/> <b>Completions 2018/19: 20 homes</b><br/> <b>Completions to date: 20 homes</b></p> |
| LPS 22 Former Manchester Metropolitan University, Alsager | <p><b>Target: 400 homes</b><br/>                     Manchester Metropolitan University Campus Development Brief SPD<br/>                     15/5222C - full permission granted 4/5/17 for 426 dwellings. Site under construction.<br/> <b>Completions 2018/19: 82 homes</b><br/> <b>Completions to date: 82 homes</b></p>  |
| LPS 23 Radway Green Brownfield, Alsager                   | <p><b>Target: None - site is existing employment land</b><br/>                     16/3021N - full permission granted 8/9/17 for a change of use from car park (sui generis) to a mixed B2 (general industrial) and B8 (storage and distribution). Development completed 31/3/18.<br/>                     18/3348N - outline permission granted 22/1/19 for commercial development (B1a, B1c, B2, B8).<br/> <b>Completions 2018/19: 1.2ha of employment land</b><br/> <b>Completions to date: 1.2ha of employment land</b></p>  |
| LPS 24 Radway Green Extension, Alsager                    | <p><b>Target: 25ha of employment land</b><br/>                     No planning applications on the site as at 31/03/19.<br/> <b>Completions 2018/19: 0ha of employment land</b><br/> <b>Completions to date: 0ha of employment land</b></p>  |
| LPS 25 Radway Green North, Alsager                        | <p><b>Target: 12ha of employment land</b><br/>                     19/0529C - outline application submitted 1/2/19 for B1a, B1c, B2, B8<br/> <b>Completions 2018/19: 0ha of employment land</b><br/> <b>Completions to date: 0ha of employment land</b></p>  |

| Policy   | Progress  |
|--|---|
| LPS 26 Back Lane/Radnor Park, Congleton              | <p><b>Target: 750 homes and 7.10ha of employment land</b></p> <p>13/2746C - outline permission granted 19/8/14 for 170 dwellings (land between Black Firs Lane, Chelford Road and Holmes Chapel Road, Somerford). Superseded by 16/5156C - full permission granted 12/5/17 for 170 dwellings and associated works, which in turn is superseded by 18/4449C - full permission granted 20/12/18 for 203 dwellings. Site under construction.</p> <p>16/1922C – outline permission granted 21/12/17 for residential development (200 dwellings) on land to the east of Black Firs Lane and to the south of Back Lane, Somerford.</p> <p>16/1824M – outline permission granted 21/9/18 for demolition of the existing building and access for a mixed use development comprising residential dwellings (275) and employment development incorporating an element of leisure uses (land to the north of the existing Radnor Park Trading Estate, land at Back Lane).</p> <p>16/0514C – outline permission granted 21/12/17 for demolition of some existing buildings and the development of a residential scheme composing up to 140 dwellings, open space, landscape, and access and associated infrastructure (land at Back Lane).</p> <p>16/3840C - full permission granted 26/2/18 for 83 dwellings (land north of Chestnut Drive and west of Back Lane).</p> <p><b>Completions 2018/19: 35 homes, 0ha of employment land</b></p> <p><b>Completions to date: 35 homes, 0ha of employment land</b></p> |
| LPS 27 Congleton Business Park Extension             | <p><b>Target: 625 homes and 13ha of employment land</b></p> <p>14/5383C - outline application submitted for up to 150 residential dwellings (land off Giantswood Lane).</p> <p><b>Completions 2018/19: 0 homes, 0ha of employment land</b></p> <p><b>Completions to date: 0 homes, 0ha of employment land</b></p>   |
| LPS 28 Giantswood Lane South, Congleton              | <p><b>Target: 150 homes</b></p> <p>14/1680C - outline permission granted 11/09/15 for up to 96 dwellings (land between Manchester Road and Giantswood Lane).</p> <p>16/3107C - full permission granted 15/5/17 for 96 dwellings. Superseded by 17/5573C - full permission granted 22/11/18 for 131 dwellings. Site under construction.</p> <p><b>Completions 2018/19: 56 homes</b></p> <p><b>Completions to date: 62 homes</b></p>  |
| LPS 29 Giantswood Lane to Manchester Road, Congleton | <p><b>Target: 500 homes</b></p> <p>17/1000C - outline application approved subject to the signing of a S106 legal agreement for up to 500 dwellings and community uses (land between Manchester Road and Giantswood Lane).</p> <p><b>Completions 2018/19: 0 homes</b></p> <p><b>Completions to date: 0 homes</b></p>  |





| Policy   | Progress  |
|--|---|
| LPS 30 Manchester Road to Macclesfield Road, Congleton | <p><b>Target: 450 homes</b><br/>           14/4451C – full permission granted 24/10/16 for 137 dwellings (land off Manchester Road). Site under construction.<br/>           14/4452C – full permission granted subject to the signing of a S106 legal agreement for 95 dwellings (land off Manchester Road).<br/>           16/4558C – full permission granted 8/03/17 for 198 dwellings (land off Manchester Road). Site under construction.<br/>           13/0918C – outline permission granted 13/10/14 for 45 dwellings.<br/>           16/6117C - reserved matters granted 28/2/18 pursuant to 13/0918C.<br/>           13/0922C – outline permission granted 5/11/14 for 49 dwellings.<br/>           16/6113C - reserved matters granted 28/2/18 pursuant to 13/0922C.<br/> <b>Completions 2018/19: 57 homes</b><br/> <b>Completions to date: 59 homes</b></p> |
| LPS 31 Tall Ash Farm, Congleton                        | <p><b>Target: 225 homes</b><br/>           15/2099C – outline permission granted 29/09/16 for demolition of existing building and the development of up to 236 dwellings including access.<br/> <b>Completions 2018/19: 0 homes</b><br/> <b>Completions to date: 0 homes</b></p>  |
| LPS 32 North of Lamberts Lane, Congleton               | <p><b>Target: 225 homes</b><br/>           13/3517C – outline permission granted 16/05/14 for 220 dwellings (land west of Goldfinch Close).<br/>           15/0001C – reserved matters granted 7/12/15 (following outline approval 12/3025C) for erection of up to 40 dwellings (land off Goldfinch Close and Kestrel Close). Site under construction.<br/>           15/0501C - full permission granted 7/12/15 for 38 dwellings. Site under construction.<br/>           15/0505C - reserved matters granted 27/11/15 (following outline approval 12/3028C) for 38 dwellings (land off the Moorings).<br/>           16/6144C - reserved matters granted 2/6/17 for 120 dwellings. Site under construction.<br/> <b>Completions 2018/19: 9 homes</b><br/> <b>Completions to date: 31 homes</b></p>  |
| LPS 33 North Cheshire Growth Village, Handforth East   | <p><b>Target: 1,500 homes and 12ha of employment land</b><br/>           The Garden Village at Handforth SPD<br/>           No planning applications on the site as at 31/03/18.<br/> <b>Completions 2018/19: 0 homes, 0ha of employment land</b><br/> <b>Completions to date: 0 homes, 0ha of employment land</b></p>  |



| Policy   | Progress  |
|--|---|
| LPS 34 Land between Clay Lane and Sagars Road, Handforth     | <p><b>Target: 250 homes</b><br/>17/3894M – outline permission granted on 2/8/18 for up to 250 dwellings with associated works including demolition of 15 Hampson Crescent.</p> <p><b>Completions 2018/19: 0 homes</b><br/><b>Completions to date: 0 homes</b></p>   |
| LPS 35 (Safeguarded) North Cheshire Growth Village Extension | Safeguarded for potential development beyond the Plan period.   |
| LPS 36 North West Knutsford                                  | <p><b>Target: 175 homes</b><br/>17/3853M - outline application submitted for 190 dwellings (C3), serviced land for allotments; community orchard, playing pitch, landscaping and open space.</p> <p><b>Completions 2018/19: 0 homes</b><br/><b>Completions to date: 0 homes</b></p>   |
| LPS 36(B) Land West of Manchester Road                       | <p><b>Target: 75 homes and 7.5ha of employment land</b><br/>19/0032M - outline application submitted for 60 dwellings and 7.5ha business park</p> <p><b>Completions 2018/19: 0 homes, 0ha of employment land</b><br/><b>Completions to date: 0 homes, 0ha of employment land</b></p>  |
| LPS 36(C) Land East of Manchester Road                       | <p><b>Target: 250 homes</b><br/>18/3672M - resolution to grant outline planning permission for a mixed residential use area (dwellings (C3), hotel (C1), and/or a residential care home (C2)); local centre comprising of retail, residential and community uses (A1, A2, A3, A4, A5, D1 and C3) subject to the signing of a S106 legal agreement.</p> <p><b>Completions 2018/19: 0 homes</b><br/><b>Completions to date: 0 homes</b></p> |





| Policy   | Progress  |
|--|---|
| LPS 37 Parkgate Extension, Knutsford                         | <p><b>Target: 200 homes and 6ha of employment land</b><br/>                     17/6470M - full permission granted 23/11/18 for 16 units (B1c, B2, B8).<br/>                     13/2935M - outline permission granted 24/06/15 for 200 dwellings.<br/>                     18/2996M - outline application submitted pursuant to 13/2935M for a residential development.<br/> <b>Completions 2018/19: 0 homes, 0ha of employment land</b><br/> <b>Completions to date: 0 homes, 0ha of employment land</b></p>  |
| LPS 38 Land South of Longridge (allocation)                  | <p><b>Target: 225 homes</b><br/>                     No planning applications on the site as at 31/03/19.<br/> <b>Completions 2018/19: 0 homes</b><br/> <b>Completions to date: 0 homes</b></p>   |
| LPS 39 (Safeguarded) Land South of Tabley Road, Knutsford    | <p>Safeguarded for potential development beyond the Plan period.</p>  |
| LPS 40 (Safeguarded) Land North of Tabley Road, Knutsford    | <p>Safeguarded for potential development beyond the Plan period.</p>  |
| LPS 41 (Safeguarded) Land adjacent to Booths Hall, Knutsford | <p>Safeguarded for potential development beyond the Plan period.</p>  |
| LPS 42 Glebe Farm, Middlewich                                | <p><b>Target: 525 homes</b><br/>                     On eastern parcel of land:<br/>                     13/3449C – outline permission granted 20/2/18 for residential development (approximately 450 dwellings), retail unit (A1, A2, A3, A4 and/or A5) and supporting infrastructure.<br/>                     On western parcel of land:<br/>                     18/0083C - full application submitted for proposed erection of 90 residential dwellings, access, landscaping and associated works.<br/> <b>Completions 2018/19: 0 homes</b><br/> <b>Completions to date: 0 homes</b></p> |



| Policy  | Progress  |
|---|---|
| LPS 43 Brooks Lane, Middlewich                  | <p><b>Target: 200 homes</b><br/>No planning applications on the site as at 31/03/19.<br/><b>Completions 2018/19: 0 homes</b><br/><b>Completions to date: 0 homes</b></p>  |
| LPS 44 Midpoint 18, Middlewich                  | <p><b>Target: 70ha of employment land</b><br/>Midpoint 18 Development Brief SPD<br/>20943/1 - outline permission granted 17/10/89 for use classes A2 and B1 to B8 inclusive. Site under construction.<br/>31584/1 - outline permission granted 29/4/02 for B1, B2 and B8. Site under construction.<br/>11/0899C - outline permission granted 11/7/11 for B1, B2 and B8, appropriate leisure and tourism (including hotel) uses, the completion of the Southern section of the Middlewich Eastern bypass.<br/>15/2609C - full permission granted 17/8/15 for B1 office/B2/B8 warehouse and yard facility. Development completed 31/3/18.<br/>17/51166C - full permission granted 18/9/18 for two employment buildings (B2 and B8).<br/><b>Completions 2018/19: 0.86ha of employment land</b><br/><b>Completions to date: 0.86ha of employment land</b></p> |
| LPS 45 Land off Warmingham Lane West (Phase II) | <p><b>Target: 235 homes</b><br/>15/5840C – outline permission granted 30/01/19 for up to 235 dwellings.<br/><b>Completions 2018/19: 0 homes</b><br/><b>Completions to date: 0 homes</b></p>   |
| LPS 46 Kingsley Fields, Nantwich                | <p><b>Target: 1,100 homes and 1.82ha of employment land</b><br/>13/2471N – outline permission granted 20/01/16 for up to 1,100 dwellings.<br/>16/4601N – reserved matters granted 10/02/17 for 1,000 dwellings. Site under construction.<br/>16/4602N – full permission granted 27/3/17 for 3 dwellings. Site under construction.<br/><b>Completions 2018/19: 49 homes, 0ha of employment land</b><br/><b>Completions to date: 49 homes, 0ha of employment land</b></p>   |
| LPS 47 Snow Hill, Nantwich                      | <p><b>Target: None</b><br/>No planning applications on the site as at 31/03/19.<br/><b>Completions 2018/19: 0 homes, 0ha of employment land</b><br/><b>Completions to date: 0 homes, 0ha of employment land</b></p>   |





| Policy  | Progress  |
|---|---|
| LPS 48 Land adjacent to Hazelbadge Road, Poynton  | <p><b>Target: 150 homes</b><br/>17/6471M - full application submitted for 134 dwellings.<br/><b>Completions 2018/19: 0 homes</b><br/><b>Completions to date: 0 homes</b></p>  |
| LPS 49 Land at Sprink Farm, Poynton               | <p><b>Target: 150 homes</b><br/>17/4256M - outline permission granted 27/11/18 for 150 dwellings.<br/><b>Completions 2018/19: 0 homes</b><br/><b>Completions to date: 0 homes</b></p>   |
| LPS 50 Land south of Chester Road, Poynton        | <p><b>Target: 150 homes</b><br/>17/3896M - outline permission granted 25/9/18 for a residential development.<br/>18/6078M - reserved matters application submitted pursuant to 17/3896M for a residential development.<br/><b>Completions 2018/19: 0 homes</b><br/><b>Completions to date: 0 homes</b></p>  |
| LPS 51 Adlington Business Park Extension, Poynton | <p><b>Target: 9.92ha of employment land</b><br/>15/4865M - full permission granted 22/6/17 (eastern parcel) for erection of logistics warehouse (6728sqm Use Class B8) and ancillary trade sales, with associated access, parking, ecological wildlife corridor.<br/>17/5389M - full permission granted 9/3/18 (eastern parcel) for B2 and B8 with ancillary offices.<br/><b>Completions 2018/19: 0ha of employment land</b><br/><b>Completions to date: 0ha of employment land</b></p> |
| LPS 52 (Safeguarded) Woodford Aerodrome, Poynton  | Safeguarded for potential development beyond the Plan period.   |

| Policy   | Progress   |
|--|--|
| LPS 53 Land adj to J17 of M6, SE of Congleton Road, Sandbach | <p><b>Target: 450 homes and 20ha of employment land</b><br/> 12/3948C – outline permission granted 9/03/15 for commercial developed including hotel, office &amp; light commercial units, and up to 250 dwellings.<br/> 15/3531C – reserved matters pursuant to part of 12/398C area granted 10/06/16 for 232 homes. Site under construction.<br/> 12/4874C – outline permission granted 20/11/13 for 50 homes.<br/> 13/5239C – reserved matters to 12/4874C approved 10/07/15 for 50 homes. Site under construction.<br/> 13/5242C – full permission granted 13/10/18 for 138 dwellings.<br/> 16/6026C - reserved matters pursuant to 12/3948C granted 11/06/18 for the construction of a spine road.<br/> 17/4496C - reserved matters pursuant to 15/3531C granted 13/02/18 for a partial re-plan of layout providing 101 dwellings (5 additional).<br/> 17/4838C - outline application submitted for the development of a commercial park including office use, industrial units, storage and distribution, a sports facility and a local centre.<br/> <b>Completions 2018/19: 47 homes, 0ha of employment land</b><br/> <b>Completions to date: 70 homes, 0ha of employment land</b></p> |
| LPS 54 Royal London inc land west of Alderley Road, Wilmslow | <p><b>Target: 175 homes and 5ha of employment land</b><br/> 16/2314M - outline permission for B1a office granted 9/08/16.<br/> 17/3747M – reserved matters pursuant to 16/2314M for B1a office granted 22/03/2018.<br/> 17/5837M – outline permission granted 11/10/2018 for up to 60 dwellings (land west of Alderley Road).<br/> 17/5838M – outline permission granted 5/12/18 for up to 120 dwellings (land east of Alderley Road).<br/> <b>Completions 2018/19: 0 homes, 0ha of employment land</b><br/> <b>Completions to date: 0 homes, 0ha of employment land</b></p>   |
| LPS 55 Wilmslow Business Park                                | <p><b>Target: 6.3ha of employment land</b><br/> 17/2008M – creation of access road granted 5/10/17.<br/> <b>Completions 2018/19: 0ha of employment land</b><br/> <b>Completions to date: 0ha of employment land</b></p>  |
| LPS 56 Land at Little Stanneylands, Wilmslow                 | <p><b>Target: 200 homes</b><br/> 17/4521M – full permission for 174 dwellings granted 19/02/2018. Site under construction.<br/> <b>Completions 2018/19: 0 homes</b><br/> <b>Completions to date: 0 homes</b></p>   |





| Policy   | Progress   |
|--|--|
| LPS 57 Heathfield Farm (allocation), Wilmslow                  | <p><b>Target: 150 homes</b><br/>17/5637M – full permission granted 7/8/18 for 161 dwellings. Site under construction.</p> <p><b>Completions 2018/19: 0 homes</b><br/><b>Completions to date: 0 homes</b></p>   |
| LPS 58 (Safeguarded) Land at Heathfield Farm, Wilmslow         | Safeguarded for potential development beyond the Plan period.  |
| LPS 59 (Safeguarded) Land at Upcast Lane/Cumber Lane, Wilmslow | Safeguarded for potential development beyond the Plan period.  |
| LPS 60 Wardle Employment Improvement Area                      | <p><b>Target: 61ha of employment land</b><br/>13/2035N - outline permission granted 24/06/14 for means of access for employment development comprising light industry, general industrial, and storage and distribution uses (B1(c)/B2/B8 Use Classes).<br/>17/2432N - reserved matters granted 24/8/18 for site access works following 13/2035N. Now complete.</p> <p><b>Completions 2018/19: 0ha of employment land</b><br/><b>Completions to date: 0ha of employment land</b></p> |

| Policy  | Progress  |
|---|---|
| LPS 61 Alderley Park Opportunity Site                     | <p><b>Target: 275 homes</b><br/> 15/5401M - hybrid planning application approved 13/06/16 for the demolition of a number of specified buildings (detailed permission); and a mixed-use development, including up to 275 dwellings (outline permission). Site under construction.<br/> 15/4472M - full permission granted 9/03/16 for the refurbishment and partial redevelopment of Block 15 (CTL Building) with laboratory, office and manufacturing (assembly) spaces for research and development and associated uses (B1).<br/> 16/3663M - full permission granted 25/11/16 for the change of use of land (parkland) to a junior football pitch (D2).<br/> 16/5853M - reserved matters granted 30/03/17 for 73 dwellings. Site under construction.<br/> 17/0212M - reserved matters granted 8/9/17 for conversion of historic courtyard buildings to create 17 residential units including selective demolition to facilitate conversion, demolition of other contemporary buildings &amp; 3 new build units.<br/> Creation of 14 new residential units within the wider historic courtyard, with podium car parking. Demolition of the Watergarden building and erection of a 5-storey residential apartment building comprising 23 units, with underground car parking. Site under construction.<br/> 17/5946M - prior approval granted 19/1/18 for change of use from offices (use class B1a) to 60 residential units (use class C3).<br/> 18/6058M - prior approval granted 6/2/19 for change of use from B1a to 81 houses.<br/> 18/0403M - reserved matters granted 20/4/18 pursuant to 15/5401M for 50 homes.<br/> <b>Completions 2018/19: 62 homes</b><br/> <b>Completions to date: 62 homes</b></p> |
| NP Calveley Site A Station Road, Calveley                 | <p><b>Target: 8 homes</b><br/> 17/4731N - retrospective permission granted 13/6/18 for nine dwellings. Site under construction.<br/> <b>Completions 2018/19: 0 homes</b><br/> <b>Completions to date: 0 homes</b></p>   |
| NP Calveley Site B land adj to The Mount, Calveley        | <p><b>Target: 6 homes</b><br/> No planning applications on the site as at 31/03/19.<br/> <b>Completions 2018/19: 0 homes</b><br/> <b>Completions to date: 0 homes</b></p>   |
| NP Calveley Site C Station House, Nantwich Road, Calveley | <p><b>Target: 4 homes</b><br/> 17/2324N - outline permission granted 17/8/17 for up to four dwellings.<br/> <b>Completions 2018/19: 0 homes</b><br/> <b>Completions to date: 0 homes</b></p>  |





| Policy                                     | Progress  |
|--|---|
| NP Calveley Site D Nantwich Road, Calveley | <p><b>Target: None - site is existing employment land</b><br/>No planning applications on the site as at 31/03/19.</p> <p><b>Completions 2018/19: 0ha of employment land</b><br/><b>Completions to date: 0ha of employment land</b></p> |

## Conclusion

**12.158** Progress has been made on a number of LPS sites, with full, outline and reserved matters planning applications submitted or approved, and some sites are under construction, with few sites where no progress appears to have been made. Going forward it is anticipated that any sites that continue to show little or no progress will be closely monitored and further action may be taken to enable the delivery of those sites.

## Further Action

- Consider measures to bring forward development of LPS allocations, for example working closely with developers and landowners to better understand any constraints to development and to better manage the delivery of sites.



## 13 Glossary

**13.1** This Glossary provides definitions of the technical terms and abbreviations used in this Report.

|  |   |
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| <b>Affordable Housing</b>                        | Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions: affordable housing for rent; starter homes; discounted market sales housing; other affordable routes to home ownership. |
| <b>Aggregates</b>                                | Sand, gravel, crushed rock and other bulk materials used by the construction industry.  |
| <b>Apportionment (amount of minerals needed)</b> | The splitting of regional supply guidelines for minerals demand between planning authorities or sub-regions.  |
| <b>Area of Archaeological Potential</b>          | An area that may be of archaeological value - the area may be known to be the site of an ancient settlement.  |
| <b>Authority Monitoring Report</b>               | A report assessing progress with and effectiveness of a Local Plan.   |
| <b>Baseline</b>                                  | A minimum or starting point used for comparisons.   |
| <b>Biodiversity</b>                              | The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.  |
| <b>Brownfield</b>                                | Previously developed land that is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure (also see Previously Developed Land).   |
| <b>Buildings at Risk</b>                         | A register, published yearly, which brings together information on all Grade I and II* Listed Buildings and Scheduled Monuments (structures rather than earthworks) known to Historic England to be 'at risk' through neglect and decay, or which are vulnerable to becoming so. In addition, Grade II Listed Buildings at risk are included for London.                          |
| <b>Census</b>                                    | The UK Census is a count of people and households, which gathers information that can be used to set policies and estimate the resources required to provide services for the population. The UK Census is usually undertaken every ten years.  |
| <b>Commercial and Industrial Waste</b>           | Controlled waste arising from trade, factory or industrial premises.  |
| <b>Comparison Goods</b>                          | Retail items not bought on a frequent basis, for example televisions and white goods (fridges, dishwashers and so on).  |





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| <b>Conservation Area</b>                             | Local authorities have the power to designate as Conservation Areas any area of special architectural or historic interest. This means the planning authority has extra powers to control works and demolition of buildings to protect or improve the character or appearance of the area. Conservation Area Consent has been replaced by planning permission for relevant demolition in a Conservation Area.  |
| <b>Conservation Area Appraisal</b>                   | A published document defining the special architectural or historic interest that warranted the area being designated.   |
| <b>Construction, Demolition and Excavation Waste</b> | Controlled waste arising from the construction, repair, maintenance and demolition of buildings and structures.  |
| <b>Convenience Goods</b>                             | The provision of everyday essential items, such as food.   |
| <b>Development</b>                                   | Defined under the 1990 Town and Country Planning act as 'the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land.' Most forms of development require planning permission.   |
| <b>Development Plan Document</b>                     | A document prepared by Local Planning Authorities outlining the key development goals of the Local Plan.   |
| <b>Employment Land</b>                               | Land identified for business, general industrial and storage and distribution development as defined by Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order. It does not include land for retail development nor 'owner-specific' land (see also Use Classes).  |
| <b>Forecast</b>                                      | A prediction of what is likely to happen in the future. Forecasts not only consider past trends, but also take account of (a) the impact that projects, policies or initiatives may have in the future and (b) local knowledge, such as information about the capacity of the local area to accommodate future change. As such, a forecast is different to a projection.   |
| <b>Green Belt</b>                                    | <p>A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purposes of the Green Belt are to:</p> <ul style="list-style-type: none"> <li>• Check the unrestricted sprawl of large built-up areas</li> <li>• Prevent neighbouring towns from merging</li> <li>• Safeguard the countryside from encroachment</li> <li>• Preserve the setting and special character of historic towns</li> <li>• Assist urban regeneration by encouraging the recycling of derelict and other urban land</li> </ul> <p>Green Belts are defined in a Local Planning Authority's Development Plan.</p> |





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| <b>Green Infrastructure</b>  | A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.  |
| <b>Gross Domestic Product (GDP)</b>                                | A commonly-used measure of economic output at national level. GDP cannot be calculated for sub-national areas. GDP is equal to Gross Value Added (GVA) plus taxes on products less subsidies on products.   |
| <b>Gross Value Added (GVA)</b>                                     | The main measure of economic output at sub-national (e.g. local authority) level. GVA is equal to GDP plus subsidies on products less taxes on products.  |
| <b>Household</b>   | One person living alone or a group of people (not necessarily related) living at the same address who share cooking facilities and share a living room or sitting room or dining area (2011 Census definition).   |
| <b>Housing Trajectory</b>  | Assesses the past and future trends of housebuilding in the Borough.  |
| <b>Index of Multiple Deprivation (IMD)/ Indices of Deprivation</b> | A composite index that is made up of seven deprivation domains from the English Indices of Deprivation (most recently updated in 2015). The domains are: Income Deprivation; Employment Deprivation; Health Deprivation and Disability; Education, Skills and Training Deprivation; Barriers to Housing and Services; Crime; and Living Environment Deprivation. The IMD and its constituent domains are based on deprivation at Lower Layer Super Output Area (LSOA) level (see separate LSOA definition below). The previous three (2004, 2007 and 2010) English Indices of Deprivation and their IMDs were compiled in broadly the same way. |
| <b>Infrastructure</b>  | Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.  |
| <b>Jobs density</b>  | The number of filled jobs in an area divided by the number of working-age residents in that area. High job densities indicate that demand for labour exceeds supply. The shortfall may be met by inward commuting. Conversely, many of those living in areas with a low jobs density may have to commute to work in other areas.  |
| <b>Key Service Centres</b>   | Towns with a range of employment, retail and education opportunities and services, with good public transport. The Key Service Centres are Alsager, Congleton, Handforth, Knutsford, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow.  |



**Labour supply (also sometimes referred to as the economically active population)**

The number of people who are either in employment or unemployed (available for and actively seeking work). Labour can of course be supplied by local (Cheshire East) residents or by people who live outside Cheshire East. However, the labour supply data presented in this Report is for the local labour supply only.

**Landbank**

The stock land with planning permissions but where development has yet to take place. The landbank can be of land for minerals, housing or any other use.

**Landscape Types and Description**

**LCT 1 Sandstone Ridge:** stands prominently above the surrounding Plain and is a visually distinctive landmark in the landscape. It is located in the south west of the Borough, adjacent to the Cheshire West border, and runs from Bickerton to Peckforton Castle, continuing northwards into Cheshire West. The ridge dips down into the Sandstone Fringe type where Salter's Lane crosses the landscape. The ridge has a very strong cultural and natural character including a concentration of prehistoric features, semi-natural woodland and heathland, disused quarries, rock exposures, narrow sunken lanes and sandstone buildings and walls.

**LCT 2 Sandstone Fringe:** a transitional landscape type that rises to the adjacent Sandstone Ridge. To the east and south is the Undulating Farmland landscape type. Occasional hills are found in the Sandstone Fringe. Overall, this is a predominantly a farmed landscape with sparse settlement and strong rural qualities. Hedgerows with mature trees divide the small-medium scale fields. Roads are mostly narrow rural lanes that lead to farms. There are prominent views to the adjacent ridge and longer views to the uplands of the Pennines.

**LCT 3 Undulating Farmland:** defined by its undulating topography and the associated small to medium scale enclosure into which it is divided. Land use is mainly pasture and settlement consists of small villages/hamlets and scattered farms. A range of archaeological features are found in the landscape including Bronze Age barrows and post medieval canal locks. Views in this type often include the prominent Sandstone Ridge although they are dependent upon location, the nature of the immediate topography and the presence/absence of woodland.

**LCT 4 Cheshire Plain East:** large expanse of flat and very slightly undulating land comprising a relatively large proportion of the Cheshire East landscape. Woodland cover is low, with small coverts scattered intermittently across the area, however numerous hedgerow trees create the perception of a well-treed landscape. It is a working, farmed landscape with field patterns comprising a mix of medieval enclosure and post medieval improvement bound by hedgerows with mature trees.



Settlement is predominantly low density villages and dispersed farms, although there are influences from adjacent urban areas. Some parts of the landscape are intensively farmed. The lack of woodland cover enables long views across the plain.

**LCT 5 Wooded Estates and Meres:** defined by a concentration of historic estates and their associated features, including parkland and formal gardens, a high density of woodland and mosses, and meres that are often utilised as ornamental lakes.

The topography of the type ranges from flat ground, through broad undulations to occasional steeper slopes. Fields are varied in size and shape and are generally of medieval or post-medieval origin. Settlement is mainly dispersed with a limited number of small nucleated villages and hamlets including Rostherne and Marbury.

**LCT 6 Woodland, Heaths, Meres and Mosses:** well wooded character type associated with an area of former grazed heathland and still retains a heathy character. It is defined by blocks of mixed woodland interspersed with small relict heath, meres and mosses and is located in the northern half of the Borough, either side of the A535 south of Chelford. The landscape is crossed by brooks, with large water bodies created more recently through sand and gravel extraction.

Beyond the woodlands and water bodies, the flat or undulating landscape consists of large fields defined by straight hedgerow boundaries.

**LCT 7 Lower Wooded Farmland:** covers a large area and is divided into seven character areas extending from High Leigh and Arley in the north, east to Poynton and Congleton and as far south as Audlem. This very gently rolling landscape type has many similarities with the Cheshire plain, yet it has a greater concentration of woodland and a slightly higher settlement density with more nucleated hamlets and villages.

Land use is a mix of arable and pasture, while settlement largely retains its dispersed pattern. Intensive reorganisation during the post-medieval period saw the dilution of some medieval field patterns. The landscape is very rural, although has been impacted in places by the presence of major transport routes and nearby large urban areas.

**LCT 8 Salt Flashes:** found in the centre of the Borough, west of Sandbach and incorporates an area of pools or 'flashes' associated with former salt works. The presence of salt has had a dramatic impact on the local landscape resulting in unique and valuable inland saline habitats. What began as the small-scale exploitation of natural brine springs escalated and intensified following the Industrial Revolution leading to the creation and eventual collapse of a number of large underground cavities, thus forming salt flashes, which are effectively water-filled craters surrounded by salt marsh. The



factories and infrastructure associated with the salt industry have been cleared away and areas of derelict land regenerated.

**LCT 9 Mossland:** a small but distinctive landscape type that occurs in five locations across the Borough. The type relates to surviving fragments of peat bog, known locally as mosses. Mosses were once a widespread natural habitat in Cheshire East but drainage in particular, as well as peat cutting and settlement expansion has subsequently reduced this rare habitat to a handful of areas.

**LCT 10 River Valleys:** contains the major rivers in the Borough; the Weaver, Dane and Bollin. Many of the largest settlements in the Borough are associated with the river valleys. The water power provided by the rivers to support textile mills increased their importance during the Industrial Revolution. The slopes of the valleys are densely wooded and sparsely settled, creating intimate landscapes. In the present day, they are important natural habitats and form popular destinations for recreation.

**LCT 11 Higher Wooded Farmland:** located between the foothills to the east along the boundary with the Peak District National Park and the flatter expanses of the Cheshire lowlands to the west extending from Poynton in the north to Alsager in the south of the Borough. This gently rolling landscape is dominated by dairy farming and valued for its rural character particularly given its closeness to urban areas and market towns. It is defined by a high density of woodland and veteran trees compared with much of the Borough, historic field patterns bounded by hedgerows, as well as small isolated ponds, mosses and meres, which are dotted across the landscape.

**LCT 12 Upland Footslopes:** distinctive upland landscape of steep slopes and wooded steam valleys running from Disley in the north to Alsager in the south, providing a buffer between urban areas (Stockport, Bollington, Macclesfield and Congleton) and the hills and scattered settlements of the Peak District National Park. Exposed linear ridges form prominent local landmarks from which there are panoramic views of the surrounding landscape. Dominated by livestock farming and dairying, the landscape has an intricate pattern of fields bounded by hedgerows and dry stone walls. The type has a strong cultural character with small villages and farms built of local stone as well as a scattering of features relating to past industrial activity including stone quarries, mills and canals.

**LCT 13 Enclosed Gritstone Upland:** defined by high rolling hills located on the fringe of the open moorland of the Peak District National Park. This is a pastoral farming landscape enclosed by dry stone walls with remnant pockets of open heathland commons and typically low tree cover except for



the extensive conifer plantations in the Macclesfield Forest.

The area has high levels of tranquillity and high open slopes afford expansive views across surrounding landscapes.

**LCT 14 Moorland Hills and Ridges:** forms a small area of unenclosed moor, which extends across into the Peak District National Park. It is located on the eastern boundary of the Borough, south of Macclesfield Forest. This wild unsettled landscape has panoramic views to the surrounding hills and over the undulating farmland to the west.

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| <b>Listed Building</b>                 | A building of special architectural or historic interest. Listed Buildings are graded I, II* or II with Grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures (for example walls) within its curtilage. Historic England is responsible for designating buildings for listing in England.  |
| <b>Local Authority Collected Waste</b> | Household waste and any other waste collected by a waste collection authority such as municipal parks and gardens waste, beach cleansing waste and waste resulting from the clearance of fly-tipped materials. Previously known as Municipal Solid Waste.  |
| <b>Local Development Scheme</b>        | The Local Planning Authority's scheduled plan for the preparation of the Local Plan documents.   |
| <b>Local Geological Site</b>           | A non-statutory locally important geological or geo-morphological site (basically relating to rocks, the Earth's structure and landform).  |
| <b>Local Nature Reserve</b>            | Non-statutory habitats of local significance designated by Local Authorities where protection and public understanding of nature conservation is encouraged (see also Local Wildlife Sites).   |
| <b>Local Plan</b>                      | The Plan for the future development of the local area, drawn up by the Local Planning Authority in consultation with the community. In law this is described as the Development Plan Documents adopted under the Planning and Compulsory Purchase Act 2004. Current Core Strategies or other planning policies, which under the regulations would be considered to be Development Plan Documents, form part of the Local Plan. The term includes old policies that have been saved under the 2004 Act. |
| <b>Local Planning Authority</b>        | The public authority whose duty it is to carry out specific planning functions for a particular area. All references to Local Planning Authority apply to the District Council, London Borough Council, County Council, Broads Authority, National Park Authority and the Greater London Authority, to the extent appropriate to their responsibilities.   |



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| <b>Local Plan Strategy</b>                  | A Development Plan Document setting out the spatial vision and strategic objectives of the planning framework for an area, having regard to the Community Strategy.  |
| <b>Local Service Centre</b>                 | Smaller centres with a limited range of employment, retail and education opportunities and services, with a lower level of access to public transport. The Local Service Centres are Alderley Edge, Audlem, Bollington, Bunbury, Chelford, Disley, Goostrey, Haslington, Holmes Chapel, Mobberley, Prestbury, Shavington and Wrenbury.   |
| <b>Local Wildlife Sites</b>                 | Locally important sites of nature conservation adopted by Local Authorities for planning purposes.   |
| <b>Localism Act (2011)</b>                  | Devolved greater powers to councils and neighbourhoods and given local communities more control over housing and planning decisions.   |
| <b>Lower Layer Super Output Area (LSOA)</b> | Small geographical areas that are of similar size in terms of population (in 2011, when their boundaries were last revised, their average population was around 1,500 and all of them had a population of at least 1,000 but no more than 3,000). LSOAs were created by the Office for National Statistics in the early 2000s, for statistical purposes. LSOA boundaries align with those of local authorities, but do not necessarily match ward boundaries. Originally there were 231 LSOAs in Cheshire East, but this was increased to 234 following 2011 Census evidence about recent population change, which resulted in some of the Borough's LSOAs being subdivided. |
| <b>National Planning Policy Framework</b>   | A document that sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable Council's can produce their own distinctive Local and Neighbourhood Plans, which reflect the needs and priorities of their communities.  |
| <b>Open Space</b>                           | All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.  |
| <b>Previously Developed Land</b>            | Land that is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development  |





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|   | control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time. |
| <b>Primary (Land-won) Aggregates</b>        | Naturally occurring sand, gravel and crushed rock used for construction purposes.  |
| <b>Principal Towns</b>                      | The largest towns with a wide range of employment, retail and education opportunities and services, serving a large catchment area with a high level of accessibility and public transport. The Principal Towns are Crewe and Macclesfield.  |
| <b>Projection</b>                           | An estimate of future change that simply assumes that past trends and past relationships will continue, and projects these forward into the future. As such, a projection is different to a forecast.  |
| <b>Ramsar Sites</b>                         | Wetlands of international importance, designated under the 1971 Ramsar Convention.   |
| <b>'Real' (or 'constant price') GDP/GVA</b> | In the context of economic output measures (for example GDP or GVA), 'real' means the volume (as opposed to the value) of economic output, that is, after removing the effects of inflation. All the economic output statistics quoted in this Report are 'real'.                                    |
| <b>Recycled Aggregates</b>                  | Aggregates produced from recycled construction waste such as crushed concrete and planings from tarmac roads.  |
| <b>Renewable Energy</b>                     | Energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat.   |
| <b>Scheduled Monument</b>                   | Nationally important monuments, usually archaeological remains, that enjoy greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.   |
| <b>Secondary Aggregates</b>                 | Includes by-product waste, synthetic materials and soft rock used with or without processing as a secondary aggregate.   |
| <b>Site of Special Scientific Interest</b>  | Sites designated by Natural England under the Wildlife and Countryside Act 1981.   |
| <b>Special Area of Conservation</b>         | Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.  |



|  |   |
|--|---|
| <b>Special Protection Area</b>             | Areas that have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.   |
| <b>Species</b>                             | The diversity of wildlife habitats is reflected, in turn, in a wide variety of different species of plants and animals, some of which are rare nationally, regionally or locally. Nationally rare species are those named in Schedules of the 1981 Wildlife and Countryside Act, the EC Bird Directive and Habitats Directive, and those covered by the Bern, Bonn and Ramsar Conventions.  |
| <b>Standard Assessment Procedure (SAP)</b> | Methodology used by the Government to assess and compare the energy and environmental performance of dwellings. Its purpose is to provide accurate and reliable assessments of dwelling energy performances that are needed to underpin energy and environmental policy initiatives.  |
| <b>Sustainability Appraisal</b>            | An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.   |
| <b>Sustainable Development</b>             | <p>A widely-used definition drawn up by the World Commission on Environment and Development in 1987: 'Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.' The Government has set out four aims for sustainable development in its strategy 'A Better Quality of Life, a Strategy for Sustainable Development in the UK'. The four aims, to be achieved simultaneously, are:</p> <ul style="list-style-type: none"> <li>• Social progress which recognises the needs of everyone</li> <li>• Effective protection of the environment</li> <li>• Prudent use of natural resources</li> <li>• Maintenance of high and stable levels of economic growth and employment</li> </ul> |
| <b>Unemployment Count</b>                  | All people aged 16 and above without a job who are (a) available and actively looking for work or (b) waiting to start a job they had already obtained. This is the official UK definition and it is consistent with the internationally agreed definition recommended by the International Labour Organisation ("ILO"). This definition of unemployment is different from the claimant count, which records only those people who are (a) claiming Jobseeker's Allowance or (b) out of work and claiming Universal Credit. The unemployment count (using this ILO-consistent definition) is substantially higher than the claimant count.  |





## Unemployment Rate

Unemployment count as a percentage of the economically active population aged 16 and above.

## Use Classes

Specification of types of uses of buildings based upon the Use Class Order:

- **A1** Shops (for example hairdressers, post offices, sandwich bars, showrooms, Internet cafés)
- **A2** Financial and professional services (for example banks, estate and employment agencies)
- **A3** Restaurants and cafés (for example restaurants, snack bars and cafés)
- **A4** Drinking establishments (for example public houses, wine bars but not night clubs)
- **A5** Hot food takeaways
- **B1** Business: **B1a** Offices, **B1b** Research and development of products and processes, **B1c** Light industry appropriate in a residential area
- **B2** General industrial
- **B8** Storage or distribution (includes open air storage)
- **C1** Hotels (for example hotels, boarding and guest houses (excludes hostels))
- **C2** Residential institutions (for example care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres)
- **C3** Dwellinghouses: **C3(a)** single or family household, **C3(b)** up to six people living together as a single household and receiving care, for example supported housing schemes, **C3(c)** group of up to six people living together as a single household
- **C4** Houses in multiple occupation (between three and six unrelated individuals who share basic amenities such as a kitchen or bathroom)
- **D1** Non-residential institutions (for example health centres, creches, schools, libraries, places of worship)
- **D2** Assembly and leisure (for example cinemas, swimming baths, gymnasiums)
- **Sui Generis** (for example theatres, hostels, scrap yards, petrol filling stations, car showrooms, laundrettes, taxi businesses, amusement centres)





# Appendices



## Appendix A: LPS Housing and employment monitoring

**A.1** This Appendix illustrates the distribution of housing and employment land across the Borough as set out in the LPS, for each settlement in the Principal Towns and Key Service Centres tiers of the settlement hierarchy, as well as the total figures for Local Service Centres and the Other Settlements and Rural Areas. It updates the figures in LPS Appendix A 'Proposed growth distribution'.

**A.2** The figures are up-to-date as of 31 March 2019 and will be updated yearly through the AMR.

### Housing growth distribution

**A.3** Tables A.1 to A.5 illustrate the distribution of housing growth across the Borough as set out in the LPS, for each settlement in the Principal Towns and Key Service Centres, as well as the total figures for Local Service Centres and Other Settlements and Rural Areas.

Table A.1 Housing distribution: Principal Towns

| Area (expected level of development) | Type   | Completions to 31/3/19 | Commitments at 31/3/19 | Remainder of allocation (without permission) | Total        |       |
|--------------------------------------|--|------------------------|------------------------|--|--------------|-------|
| Crewe (7,700)                        | LPS 1 'Central Crewe' (400)                          |                        |                        | 216  |              |       |
|                                      | LPS 2 'Basford East' (850)                           |                        | 815                    | 35   | 850          |       |
|                                      | LPS 3 'Basford West' (347)                           | 153                    | 217                    |  | 370          |       |
|                                      | LPS 4 'Leighton West' (850)                          |                        |                        | 850  | 850          |       |
|                                      | LPS 5 'Leighton' (500)                               |                        | 400                    | 100  | 500          |       |
|                                      | LPS 6 'Crewe Green' (150)                            |                        |                        | 150  | 150          |       |
|                                      | LPS 7 'Sydney Road' (including extended site) (525)  |                        |                        | 527  | 527          |       |
|                                      | LPS 8 'South Cheshire Growth Village' (650)          |                        |                        | 650  | 650          |       |
|                                      | LPS 9 'The Shavington/ Wyburnbury Triangle' (359)    | 166                    | 198                    | 36   | 400          |       |
|                                      | LPS 10 'East Shavington' (275)                       | 24                     | 251                    |  | 275          |       |
|                                      | LPS 11 'Broughton Road' (175)                        |                        |                        | 129  | 46           | 175   |
|                                      | Other sites  |                        | 1,825                  | 2,432  |              | 4,257 |
| <b>Crewe subtotal</b>                |  | <b>2,168</b>           | <b>4,969</b>           | <b>2,083</b>                                 | <b>9,220</b> |       |
| Macclesfield (4,250)                 | LPS 12 'Central Macclesfield' (500)                  |                        |                        | 264  | 264          |       |
|                                      | LPS 13 'South Macclesfield Development Area' (1,050) | 18                     | 1,082                  |  | 1,100        |       |
|                                      | LPS 14 'Land east of Fence Avenue' (250)             |                        |                        | 300  | 300          |       |



| Area (expected level of development) | Type   | Completions to 31/3/19 | Commitments at 31/3/19 | Remainder of allocation (without permission) | Total         |
|--------------------------------------|--|------------------------|------------------------|--|---------------|
|                                      | LPS 15 'Land at Congleton Road' (300)                      |                        |                        | 300  | 300           |
|                                      | LPS 16 'Land south of Chelford Road' (200)                 |                        | 232                    |  | 232           |
|                                      | LPS 17 'Gaw End Lane' (300)                                |                        | 310                    |  | 310           |
|                                      | LPS 18 'Land between Chelford Road and Whirley Road' (150) |                        | 168                    |  | 168           |
|                                      | Other sites  | 1,310                  | 983                    |  | 2,293         |
|                                      | <b>Macclesfield subtotal</b>                               |                        | <b>1,328</b>           | <b>3,075</b>                                 | <b>564</b>    |
| <b>All Principal Towns (11,950)</b>  | <b>Principal Towns total</b>                               | <b>3,496</b>           | <b>8,044</b>           | <b>2,647</b>                                 | <b>14,187</b> |

Table A.2 Housing distribution: Key Service Centres

| Area (expected level of development) | Type                             | Completions to 31/3/19                            | Commitments at 31/3/19 | Remainder of allocation (without permission) | Total        |              |
|--------------------------------------|----------------------------------|---|------------------------|--|--------------|--------------|
| Alsager (2,000)                      | LPS 20 'White Moss Quarry' (350) |   | 350                    |  | 350          |              |
|                                      | Site allocations                 | LPS 21 'Twyfords and Cardway' (550)               | 20                     | 352  | 178          | 550          |
|                                      |                                  | LPS 22 'Former MMU campus' (400)                  | 82                     | 354  |              | 436          |
|                                      | Other sites                      | 465   | 397                    |  | 862          |              |
|                                      | <b>Alsager subtotal</b>          |   | <b>567</b>             | <b>1,453</b>                                 | <b>178</b>   | <b>2,198</b> |
| Congleton (4,150)                    | Site allocations                 | LPS 26 'Back Lane/Radnor Park' (750)              | 35                     | 866  |              | 901          |
|                                      |                                  | LPS 27 'Congleton Business Park Extension' (625)  |                        |  | 625          | 625          |
|                                      |                                  | LPS 28 'Giantswood Lane South' (150)              | 62                     | 69   |              | 131          |
|                                      |                                  | LPS 29 'Giantswood Lane to Manchester Road' (500) |                        | 500  |              | 500          |
|                                      |                                  | LPS 30 'Manchester Road to Manchester Road' (450) | 59                     | 468  |              | 527          |
|                                      |                                  | LPS 31 'Tall Ash Farm' (225)                      |                        | 236  |              | 236          |
|                                      |                                  | LPS 32 'Lamberts Lane' (218)                      | 31                     | 199  |              | 230          |
|                                      | Other sites                      | 1,150   | 654                    |  | 1,804        |              |
| <b>Congleton subtotal</b>            |                                  | <b>1,337</b>                                      | <b>2,992</b>           | <b>625</b>                                   | <b>4,954</b> |              |



| Area (expected level of development) | Type                       |   | Completions to 31/3/19 | Commitments at 31/3/19 | Remainder of allocation (without permission) | Total        |
|--------------------------------------|----------------------------|---|------------------------|------------------------|--|--------------|
| Handforth (2,200)                    | Site allocations           | LPS 33 'North Cheshire Growth Village' (1,500)                          |                        |                        | 1,500  | 1,500        |
|                                      |                            | LPS 34 'Land between Clay Lane and Sagars Road' (250)                   |                        | 249                    |  | 249          |
|                                      | Other sites                |   | 108                    | 301                    |  | 409          |
|                                      | <b>Handforth subtotal</b>  |   | <b>108</b>             | <b>550</b>             | <b>1,500</b>                                 | <b>2,158</b> |
| Knutsford (950)                      | Site allocations           | LPS 36 'Land North of Northwich Road' (175)                             |                        | 190                    |  | 190          |
|                                      |                            | LPS 36 'Land West of Manchester Road' (75)                              |                        |                        | 75   | 75           |
|                                      |                            | LPS 36 'Land East of Manchester Road' (250)                             |                        | 300                    |  | 300          |
|                                      |                            | LPS 37 'Parkgate extension' (200)                                       |                        | 200                    |  | 200          |
|                                      |                            | LPS 38 'Land south of Longridge' (225)                                  |                        |                        | 225  | 225          |
|                                      | Other sites                |   | 83                     | 70                     |  | 153          |
|                                      | <b>Knutsford subtotal</b>  |   | <b>83</b>              | <b>760</b>             | <b>300</b>                                   | <b>1,143</b> |
| Middlewich (1,950)                   | Site allocations           | LPS 42 'Glebe Farm' (525)   |                        | 450                    | 75   | 525          |
|                                      |                            | LPS 43 'Brooks Lane' (200)  |                        |                        | 200  | 200          |
|                                      |                            | LPS 45 'Land off Warmingham Lane West (Phase II) (235)                  |                        | 235                    |  | 235          |
|                                      | Other sites                |   | 626                    | 112                    |  | 738          |
|                                      | <b>Middlewich subtotal</b> |   | <b>626</b>             | <b>797</b>             | <b>275</b>                                   | <b>1,698</b> |
| Nantwich (2,050)                     | Site allocations           | LPS 46 'Kingsley Fields' (1,100)  | 49                     | 954                    | 97   | 1,100        |
|                                      | Other sites                |   | 990                    | 211                    |  | 1,201        |
|                                      | <b>Nantwich subtotal</b>   |   | <b>1,039</b>           | <b>1,165</b>           | <b>97</b>                                    | <b>2,301</b> |
| Poynton (650)                        | Site allocations           | LPS 48 'Land adjacent to Hazelbadge Road' (150)                         |                        |                        | 150  | 150          |
|                                      |                            | LPS 49 'Land at Sprink Farm' (150)                                      |                        | 150                    |  | 150          |
|                                      |                            | LPS 50 'Land south of Chester Road' (150)                               |                        | 150                    |  | 150          |
|                                      | Other sites                |   | 102                    | 51                     |  | 153          |
|                                      | <b>Poynton subtotal</b>    |   | <b>102</b>             | <b>351</b>             | <b>150</b>                                   | <b>603</b>   |
| Sandbach (2,750)                     | Site allocations           | LPS 53 'Land adjacent to J17 of M6, south east of Congleton Road' (450) | 70                     | 355                    | 25   | 450          |



| Area (expected level of development)    | Type                             |  | Completions to 31/3/19 | Commitments at 31/3/19 | Remainder of allocation (without permission) | Total         |
|---|----------------------------------|--|------------------------|------------------------|--|---------------|
|   | Other sites                      |  | 1,791                  | 1,065                  |  | 2,856         |
|   | <b>Sandbach subtotal</b>         |  | <b>1,861</b>           | <b>1,420</b>           | <b>25</b>                                    | <b>3,306</b>  |
| Wilmslow (900)                          | Site allocations                 | LPS 54 'Royal London including land west of Alderley Road' (175) |                        | 180                    |  | 180           |
|   |                                  | LPS 56 'Little Stanneylands' (200)                               |                        | 174                    |  | 174           |
|   |                                  | LPS 57 'Heathfield Farm' (150)                                   |                        | 161                    |  | 161           |
|   | Other sites                      |  | 422                    | 162                    |  | 584           |
|   | <b>Wilmslow subtotal</b>         |  | <b>422</b>             | <b>677</b>             | <b>0</b>                                     | <b>1,099</b>  |
| <b>All Key Service Centres (17,600)</b> | <b>Key Service Centres total</b> |  | <b>6,145</b>           | <b>10,165</b>          | <b>3,150</b>                                 | <b>19,460</b> |

Table A.3 Housing distribution: Local Service Centres

| Area (expected level of development)     | Type                               |   | Completions to 31/3/19 | Commitments at 31/3/19 | Remainder of allocation (without permission) | Total        |
|--|------------------------------------|---|------------------------|------------------------|--|--------------|
| Local Service Centres (3,500)            | Site allocations                   | NP Wrenbury HOU 1 'New Road, Wrenbury' (10) |                        |                        | 10   | 10           |
|  | Other sites                        |   | 1,589                  | 1,608                  |  | 3,197        |
| <b>All Local Service Centres (3,500)</b> | <b>Local Service Centres total</b> |   | <b>1,589</b>           | <b>1,608</b>           | <b>10</b>                                    | <b>3,207</b> |

Table A.4 Housing distribution: Other Settlements and Rural Areas

| Area (expected level of development)      | Type             |  | Completions to 31/3/19 | Commitments at 31/3/19 | Remainder of allocation (without permission) | Total |
|---|------------------|--|------------------------|------------------------|--|-------|
| Other Settlements and Rural Areas (2,950) | Site allocations | LPS 61 'Alderley Park Opportunity Site' (275)                    | 62                     | 294                    |  | 356   |
|   |                  | NP Calveley 'Site A, Station Road, Calveley' (8)                 |                        | 8                      |  | 8     |
|   |                  | NP Calveley 'Site B, Land adjacent to The Mount, Calveley' (6)   |                        |                        | 6  | 6     |
|   |                  | NP Calveley 'Site C, Station House, Nantwich Road, Calveley' (4) |                        | 4                      |  | 4     |
|   | Other sites      |  | 1,326                  | 1,578                  |  | 2,904 |



| Area (expected level of development)          | Type                                    | Completions to 31/3/19 | Commitments at 31/3/19 | Remainder of allocation (without permission) | Total |
|---|---|------------------------|------------------------|--|-------|
| All Other Settlements and Rural Areas (2,950) | Other Settlements and Rural Areas total | 1,388                  | 1,884                  | 6  | 3,278 |

Table A.5 Housing distribution: All areas

| Area (expected level of development) | Type            | Completions to 31/3/19 | Commitments at 31/3/19 | Remainder of allocation (without permission) | Total  |
|--------------------------------------|-----------------|------------------------|------------------------|--|--------|
| All areas (36,000)                   | All areas total | 12,618                 | 21,701                 | 5,813  | 40,132 |

## Employment growth distribution

**A.4** Tables A.6 to A.10 illustrate the distribution of employment land across the Borough as set out in the LPS, for each settlement in the Principal Towns and Key Service Centres, as well as the total figures for Local Service Centres and Other Settlements and Rural Areas.

**A.5** The figures for take-up between 2010 and 2019 are the gross take-up of new employment land for B1, B2 and B8 uses. The take-up figures do not include redevelopment of existing employment sites for employment use or the losses of employment land to other uses.

**A.6** The overall employment land requirement includes an allowance for the replacement of existing and allocated employment sites that are lost to other uses. Therefore there is no requirement to replace sites lost from the employment land supply during the plan period.

**A.7** All employment land figures in this appendix are shown in hectares.

Table A.6 Employment distribution: Principal Towns

| Area (expected level of development) | Type                                    | Take-up to 31/3/19 | Commitments at 31/3/19 | Losses to 31/3/19 | Remainder of allocation (without permission) | Total |
|--------------------------------------|---|--------------------|------------------------|-------------------|--|-------|
| Crewe (65.00)                        | LPS 2 'Basford East' (24.00)            |                    | 1.02                   |                   | 22.98  | 24.00 |
|                                      | LPS 3 'Basford West' (22.16)            |                    | 22.63                  |                   | 0.00   | 22.63 |
|                                      | LPS 4 'Leighton West' (5.00)            |                    |                        |                   | 5.00   | 5.00  |
|                                      | E.1.3 'Weston Interchange' (0.60)       |                    |                        |                   | 0.60   | 0.60  |
|                                      | E.1.1 'Meadow Bridge' (0.43)            |                    |                        |                   | 0.43   | 0.43  |
|                                      | E.1.1 'Land E of University Way' (1.55) |                    |                        |                   | 1.55   | 1.55  |





| Area (expected level of development) | Type                                       | Take-up to 31/3/19                                  | Commitments at 31/3/19 | Losses to 31/3/19 | Remainder of allocation (without permission) | Total        |
|--------------------------------------|--|---|------------------------|-------------------|--|--------------|
|                                      | E.1.1 'Area B, E of University Way' (2.31) |   |                        |                   | 2.31   | 2.31         |
|                                      | Other sites                                | 12.93   | 0.74                   | 1.34              |  | 15.01        |
|                                      | <b>Crewe subtotal</b>                      | <b>12.93</b>  | <b>24.39</b>           | <b>1.34</b>       | <b>32.87</b>                                 | <b>71.53</b> |
| Macclesfield (20.00)                 | Site allocations                           | LPS 13 'South Macclesfield Development Area' (5.00) |                        | 2.92              | 2.08   | 5.00         |
|                                      |  | LPS 15 'Land at Congleton Road' (10.00)             |                        |                   | 10.00  | 10.00        |
|                                      |  | E7 'Hurdsfield Road' (1.33)                         |                        |                   | 1.33   | 1.33         |
|                                      | Other sites                                | 2.75  | 0.03                   | 1.68              |  | 4.46         |
|                                      | <b>Macclesfield subtotal</b>               | <b>2.75</b>   | <b>2.95</b>            | <b>1.68</b>       | <b>13.41</b>                                 | <b>20.79</b> |
| <b>All Principal Towns</b>           | <b>Principal Towns total</b>               | <b>15.68</b>  | <b>27.34</b>           | <b>3.02</b>       | <b>46.28</b>                                 | <b>92.32</b> |

Table A.7 Employment distribution: Key Service Centres

| Area (expected level of development) | Type                      | Take-up to 31/3/19                                       | Commitments at 31/3/19 | Losses to 31/3/19 | Remainder of allocation (without permission) | Total        |
|--------------------------------------|---------------------------|--|------------------------|-------------------|--|--------------|
| Alsager (40.00)                      | Site allocations          | LPS 23 'Radway Green Brownfield' (0.00) <sup>(100)</sup> |                        |                   |  | 0.00         |
|                                      |                           | LPS 24 'Radway Green Extension' (25.91)                  |                        |                   | 25.91  | 25.91        |
|                                      |                           | LPS 25 'Radway Green North' (11.70)                      |                        |                   | 11.70  | 11.70        |
|                                      | Other sites               | 0.13   |                        |                   |  | 0.13         |
|                                      | <b>Alsager subtotal</b>   | <b>0.13</b>  | <b>0.00</b>            | <b>0.00</b>       | <b>37.61</b>                                 | <b>37.74</b> |
| Congleton (24.00)                    | Site allocations          | LPS 26 'Back Lane/Radnor Park' (7.10)                    |                        | 6.30              | 0.80   | 7.10         |
|                                      |                           | LPS 27 'Congleton Business Park Extension' (13.00)       |                        |                   | 13.00  | 13.00        |
|                                      | Other sites               | 0.80   | 0.06                   | 2.20              |  | 3.06         |
|                                      | <b>Congleton subtotal</b> | <b>0.80</b>  | <b>6.36</b>            | <b>2.20</b>       | <b>13.80</b>                                 | <b>23.16</b> |
| Handforth (22.00)                    | Site allocations          | LPS 33 'North Cheshire Growth Village' (12.00)           |                        |                   | 12.00  | 12.00        |

100 LPS 23 is not counted as contributing to the employment requirement as it is a redevelopment site and is not new employment land.



| Area (expected level of development) | Type                       |   | Take-up to 31/3/19 | Commitments at 31/3/19 | Losses to 31/3/19 | Remainder of allocation (without permission) | Total         |
|--------------------------------------|----------------------------|---|--------------------|------------------------|-------------------|--|---------------|
|                                      |                            | E3 '61MU site, Stanley Green Industrial Estate' (4.92)                    |                    |                        |                   | 4.92   | 4.92          |
|                                      |                            | E3/E4 'Land to the rear of Handforth Dean Retail Park' (2.64)             |                    |                        |                   | 2.64   | 2.64          |
|                                      | Other sites                |   | 0.02               | 0.53                   | 1.26              |  | 1.81          |
|                                      | <b>Handforth subtotal</b>  |   | <b>0.02</b>        | <b>0.53</b>            | <b>1.26</b>       | <b>19.56</b>                                 | <b>21.37</b>  |
| Knutsford (15.00)                    | Site allocations           | LPS 36 'North West Knutsford' (7.50)                                      |                    |                        |                   | 7.50   | 7.50          |
|                                      |                            | LPS 37 'Parkgate extension' (7.13)  |                    | 5.42                   |                   | 1.71   | 7.13          |
|                                      | Other sites                |   | 0.23               |                        |                   |  | 0.23          |
|                                      | <b>Knutsford subtotal</b>  |   | <b>0.23</b>        | <b>5.42</b>            | <b>0.00</b>       | <b>9.21</b>                                  | <b>14.86</b>  |
| Middlewich (75.00)                   | Site allocations           | LPS 44 'Midpoint 18' (70.00) <sup>(101)</sup>                             | 0.86               | 69.33                  |                   | 50.81  | 121.00        |
|                                      |                            | 'New Farm, Centura Foods' (7.83)  |                    |                        |                   | 7.83   | 7.83          |
|                                      |                            | 'Brooks Lane, Road Beta' (5.40)   |                    |                        |                   | 5.40   | 5.40          |
|                                      | Other sites                |   | 1.39               | 0.92                   |                   |  | 2.31          |
|                                      | <b>Middlewich subtotal</b> |   | <b>2.25</b>        | <b>70.25</b>           | <b>0.00</b>       | <b>64.04</b>                                 | <b>136.54</b> |
| Nantwich (3.00)                      | Site allocations           | LPS 46 'Kingsley Fields' (1.82)   |                    |                        |                   | 1.82   | 1.82          |
|                                      | Other sites                |   | 0.25               | 1.82                   |                   |  | 2.07          |
|                                      | <b>Nantwich subtotal</b>   |   | <b>0.25</b>        | <b>1.82</b>            | <b>0.00</b>       | <b>1.82</b>                                  | <b>3.89</b>   |
| Poynton (10.00)                      | Site allocations           | LPS 51 'Adlington Business Park Extension' (9.91)                         |                    | 3.68                   |                   | 6.23   | 9.91          |
|                                      | Other sites                |   |                    | 0.02                   |                   |  | 0.02          |
|                                      | <b>Poynton subtotal</b>    |   | <b>0.00</b>        | <b>3.70</b>            | <b>0.00</b>       | <b>6.23</b>                                  | <b>9.93</b>   |
| Sandbach (20.00)                     | Site allocations           | LPS 53 'Land adjacent to J17 of M6, south east of Congleton Road' (20.00) |                    | 4.86                   |                   | 15.14  | 20.00         |
|                                      | Other sites                |   | 0.04               |                        |                   |  | 0.04          |
|                                      | <b>Sandbach subtotal</b>   |   | <b>0.04</b>        | <b>4.86</b>            | <b>0.00</b>       | <b>15.14</b>                                 | <b>20.04</b>  |
| Wilmslow (10.00)                     | Site allocations           | LPS 54 'Royal London including land west of Alderley Road' (5.00)         |                    | 4.48                   |                   | 0.52   | 5.00          |

101 The overall remaining site area of LPS 44 is 121ha, but the expectation is that up to 70ha will be developed over the plan period.



| Area (expected level of development) | Type                                   | Take-up to 31/3/19 | Commitments at 31/3/19 | Losses to 31/3/19 | Remainder of allocation (without permission) | Total         |
|--------------------------------------|--|--------------------|------------------------|-------------------|--|---------------|
|                                      | LPS 55 'Wilmslow Business Park' (6.31) |                    |                        |                   | 6.31   | 6.31          |
|                                      | Other sites                            | 1.56               | 0.01                   |                   |  | 1.57          |
|                                      | <b>Wilmslow subtotal</b>               | <b>1.56</b>        | <b>4.49</b>            | <b>0.00</b>       | <b>6.83</b>                                  | <b>12.88</b>  |
| <b>All Key Service Centres</b>       | <b>Key Service Centres total</b>       | <b>5.28</b>        | <b>97.43</b>           | <b>3.46</b>       | <b>174.24</b>                                | <b>280.41</b> |

Table A.8 Employment distribution: Local Service Centres

| Area (expected level of development) | Type   | Take-up to 31/3/19 | Commitments at 31/3/19 | Losses to 31/3/19 | Remainder of allocation (without permission) | Total       |
|--------------------------------------|--|--------------------|------------------------|-------------------|--|-------------|
| Local Service Centres (7.00)         | Site allocations                                     |                    |                        |                   | 1.57   | 1.57        |
|                                      | 'Land adj Lowerhouse Mill (E of Albert Road)' (1.57) |                    |                        |                   |  |             |
|                                      | Other sites  | 1.76               | 1.54                   | 1.24              |  | 4.54        |
| <b>All Local Service Centres</b>     | <b>Local Service Centres total</b>                   | <b>1.76</b>        | <b>1.54</b>            | <b>1.24</b>       | <b>1.57</b>                                  | <b>6.11</b> |

Table A.9 Employment distribution: Other Settlements and Rural Areas

| Area (expected level of development)         | Type  | Take-up to 31/3/19  | Commitments at 31/3/19 | Losses to 31/3/19 | Remainder of allocation (without permission) | Total        |
|--|---|---|------------------------|-------------------|--|--------------|
| Other Settlements and Rural Areas (69.00)    | Site allocations                                | LPS 60 'Wardle Employment Improvement Area' (61.68)                   | 48.00                  |                   | 13.68  | 61.68        |
|  |   | LPS 61 'Alderley Park Opportunity Site' (0.00) <sup>(102)</sup>       |                        |                   |  | 0.00         |
|  |   | NP Calveley 'Site D, Nantwich Road, Calveley' (0.00) <sup>(103)</sup> |                        |                   |  | 0.00         |
|  | Other sites                                     | 8.38  | 4.55                   |                   |  | 12.93        |
| <b>All Other Settlements and Rural Areas</b> | <b>Other Settlements and Rural Areas totale</b> | <b>8.38</b>   | <b>52.55</b>           | <b>0.00</b>       | <b>13.68</b>                                 | <b>74.61</b> |

102 LPS 61 is not counted as contributing to the employment requirement as it is a redevelopment site and is not new employment land.

103 Site D is not counted as contributing to the employment requirement as it is an existing developed site and is not new employment land.



Table A.10 Employment distribution: All areas

| Area (expected level of development) | Type                   | Take-up to 31/3/19 | Commitments at 31/3/19 | Losses to 31/3/19 | Remainder of allocation (without permission) | Total         |
|--------------------------------------|------------------------|--------------------|------------------------|-------------------|--|---------------|
| All areas (380.00)                   | <b>All areas total</b> | <b>31.10</b>       | <b>178.86</b>          | <b>7.72</b>       | <b>235.77</b>                                | <b>453.45</b> |



Working for a brighter future together

## **Strategic Planning Board**

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**Date of Meeting:** 26 February 2020

**Report Title:** Crewe Hub Area Action Plan Report – Publication Draft Plan

**Portfolio Holder:** Councillor Toni Fox – Planning

**Senior Officer:** Frank Jordan, Executive Director of Place

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### **1. Report Summary**

- 1.1. To help Crewe improve its performance on a range of key indicators from health, education, homes and transport to reducing vacancies in the town centre, the Council is supporting multiple projects and plans across the town.
- 1.2. As part of this approach the Council is supporting plans for investment in Crewe Station to demonstrate how the arrival of HS2 can underpin regeneration and development opportunities in this area.
- 1.3. The Crewe Hub Area Action Plan (Area Action Plan) sets out a detailed planning framework in response to the opportunity presented by HS2. The report seeks Cabinet's approval of the *Publication Draft* version of the Action Plan and to publish it for consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 1.4. The Area Action Plan is a non-strategic document and expands on matters addressed at a high level in the Local Plan Strategy (LPS), in particular on policy LPS1 'Central Crewe'. It will support the Council toward fully realising the benefits of investment in Crewe station and will set out how employment opportunities, new homes, improvements to the local environment and enhancements to the transport network and public realm can best be achieved.
- 1.5. Importantly, to address current constraints and to enable longer term highways capacity, the Area Action Plan includes a package of highways interventions alongside proposals for a Southern Link Road Bridge crossing, south of the station. Whilst this bridge is not dependent on the

future delivery of the Area Action Plan, long term growth ambitions for the area are dependent on delivery of the bridge.

- 1.6. The delivery of matters addressed in the Area Action Plan is also dependent on Council approval of the Strategic Business Case for the Crewe Hub Station Regeneration and Investment Programme. A separate report on this matter is being considered by Cabinet, a decision on the Area Action Plan should only be taken if recommendations regarding the Strategic Business Case are approved.

## **2. Recommendations**

- 2.1. That Strategic Planning Board:
- 2.2. Consider the Publication Draft version of the Crewe Hub Area Action Plan (Appendix 1), its Sustainability Appraisal (Appendix 2) and Habitats Regulation Assessment (Appendix 3), Crewe Hub AAP Development Strategy and Further Options - Summary of Consultation Responses (Appendix 4) and the suite of documents which form the supporting evidence base (Appendix 5).
- 2.3. Recommend that Cabinet approve the above documents for publication and public consultation, under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012, for a period of six weeks from 17<sup>th</sup> March to 30<sup>th</sup> April 2020
- 2.4. Authorise the Head of Planning to make any additional non-material changes to the consultation documents or supporting information ahead of the consultation and prepare any additional explanatory information to support the consultation.
- 2.5. Notes that a Cabinet decision is required to implement consultation on the Publication Draft Crewe Hub Area Action Plan
- 2.6. Notes that Full Council approval will be sought to implement the submission of the Area Action Plan to the Secretary of State.

## **3. Reasons for Recommendations**

- 3.1. To enable public consultation to take place on the publication draft version of the Area Action Plan so it can progress to be submitted for examination by the Secretary of State.

## **4. Other Options Considered**

- 4.1. Crewe has a pipeline of strategic projects underway that underpin growth in the town now and anticipate the arrival of HS2 in the future. The measures

set out in the Area Action Plan align to the Councils wider ambitions for Crewe.

- 4.2. Area Action Plans are discretionary planning documents and are prepared to address a significant change which is specific to a particular area. The arrival of HS2 services to Crewe rail station is anticipated to catalyse investment in the town and stimulate change in the built environment. Whilst the existing local plan anticipates the arrival of HS2 and contains planning policy that will be relevant to managing such change, it does not contain a sufficiently detailed approach to enable the Council to promote the most positive outcome for Crewe that could be possible.
- 4.3. The Council could wait to address all HS2 matters through a full review of the local plan, required by 2025. Indeed, a full review of the local plan would address any wider strategic issues arising from implementation of HS2, including the distribution of growth based on an appropriate assessment of the boroughs housing and employment needs at that time (which would account for any potential uplift arising from HS2).
- 4.4. However, works to upgrade rail infrastructure to enable HS2 services to operate from Crewe station are anticipated to begin ahead of 2025, which may stimulate local investment and change in the area surrounding the station. It is this significant change in the local area that requires a more bespoke approach to planning matters around the station and the need to introduce a planning policy framework to manage and promote the best outcomes for Crewe.

## **5. Background**

- 5.1. Background and current status of HS2
- 5.2. A hybrid bill related to phase 2a of the project is currently passing through parliament and includes measures to ensure that HS2 trains change at Crewe Station. The Council continue to engage with government and Network Rail to secure this outcome, alongside the investment in rail infrastructure and track alignments that allow enhanced HS2 services to Crewe in the long term.
- 5.3. The Area Action Plan is predicated on government's future support for HS2 and investment at Crewe Station.
- 5.4. The government commissioned review of HS2 (the Oakervee Review) was published on 11<sup>th</sup> February and recommended that the HS2 project in it's entirety should proceed. Govenrent has since re-confirmed its support for the project with proposed ammendments that will see proposals to deliver

Phase 1, linking London to Birmingham and onwards to Crewe by 2028-31, and Phase 2, incorporating Northern PowerHouse Rail from 2035-40.

- 5.5. The detailed implications of the Oakervee Review are unclear in terms of timings for project delivery, rail possessions, engineering works etc but the process has resulted in Governments reconfirmation of support for the entire scheme and an indication that HS2 services will be planned to arrive at Crewe from 2028 onwards.
- 5.6. A Bill to support delivery of Phase 2a has been introduced to Parliament in July 2017 and has been committed to a Select Committee that was appointed on 30<sup>th</sup> October 2019. Following dissolution of parliament to accommodate a general election in December 2019, parliament is expected to confirm that the Bill should resume its progress but a date for this is not yet confirmed.
- 5.7. Whilst the relevant legislation that enables enhanced provision of services to Crewe has not been completed its process, confirmation that HS2 will proceed and that it will deliver services to Crewe from 2028 onwards is very positive for Crewe's role in the rail network and the opportunities presented to support regeneration and investment in the area
- 5.8. The Area Action Plan is predicated on delivering investment in Crewe Station that can enable HS2 services to Crewe. Confirmation that HS2 will proceed means that it is important to proceed with the Area Action Plan and ensure the Council is ready to implement a robust and positive planning framework for the area at the earliest opportunity.
- 5.9. Background to the Area Action Plan
- 5.10. 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 a new station, and the increased connectivity at Crewe through high speed rail, it needs to have a robust and up to date development plan in place which addresses additional development directly associated with the station.
- 5.11. Cree Hub AAP Chronology:
  - I. November 2018: Consultation on Crewe Hub AAP Issues and Options:
  - II. February 2019: Consultation on Crewe Hub Development Strategy:



III. July 2019: Consultation on Crewe Hub Development Strategy and Further Options

IV. March 2020: Consultation on Crew Hub AAP Publication Draft

- 5.12. In August 2018, the Council adopted its Local Development Scheme setting out an ambition 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 areas close to Crewe Railway Station in order to plan for economic growth and regeneration opportunities emerging from investment in the rail infrastructure at Crewe station.
- 5.13. In order to maximise the opportunities for inter-regional connectivity and economic growth for the borough, the Council continues to support a full HS2 station and associated rail infrastructure (enabling north and south connections) to be provided in Crewe. The Plan is conceived as a means of demonstrating how such investment can be delivered and to manage and coordinate the significant change likely to arise from this.
- 5.14. In the autumn of 2018 the Council began work on the Area Action Plan and has gathered evidence and sought the views of stakeholders on a range of issues associated with the delivery of a HS2 Hub Station at Crewe and what this may mean for development opportunities in the area of land around the station.
- 5.15. In November and December 2018 the Council consulted on a Crewe Station Hub Area Action Plan Issues Paper holding public events and inviting comments on a series of initial ideas to develop the approach to the plan.
- 5.16. The feedback from this informed the production of the Crewe Station Hub Development Strategy that progressed ideas further setting out a series of planning policy themes and seeking to define a boundary for the plan. Consultation took place for six weeks over January and February 2019.
- 5.17. A third consultation was then held on the Crewe Hub Development Strategy and Further Options, again for six weeks, from late July to September 2019. This document presented a boundary to the plan, more detailed polices, set out a framework for land use within the area and included proposals for a Southern Link Road Bridge, the subject of it's own parallel consultation across the same period. Letters and leaflets were sent to residents likely to be affected by the proposals and an exhibition on the SLRB was held at Crewe Alexandra attended by around 200 people. Three workshops on the Action Plan proposals were also held at the YMCA on Gresty Road attended by 25 residents in total.

- 5.18. This process of engagement has enabled key development principles, a detailed policy framework and masterplan to be drawn up for the Area Action Plan. The strategy is supported by a Sustainability Appraisal and a number of evidential documents; these are accessible via the Councils web pages:
- 5.19. [https://www.cheshireeast.gov.uk/planning/spatial\\_planning/cheshire\\_east\\_local\\_plan/area-action-plan-for-crewe/crewe-area-action-plan.aspx](https://www.cheshireeast.gov.uk/planning/spatial_planning/cheshire_east_local_plan/area-action-plan-for-crewe/crewe-area-action-plan.aspx)
- 5.20. The Form of the Crewe Hub Area Action Plan
- 5.21. Firstly, building on previous work, the Area Action Plan sets out a defined 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.
- 5.22. Conversely a more confined plan may prove more agile but also may fail to sufficiently address the development implications of the enhanced station. Accordingly it is recommended that a balance is struck between these two positions and a preferred boundary is set out in the document. The boundary includes land west of the rail line to Gresty Road in the south and to Mill Street in the north west and extending north east to Macon Way, south east across Second Avenue to Gateway.
- 5.23. Secondly the Area Action Plan sets out a series of key policy principles for which all new development would be expected to adhere to.
- 5.24. The matters addressed by these policies include:
- Development Opportunities
  - Improving Connectivity
  - Infrastructure for Sustainable Development
  - Improving Environmental Quality
  - Development Area Policies
- 5.25. Thirdly the Area Action Plan sub-divides the Plan into six ‘development areas’ for which a masterplan, detailed spatial policies and principles are drawn up. Foremost amongst these are:
- Crewe Hub Commercial District / Weston Road Gateway – The Weston Road gateway seeks to create a new main entrance to the station, alongside supporting facilities and transport interchange. Opposite this

will be the new Crewe Hub Commercial District – a fresh business location which capitalises on the enhanced connectivity afforded by the upgraded station and services. This area will be characterised by landmark buildings and higher density development

- Mill Street Area – 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.

5.26. Infrastructure and accessibility

5.27. Realising the opportunities arising from investment in Crewe Station 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 gridlock prevails beyond the station entrance resulting in the benefits of high speed rail travel and enhanced connectivity being undermined by poor accessibility.

5.28. Accordingly, the Area Action Plan anticipates new and improved transport infrastructure through a package of highways interventions and, given that within the station all passengers are effectively pedestrians, and the plan supports the creation of new neighbourhoods in the vicinity of the station, much support is provided for the movement of people by non-vehicular modes. Allied to this there will be complementary strategies for a public transport interchange, public car parking, proposals to improve traffic management within the town of Crewe and the delivery of additional highway capacity at key pinch points.

5.29. Southern Link Road Bridge

5.30. To help address this, the Area Action Plan builds on previous versions of the document and separate consultations, setting out ambitions for a new high capacity road bridge located to the south of Crewe Station.

5.31. Whilst the need for an additional rail crossing exists now, investment in this infrastructure (and its associated package of junction improvements) will enable the longer term efficiency of the highways network, supporting future growth around the station. The bridge will carry through traffic away from the congested station area and enable Nantwich Road to be significantly amended to improve the environment for pedestrians and

cyclists accessing the station – offering the flexibility to allow multi modal improvements on the Nantwich Road corridor.

- 5.32. A separate report on this matter, concerning to the route of bridge and further investigation into its feasibility, has been endorsed by Cabinet on 5<sup>th</sup> November 2019. The Area Action Plan has incorporated the recommendations of this report in its approach and sets out a policy framework to support delivery of these measures. Together, the proposed highways interventions are designed to meet an immediate need to alleviate the exiting constraints facing the highways network in this area and, in the longer term, support the successful operation of the highways network in a context of realising regeneration benefits and additional growth.
- 5.33. Duty to co-operate
- 5.34. The Council is required to co-operate on strategic planning matters that cross administrative boundaries. As would be expected, this is an issue most relevant to the preparation of policies in the Local Plan Strategy, and was fully addressed through engaging with our relevant partners in developing the LPS, including the preparation of policy LPS1 ‘Central Crewe’ at that time.
- 5.35. Area Action Plans are designed as non-strategic documents and as such, the Crewe Hub AAP is a more detailed expression of LPS1 and defers strategic matters to a full review of the LPS by 2025 (including any future potential growth target to be attributed to Crewe based on an uplift derived from HS2 and other factors). Therefore it is not considered that any new, cross-boundary strategic matters arise through the preparation of the Area Action Plan.
- 5.36. This is evidenced through a proposed Statement of Common Ground which would be published alongside the Publication Draft Plan. Neighbouring authorities and other relevant statutory and non-statutory bodies would be invited to sign a final Statement of Common Ground following consultation, which would accompany the Plan when submitted for examination.
- 5.37. The next stage of consultation
- 5.38. The next stage of public consultation would be carried out under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The Publication Draft Plan should be the version of the Plan which the Council considers is sound and capable of adoption.

- 5.39. Following consultation, a final decision to formally submit the Plan to the Secretary of State for independent examination would be made through a Full Council decision, anticipated to be taken in May 2020.
- 5.40. During the consultation, which must be no less than 6 weeks and will be held between 17<sup>th</sup> March to 30<sup>th</sup> April 2020, representations would be invited on whether or not the Plan has met the legal requirements for its preparation and whether or not it is sound, namely that it has been positively prepared and is justified, effective and consistent with national policy. These tests would be applied to non-strategic policies in a proportionate way, taking into account the extent to which they were consistent with strategic policies in the LPS and in this context, represent a proportionate evolution in response to the significant change likely to arise from investment in Crewe station.
- 5.41. The results of consultation will be analysed and presented to Council initially, who will decide whether to submit the plan to Government. The feedback from consultation will also be submitted to the Secretary of State to be considered by an appointed planning inspector during examination of the plan.
- 5.42. Consultation and engagement on the Plan has been carried out in accordance with the Council's Statement of Community Involvement 2018. This will also be true of the proposed consultation under Regulation 19. A Consultation Statement will be prepared to reflect the stages of consultation undertaken to date and updated to reflect the Regulation 19 consultation. This will then be submitted to the examining Inspector.
- 5.43. Once the Plan is published the timescale for its completion is largely dependent on the volume of representations received, the progress of the examination and the views of the examining Inspector. However the best estimate of these stages is as follows:

| <b>Stage</b>                                | <b>Date</b>                                     | <b>Decision making body</b> |
|---|---|-----------------------------|
| Publication Consultation                    | March 12 <sup>th</sup> – April 17 <sup>th</sup> | Cabinet                     |
| Submission                                  | Following Council on 13 <sup>th</sup> May 2020  | Council                     |
| Examination                                 | Circa October - December 2020                   | Secretary of State          |
| Inspector reports findings                  | December 2020 / January 2021                    | Secretary of State          |
| Consult on any modifications (if necessary) | January/February 2021                           | Cabinet                     |

|          |                   |         |
|----------|-------------------|---------|
| Adoption | February/May 2021 | Council |
|----------|-------------------|---------|

## **6. Implications of the Recommendations**

### **6.1. Legal Implications**

- 6.1.1. In accordance with Section 20 of the Planning and Compulsory Purchase Act 2004 (as amended) ('the 2004 Act'), the Council has a statutory duty to prepare planning policies and maintain an up-to-date development plan.
- 6.1.2. Secondary legislation relating to the preparation of development plan documents is set out in the Town and Country Planning (Local Planning) (England) Regulations 2012. The proposed consultation will be carried out in the stage of the plan-making process governed by Regulation 19. Regulation 19 requires councils to notify particular bodies and groups on the published Plan, and to ensure they are able to make representations on it.
- 6.1.3. In preparing a local plan, local planning authorities have to comply with the statutory duty to co-operate and carry out engagement throughout the plan making process in accordance with its Statement of Community Involvement.
- 6.1.4. The development of the publication draft Area Action Plan has taken proper account of the legal requirements associated with Sustainability Appraisal and the Habitats Regulations. These are intended to ensure that the Plan's preparation has taken full cognisance of the environmental, ecological and sustainability implications of its intended policies and proposals.

### **6.2. Finance Implications**

- 6.2.1. The preparation of the Publication Plan, including public consultation on it, is resourced through the existing Spatial Planning budget. The particular resources involved in carrying out public consultation comprise officer time, up to around £1000 in printing costs and up to around £500 to pay for any venues required for consultation events, although if council buildings can be utilised the latter cost will reduce.
- 6.2.2. By enabling redevelopment of brownfield land, the Area Action Plan sets out how growth linked to HS2 can support growth in the Borough's Tax base above a level identified in the existing Local Plan. Any site specific obligations will benefit infrastructure provision within the Area Action Plan boundary, benefiting Crewe as a whole.

### **6.3. Policy Implications**

6.3.1. The Local Plan is a key policy document, central to the achievement of sustainable development in Cheshire East.

### **6.4. Equality Implications**

6.4.1. The Council has a duty under Section 149 of the Equalities Act to have due regard to the need to: eliminate discrimination; advance equality of opportunity between persons who share a “relevant protected characteristic” and persons who do not share it; foster good relations between persons who share a “relevant protected characteristic” and persons who do not share it.

6.4.2. An Equality Impact Assessment is incorporated into the integrated Sustainability Appraisal of the Area Action Plan. This will consider how development proposals and planning policies will impact on different groups within the community.

### **6.5. Human Resources Implications**

6.5.1. Existing resources are in place and there are no new implications arising from this decision.

### **6.6. Risk Management Implications**

6.6.1. A Publication Draft Plan has been prepared taking account of the need to demonstrate the Plan’s legal compliance and soundness at examination.

6.6.2. Publication is an essential stage in the progression of the Area Action Plan and a major milestone towards its completion. The Local Plan Strategy do not directly address the implications and opportunities arising from the arrival of HS2 to Crewe and there is currently no meaningful policy framework in place to deal with the level of growth and opportunity presented. To manage and enable positive development here, there is hence a significant advantage in securing the timely progression of the Area Action Plan.

### **6.7. Rural Communities Implications**

6.7.1. The Area Action Plan concerns land within the urban area of Crewe and does not directly impact on any rural communities. However, supporting growth and regeneration within urban Crewe will deliver a significant amount of new housing and employment opportunities on previously developed land, therefore reducing the need to allocate greenfield development sites in the future.



## **6.8. Implications for Children & Young People/Cared for Children**

6.8.1. There are no direct implications for children and young people however the ambitions set out in the AAP will have a benefit in terms of the employment, homes and (environmental and social) services available to children and young people in Crewe and beyond.

## **6.9. Public Health Implications**

6.9.1. Appropriate Development Plan policies can help foster healthier living and working environments. The Crew Hub AAP contains a series of policies intended to improve public health through contributions to public realm and green infrastructure. The need for high quality pedestrian and cycling transport options is recognised. Traffic calming and speed control measures should also be considered where appropriate in the planning.

## **6.10. Climate Change Implications**

6.10.1. The Area Action plan includes a series of measures that will improve local air quality, reduce energy use in new buildings and secure additional green infrastructure in the area around Crewe Station. Within the plan there are requirements for new buildings to work toward achieving a net zero carbon footprint; a package of highways and transport interventions to manage congestion and air quality, and requirements for development to fully integrate walking and cycling throughout the area. Together these measures will enable the Council to reduce the carbon footprint of the borough, whilst delivering growth and achieving environmental sustainability in new development.

## **7. Ward Members Affected**

7.1. All Crewe Wards are affected by this decision.

## **8. Consultation & Engagement**

8.1. The report seeks approval to carry out further public consultation on the AAP ahead of its submission to the Secretary of State, building on the significant consultation and engagement that has already taken place in developing the draft Area Action Plan.

## **9. Access to Information**

9.1. Aside from the supporting information referenced in this report the relevant section of the [Council's website](#) includes the previous Area Action Plan Issues Paper; Development Strategy; and Development Strategy and Further Options papers; plus related supporting information.

## **10. Contact Information**



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

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**Appendix 1: Crewe Hub Area Action Plan (Publication Draft)**

**Appendix 2: Crewe Hub Area Action Plan (Publication Draft) Sustainability Appraisal**

**Appendix 3: Crewe Hub Area Action Plan (Publication Draft) Habitats Regulations Assessment**

**Appendix 4: Crewe Hub AAP Development Strategy and Further Options (2018) - Summary of Consultation Responses**

**Appendix 5: Crewe Hub Area Action Plan (Publication Draft) Evidence Base**

Cheshire East Local Plan

# Crewe Hub Area Action Plan

Publication Draft

March 2020





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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 and could bring transformational growth that can have significant environmental, economic and social benefits for the community of Crewe and beyond. The project offers huge opportunities to support regional economic growth and rebalance the economy of the north whilst securing a long term move towards greener and more sustainable forms of travel which are crucial to maximise the regeneration opportunities that can be truly transformative for Crewe.
- 1.2 Current plans already confirmed by government will see the operation HS2 services to Crewe by 2028, with a later phase linking Manchester and beyond. To maximise the opportunities for inter-regional connectivity, regeneration and economic growth, Cheshire East Council, working in partnership with Network Rail, the Local Economic Partnership and the Constellation Partnership, are continuing to engage with government to seek to secure additional investment in infrastructure that supports a more frequent service and an enhanced station at Crewe. Whilst the connectivity opportunity at Crewe Rail Station exists regardless of the Council's HS2 related growth ambitions, this opportunity is vastly improved if such investment can be secured.
- 1.3 Securing HS2 services to Crewe means delivering investment in Crewe Station to create a true HS2 Hub, with the rail infrastructure and facilities that can create a level of connectivity potentially of a scale that is truly transformative for Crewe. Such investment can bring high levels of new jobs and homes, and opportunities to radically improve the built environment and functionality of central Crewe, enhancing Crewe's already considerable transport advantages. Achieving this and enabling HS2 services to arrive at Crewe will require significant re-modelling of Crewe Station, creating additional passenger



capacity and facilities that in turn will create the need for complementary and supporting development in the environs of the station. Together, investment in Crewe Station and the delivery of a land use plan



embedded with measures to improve connectivity, have the ability to catalyse the private sector to respond to the opportunities of locating near to a national rail hub, with superb services and vastly improved built environment.

- 1.4 In considering how best to remodel Crewe Station, the Council has worked with Network Rail to propose a design solution that orientates the main station entrance, ticketing, public transport and parking facilities to Weston Road, introduces an additional rail crossing south of the station which creates capacity at Nantwich Road to refocus this entrance toward pedestrian and cyclist access. In the longer term the solution enables internal pedestrian access via a transfer deck that connects Gresty Road to Weston Road and supports a third local entrance opening directly off South Street.
- 1.5 The design solution for Crewe Station forms the heart of the Crewe Hub and intimately informs the accompanying land use and planning strategy set out in this Area Action Plan. The Crewe Hub Masterplan plan talks to the station proposals in a way that ensures the highest level of connectivity for all development in the area, seeking to create a new sustainable neighbourhood connecting the town centre to Crewe Station and a new Commercial Hub adjoining the reconfigured entrance at Weston Road.

- 1.6 This approach seeks to respond to the significant change that could be catalysed through investment in the rail services here. It sets out a supportive development framework with clear aspirations to realise and deliver the uplift in social and economic value that HS2 can bring to Crewe and establishes an enabling planning regime to secure jobs and deliver environmental improvements that will ensure growth here can make the most efficient use of land in a truly sustainable location, and ultimately rebalance our economy for success in the region, and the north.

### Responding to the Opportunity

- 1.7 In response to opportunities presented by developing a national high speed rail network, Cheshire East Council has undertaken a programme of work to demonstrate how securing HS2 services to Crewe and delivering investment in Crewe Station can:

- 1.7.1 Accommodate HS2 services and satisfy increased rail demand
- 1.7.2 Deliver growth that could not otherwise be achieved
- 1.7.3 Increase land value close to Crewe Station; and
- 1.7.4 Realise the increase in land value to fully mitigate the impacts of HS2 and realise its benefits in the local and regional economy.

- 1.8 The Council has pursued two complementary and integrated approaches to demonstrate how the above could be achieved. Firstly, a business case has been prepared, investigating what measures are needed and how investment can be realised to deliver the above, and secondly, a land use and planning strategy has been developed to support the management of place and co-ordination of development associated with investment identified in the business case.

- 1.9 The Council's business case sets out a strategy that:

- 1.9.1 Identifies improvements to Crewe Station that enable HS2 services to arrive in the town
- 1.9.2 Optimises benefits to Crewe through a land use strategy integrated with the station (including a package of infrastructure measures that support growth and investment); and
- 1.9.3 Establishes a funding mechanism, based on the retention of business rates within a newly created a HS2 Growth Corridor that will facilitate investment in infrastructure and facilities.

1.10 The Councils land use and development strategy has been prepared both within the earlier exploratory stages of the business case and later refined under the aegis of preparing a Crewe Hub Area Action Plan, and sets out a local planning policy framework that:

- 1.10.1 Manages development to ensure optimum physical integration with Crewe Station, supporting a shift to more sustainable travel and the most efficient use of land.
- 1.10.2 Supports high growth, and a flexible approach to development that allows schemes to fully realise the benefits and increased land value opportunity of locating close to Crewe Station
- 1.10.3 Sets out how land value can be captured to mitigate impacts, and deliver environmental and infrastructure improvements that support sustainable growth.

1.11 Importantly the Crewe Hub business case sets out the financial mechanisms that enable the AAP to build on provisions made in the Councils Local Plan Strategy and deliver development to maximise opportunities and support regeneration of Crewe. Setting out a package of measures that will help gap

fund key development opportunities and infrastructure ensures that the approach in the AAP can be delivered.

1.12 Accordingly this approach looks to the long term and presents a planning framework that has been tested on its ability to deliver long term growth, beyond the plan period, that substantially exceeds the growth set out in the LPS itself. The AAP stops short of establishing a new growth target for this area of central Crewe but does out how a framework that can support additional jobs and homes ahead of full review of the Local Plan in 2025 that can address such matters in full.

1.13 The following two sections set out the aims of the Crewe Hub Area Action Plan and the development principles that will underpin growth in the area around Crewe Station in the period before a full local plan review in 2025.

## **Aims**

1.14 The Crewe Hub will be transformed by:

### **1.15 Adding value**

1.16 Through public and private sector investment, alongside an enabling planning framework, the conditions will be created in the Crewe Hub to ensure that development in the area benefits Crewe and is able to fully contribute to measures that will realise the Crewe Hub ambition.

### **1.17 Investing in Infrastructure**

1.18 A package of investment in rail, highways and transport infrastructure will be delivered, including provision of a new east-west rail crossing south of Crewe Station that together will underpin and support development of the Crewe Hub. Green and blue infrastructure, public realm improvements and facilities to promote walking and cycling will create a vibrant place focused on creating sustainable new communities.

### **1.19 Improving the Environment**

1.20 New development presents an opportunity to vastly improve the availability and quality of public realm and green infrastructure, and instil a step-change in the local design dynamic. The Crewe Hub will focus on creating connected, integrated and permeable development linked by a series of public spaces that promote exploration and create new habitats and green space to mitigate the impacts of climate change.

### **1.21 Celebrating Heritage**

1.22 Crewe is a nationally important centre for the rail industry and has been instrumental in its development in this country. The industrial and rail heritage of the area is fundamental to Crewe's character and creating the environment to support new investment for the future, also means realising opportunities to celebrate the industrial and rail achievements of the past.

### 1.23 **Delivering Jobs**

1.24 Investment and development in the Crewe Hub will create the conditions that stimulate business demand to locate close to a nationally significant rail hub. Maximising the advantage of this location, the area will support knowledge-based, research and creative industries to locate in Crewe by providing new high quality facilities and supporting skills based training in the local area.

### 1.25 **Building Homes**

1.26 The area around Crewe Station has capacity and potential to deliver new homes creating new vibrant and sustainable neighbourhoods, well connected to the existing community, that can realise the most efficient use of land in the area and create regeneration opportunities that deliver for Crewe.

### 1.27 **Creating Places**

1.28 As series of green links and public spaces will permeate the Crewe Hub linking the area to Crewe Station and the wider town. Crewe Commercial Hub will take full advantage of its location in a highly connected place and regenerating the Mill Street area will create new high quality and sustainable neighbourhoods to bridge the gap between the town centre and Crewe Station by introducing a Green Link that extends across a radically improved Nantwich Road Corridor, directly into the station.

### 1.29 Connecting People

1.30 The Crewe Hub will be a highly connected place, both within its own development, and looking outwards to the rest of the world. The area will be globally connected through embedded digital communications infrastructure and physically connected through investment at Crewe Station that creates a world class transport interchange providing sustainable onwards travel options that meets increased passenger demand and turns Crewe into one of the most connected places in the country.

## Development Ambitions: Principles and Approach

### 1.31 Development Area 1: Mill Street

1.32 The area east of Mill Street will be the focus for new residential development focused on the delivery of town houses and apartments that offer high quality accommodation, in a variety of sizes and tenures. The Crewe Green Link and a network of connected green spaces will establish a new and vibrant arterial route between the station and town centre, supporting a new community that will be located in one of the most connected places in the country and enabling a critical mass of density that fully realises the opportunity of infrastructure investment in the area.

### 1.33 Development Area 2: Macon Way

1.34 Land west of Macon Way and around Crewe Arms roundabout will support a mix of uses focusing on business and employment in the south of the area and, in the longer term, new homes to the north. Development here will be focused on connections to both Crewe Station and to the Valley Brook, an important green space that will be integrated in the layout of new homes and offices forming both an essential green corridor to access facilities and services, but also an important landscape feature that connects the Crewe Hub to its wider setting in the Cheshire countryside.

### 1.35 Development Area 3: Commercial Hub

1.36 Land east of Weston Road presents an important opportunity to maximise the jobs density that Crewe can support and to truly capture the unique benefits of its location adjacent to Crewe Station. In the longer term the area will shift its employment offer in this location from predominantly warehouse and



manufacturing to present a high quality office environment that supports science, research and tech industries.

1.37 Development Area 4: Station Hub

1.38 Crewe Station is the heart of the Crewe Hub and investment here to upgrade station facilities and enable the arrival of HS2 services will be the axis around which the full potential of the Crewe Hub can be realised.

1.39 A new primary entrance will be established at Weston Road, incorporating station facilities, multi storey parking, public realm improvements and a new public transport hub. Office and conferencing facilities supported by restaurants and cafes will create a truly modern rail offer in the heart of Crewe, talking closely to the adjacent Commercial Hub.

1.40 The existing main entrance on Nantwich Road will become the main pedestrian and cyclist focused access to the station with a vastly improved public realm that connects from station to the Crewe Hub Green Link at Mill Street.

1.41 In the longer term a pedestrian access deck will enable full access through Crewe Station, over the platforms, connecting Weston Road to Gresty Road. This second pedestrian and cyclist focused entrance will open to a public plaza creating the key link for residents of Crewe South to access the station facilities.

1.42 A package of highways interventions (the Crewe Hub Access Package) will secure efficient and safe movement across the Crewe Hub, formed around a new rail crossing south of Crewe Station that will form the Southern Link Road Bridge.

1.43 Together, the extensive station, infrastructure and environmental improvements will create the conditions that secure investment in the wider area and draw people and businesses to what will be a truly sustainable location.

1.44 Development Area 5: Gresty Road

1.45 The area south of Nantwich Road and east of Gresty Road will host a range of new development and forms the gateway for Crewe South to benefit from improved access to the station. Managed parking and highways interventions in the areas west of here will ensure that the creation of a green highway corridor at Gresty Road successfully manages traffic and station access, whilst vastly improving the public realm throughout the area. This area will also host the western landing of the Southern Link Road Bridge which will be designed to integrate with the existing area and enable pedestrian and cyclist access through an additional rail crossing point. Mixed use development across the area will bring forward new investment and public realm improvements, most notably through the creation of a new public plaza and entrance adjoin Crewe Station at the site of Rail House.

1.46 Development Area 6: Nantwich Road Corridor

1.47 Nantwich Road Corridor will continue to play a critical role connecting east and west Crewe across the rail line but, with the opening of the SLRB, will perform a vastly different role focused on pedestrian and cyclist movement and access to the station. New cycling and walking routes that integrate green infrastructure will draw Crewe Station fully into the residential orbit of Mill Street, linking to Crewe Town Centre and beyond.

## 2. Plan Context

### National Context

2.1 In January 2012, the Government announced its intention to develop a new national high speed rail network known as High Speed 2, or HS2, which is expected to provide a huge increase in rail capacity, greatly enhanced rail connections throughout the UK and substantial reductions in journey times. The project was designed around a 'Y' shaped network extending from London, to Birmingham, Leeds and Manchester with substations anticipated to be delivered in the East Midlands and South Yorkshire.



- 2.2 The scheme provides new infrastructure to enable high speed only trains to run on high speed only tracks but also allow the same trains to run on conventional rail creating better connections to non-HS2 stations. Tracks are being designed to support services that can operate at around 250mph (conventional services operate at a maximum of 150mph).
- 2.3 The HS2 network is proposed to be delivered in two phases and a recent government review of the project (headed by Douglas Oakervee) has resulted in proposals to run Phase 1, linking London to Birmingham and onwards to Crewe by 2028-31, and Phase 2, incorporating Northern PowerHouse Rail from 2035-40.
- 2.4 At the time of writing, the detailed implications of the Oakervee Review are unclear in terms of timings for project delivery, rail possessions, engineering

works etc but the process has resulted in Governments reconfirmation of support for the entire scheme and an indication that HS2 services will be planned to arrive at Crewe from 2028 onwards.

### Local Context: Future Investment in Crewe Station

2.5 Investment in the rail infrastructure, buildings and environs of Crewe Station will mean delivery of:

- 2.5.1 A new primary Station entrance at Weston Road incorporating a public transport hub, station facilities, multi storey parking and new commercial, retail and business space;
- 2.5.2 A secondary pedestrian and cyclist focused entry at Nantwich Road;
- 2.5.3 A third local entrance, focused toward pedestrians and cyclists at Gresty Road;
- 2.5.4 A new rail crossing south of the Station (the Southern Link road Bridge);and
- 2.5.5 Delivery of significant public realm interventions at Nantwich Road and Weston Road





**Artists impression: Weston Road Entrance including public transport hub, multi storey parking, public realm and station facilities**



**Weston Road entrance, artists impression: station plaza**

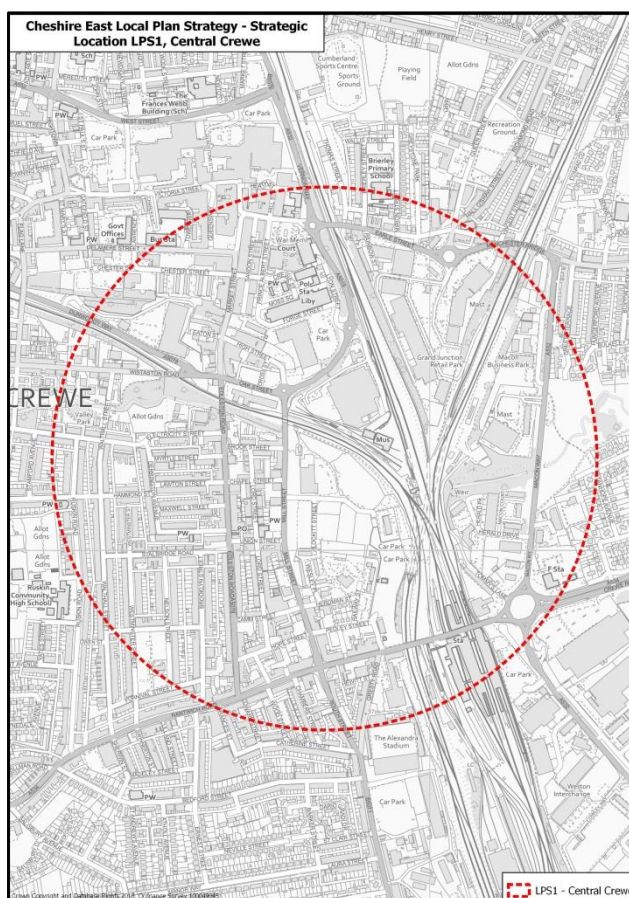
## Local Plan Strategy

- 2.6 The local context for development in Cheshire East is set out in the Cheshire East Local Plan Strategy (LPS) which establishes a series of strategic policies and allocations to meet the overall growth needs for the borough, to deliver a minimum of 36,000 homes and 380 hectares of land for business uses. Growth needs are distributed through a settlement hierarchy, with specific sites identified to meet the needs of settlements throughout the Borough.
- 2.7 Crewe is the largest settlement in Cheshire East and identified as a Principal Town. As such it is expected to accommodate in the order of 7,700 homes and 65ha of employment land, achieved through a series of land allocations identified in the LPS. The urban core of Crewe is addressed through policy LPS 1 Central Crewe, which identifies a high level approach to support regeneration and development opportunities enabling delivery of around 400 homes, additional retail and employment uses.
- 2.8 Although Crewe is already home to world-renowned companies in the fields of advanced engineering and manufacturing as well as business and finance the town underperforms on a range of indicators from, notably across health and education and its urban structure suffers from severance between it's main centres, Crewe Station and Crewe town centre.
- 2.9 Crewe saw a boom in engineering and railway industries, which grew around the railway junction, creating jobs and economic opportunity. Yet, the town's residential heart and high street developed just over 1km to the north of the station, away from the heavy industry.



2.10 Addressing this lack of connectivity and supporting the town to grow its economy and employment offer are at the core of this area action plan that will ensure that in the future these two centres will deliver renewed growth.

2.11 The LPS sets out the policy context in which this growth will take place and within which the Crewe Hub AAP is being prepared. 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.



2.12 The AAP extends to a geography larger than that of LPS1 but seeks to build on some of the key elements of that policy, notably to 'maximise opportunities for improvement and regeneration incorporating the introduction of new green infrastructure'. LPS1 also sets out a number of more specific issues that the AAP provides additional detail on, these are:

- 2.12.1 The delivery of new homes (at approximately 40 dwellings per hectare, including both apartments and family homes);
- 2.12.2 Provision of other commercial uses including office;
- 2.12.3 The incorporation of new, and improvements to existing, green infrastructure within new developments to include increased tree planting;

the creation of tree lined boulevards; the creation of green spaces; the provision of children's play areas and the provision of pedestrian and cycle links between new and existing developments;

- 2.12.4 Appropriately sited, rationalised and improved car parking to support town centre uses and the local economy;
- 2.12.5 Provision of new car parking, signage, concourse, public transport interchange and improved station facilities (including ancillary development relating to its use) at Crewe Railway Station;
- 2.12.6 The creation of pedestrian and cycle links to the railway station and the town centre;
- 2.12.7 Improvements to the wider highway network, including the A534 Nantwich Road Corridor and specifically in relation to the access to Crewe Railway Station;
- 2.12.8 Improvements to Crewe Railway Station, including the development of adjacent land for complementary uses, to improve connectivity at this major communications hub.

2.13 LPS 1 also includes a series of site specific principles of development that should be considered in development proposals for central Crewe. The most relevant to the AAP are:

- 2.13.1 The creation of stronger physical connections between the town centre, the railway station and Grand Junction including the provision of better transport information between the town centre and railway station.
- 2.13.2 The promotion of development which capitalises on and enhances Crewe Railway Station's position as a major communications hub.
- 2.13.3 The encouragement of landmark developments of an appropriate design in particular at Macon Way to reflect this prominent location. This should include offices or other commercial uses (not retail).



2.13.4 New buildings should be of a high design quality and respond to Crewe's railway heritage and contemporary living. The new development should sensitively retain and incorporate any heritage buildings and/or structures within them.

2.13.5 Provision of green infrastructure to reflect 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012) including tree planting; the creation of tree lined boulevards with the provision of greenspaces within new developments. The creation of green spaces including those linking green infrastructure and safe and secure pedestrian and cycle routes should be integrated into any development proposals.

2.13.6 Provision of new, and improvements to existing pedestrian, cycle and public transport links between existing and proposed residential areas, employment, commercial and leisure areas, schools and health facilities and within the town centre itself.

2.14 Collectively the provisions made in the LPS and through LOS1: Central Crewe have formed the basis of the approach set out in this AAP and have been used to inform a planning and land use response to the opportunities presented by investment in Crewe Station to deliver HS2.

### **Status of the Crewe Hub AAP and Material Weight**

2.15 The Crewe Hub AAP builds on the high level matters primarily set out in LPS1. It seeks to respond to the significant change likely to affect Central Crewe as a result of investment in Crewe Station and sets out a long term planning framework for the area, in anticipation of a local plan review in 2025 that will address the wider development implications of HS2 for the borough.

2.16 The Crewe Hub Area Action Plan forms part of Cheshire East Councils Development Plan, represents an evolution of policies in the council's strategic plan and a limited, but selective departure from policy LPS1: Central Crewe, in order to support additional growth in the area ahead of a Local Plan review.

2.17 Given that HS2 is not scheduled to arrive to Crewe until 2028, and the AAP has a plan period to 2030, this plan is primarily a mechanism to manage and support the earliest investment and development opportunities to ensure that a comprehensive and integrated approach to development is taken in the area whilst testing the longer term potential of high growth in its evidence base. As such this plan represents a transition between the Councils 'non-HS2' Local Plan Strategy of 2017 and a full plan review in 2025 that will further consider the impact of HS2 on the borough.

2.18 Therefore, to realise the opportunities presented by HS2, manage this change and support investment and development of Crewe Station and the surrounding area, the Crewe Hub AAP sets out a planning framework that responds to the significant change that HS2 could bring to Crewe, ensuring the Council is well placed to positively manage development here in the long term.

2.19 Overall, the Crewe Hub Area Action Plan:

2.19.1 Establishes a long development framework which will support and manage development around Crewe Station;

2.19.2 Represents an evolution of policies in the LPS and a selective departure from Strategic Location LPS1: Central Crewe allowing additional growth in the period until a full review of the local plan is undertaken.

2.19.3 Creates a transition between the non-HS2 planning framework of the Council's Local Plan Strategy ahead of a full plan review in 2025.

2.19.4 Forms part of the statutory development plan and legally be the starting point for deciding planning applications within its boundary

2.20 Importantly the Crewe Hub Area Action Plan will not:

2.20.1 Trigger a Local Plan review or trigger investigation into other development opportunities arising from HS2 that are located outside of the boundary of the AAP.

2.21 Therefore the CHAAP has been prepared to be consistent with the LPS but represents an evolution of the approach set out here, exploring opportunities to deliver additional growth beyond the plan period whilst creating a framework within which to manage early development matters around Crewe Station, some of which may arise in the interim period.

### **Sustainability Appraisal**

2.22 The Council must carry out an appraisal of the sustainability of the policies and proposals in the Crewe Hub AAP. This has helped the Council to demonstrate how the Crewe Hub AAP will contribute to the achievement of sustainable development.

2.23 A Sustainability Appraisal Scoping Report (Scoping Report) was published in November 2018. 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.

2.24 The Scoping Report:

2.24.1 Identified the key social, environmental, and economic issues facing Cheshire East;

- 2.24.2 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; and
- 2.24.3 Developed a series of tools for the assessment of the sustainability of the Local Plan

2.25 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.

2.26 The Sustainability Appraisal Report has been produced under Regulation 18 of the Local Planning Regulations, to demonstrate that the Sustainability Appraisal 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 2.

2.27 The legally required SA Report is published alongside this document and can be found in Appendix 2.

### **Habitats Regulations Assessment**

2.28 The Crewe Hub AAP is also supported by a HRA to assess the impact of the AAP on internationally designated nature conservation sites both alone and in combination with other plans and projects. The HRA is an iterative process and has played an important role in refining the contents of the Crewe Hub AAP. HRA screening has been undertaken and a full report is included at Appendix 2.

## Main Issues

2.29 This section summarises some of the key issues for the plan area and a summary analysis of potential opportunities. A more detailed assessment of the relevant issues for Crewe can be found in the Background Report which accompanies this plan and includes specialist technical reports. These, along with the Consultation Reports and the Sustainability Appraisal process provide the context for the development of the vision, objectives and policies in this Plan.

### 2.30 People and Population

2.31 The population around the study area is younger than Cheshire East average, with 68.5% of the local population being of working age (16-64) and only 13.46% of residents aged over 65 years old.

2.32 The 2011 Census put the number of unemployed Crewe residents at around 2,500, which equated to 4.7% of the population aged 16 to 74. This was slightly above the England and Wales average (4.4%), but considerably higher than Cheshire East average (3.2%).

2.33 Crewe has some of the most deprived communities in England; there is an association between deprivation and health inequality and Crewe has some of the worst performing indicators of health in Cheshire East.

2.34 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, however thirteen of Crewe's 47 Lower Layer Super Output Areas (LSOAs) are among the 20% most

deprived in England and 20 of the towns LSOAs are within the 20% worst performing areas nationally for education skills and training for young people and children.

2.35 At time of the 2011 Census, 24.3% of the town's 16+ population had no qualifications (similar to England and Wales average of 24.8%), but this proportion exceeded 30% in the wards of Crewe North (30.5%) and Crewe St Barnabas (35.7%). The proportion with a qualification at or above Level 4 (which broadly equates to degree level) averaged only 19.7% across the town as a whole and was well below the England and Wales average (24.4%) in six town's wards.

### **2.36 Environment and Biodiversity**

2.37 The area is predominantly urban with a general lack of amenity green space and habitats however there are European Designated Sites within 10km of the plan boundary and a site of Biological Importance in close proximity to the boundary at Quaker Coppice.

2.38 There are areas of flood risk around Valley Brook.

2.39 There is a general lack of urban habitat and green infrastructure across the area and opportunities to link to the Valley Brook are not currently being taken.

2.40 CO<sub>2</sub> from traffic has increased and the boundary includes part of Nantwich Road, the subject of an Air Quality Management Area;

### **2.41 Transport and Connectivity**

2.42 Crewe is well served by bus routes and which will be improved by a a planned new bus station, as part of the wider regeneration plans for Crewe Royal Arcade, enhancing the experience of arriving in the town centre by bus.

2.43 However the area is subject to high volumes of traffic and congestion at peak times, contributing to air quality issues. Rail severance limits the ability to re-route traffic and junction and road improvements are necessary to accommodate more development in the area.

2.44 Pedestrian and cycle movements in the town centre are supported by a number of routes suitable for cyclists but that do not represent an extensive formalised network. There is a lack of quality pedestrian and cycle routes in the wider town, particularly towards its edges 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.

2.45 Connectivity and integration of modes between the town centre and the station needs improvement.

#### 2.46 **Business and Retail**

2.47 The WYG Retail Study (2016/2019 update) evaluated retail performance across Cheshire East producing a series of health check assessments.

2.48 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; operators focused 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

2.49 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%.

## 2.50 Housing

2.51 Crewe has a faster level of population growth than the Cheshire East trend over the past 5 years.

2.52 The population in Crewe is younger than Borough averages and Crewe has smaller household sizes than the borough average.

2.53 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 act as a barrier to the local population's ability to afford housing and therefore the relationship between residents housing opportunities and employment opportunities is important.

2.54 There is a lower satisfaction with living in Crewe than the Borough average, and a relatively high level of deprivation on the living deprivation index points to a strong need for qualitative interventions

## Accompanying reports and evidence base



2.55 The following reports have been prepared to inform the development of the Crewe Hub Area Action Plan. These reports should be consulted for more detailed information and form the evidence base for this plan. Links to these reports can be found in Appendix 2.

- 2.55.1 [All Change for Crewe: High Growth City \(2013\)](#)
- 2.55.2 [Crewe HS2 Hub Draft Masterplan Vision \(2017\)](#)
- 2.55.3 [Constellation Partnership HS2 Growth Strategy](#)
- 2.55.4 [Crewe Hub Station Campus Design and Masterplan \(2018\)](#)
- 2.55.5 [Housing Need Study Evidence Base \(2019\)](#)
- 2.55.6 [Delivering Employment, Skills and Training Background Report \(2020\)](#)
- 2.55.7 [Crewe Station Hub: Retail Evidence \(2019\)](#)
- 2.55.8 [Addendum to 2018 Cheshire East Retail Study Update \(2020\)](#)
- 2.55.9 [Heritage Study and Heritage Impact Assessment \(2019\)](#)
- 2.55.10 [Transport Evidence Base \(2019\)](#)
- 2.55.11 [Crewe Hub Southern Link Road Bridge Grip 2 Feasibility \(2019\)](#)
- 2.55.12 [Crewe Southern Link Road Bridge Access Options – Preferred Route Assessment \(2019\)](#)
- 2.55.13 [Public Open Space Evidence Base \(2019\)](#)
- 2.55.14 [Environmental Assessment \(2019\)](#)
- 2.55.15 [Sustainability Appraisal & Habitats Regulations Assessment \(2020\)](#)
- 2.55.16 [Equality Impact Assessment \(2020\)](#)

## **Developing the Plan – Consultation and Previous Stages**

2.56 Extensive consultation has been carried out during the preparation of the Crewe Hub AAP, and the inputs of key stakeholders in the area sought. Accompanying consultation reports summarise the results and resulting changes to the Crewe Hub AAP as it progressed.

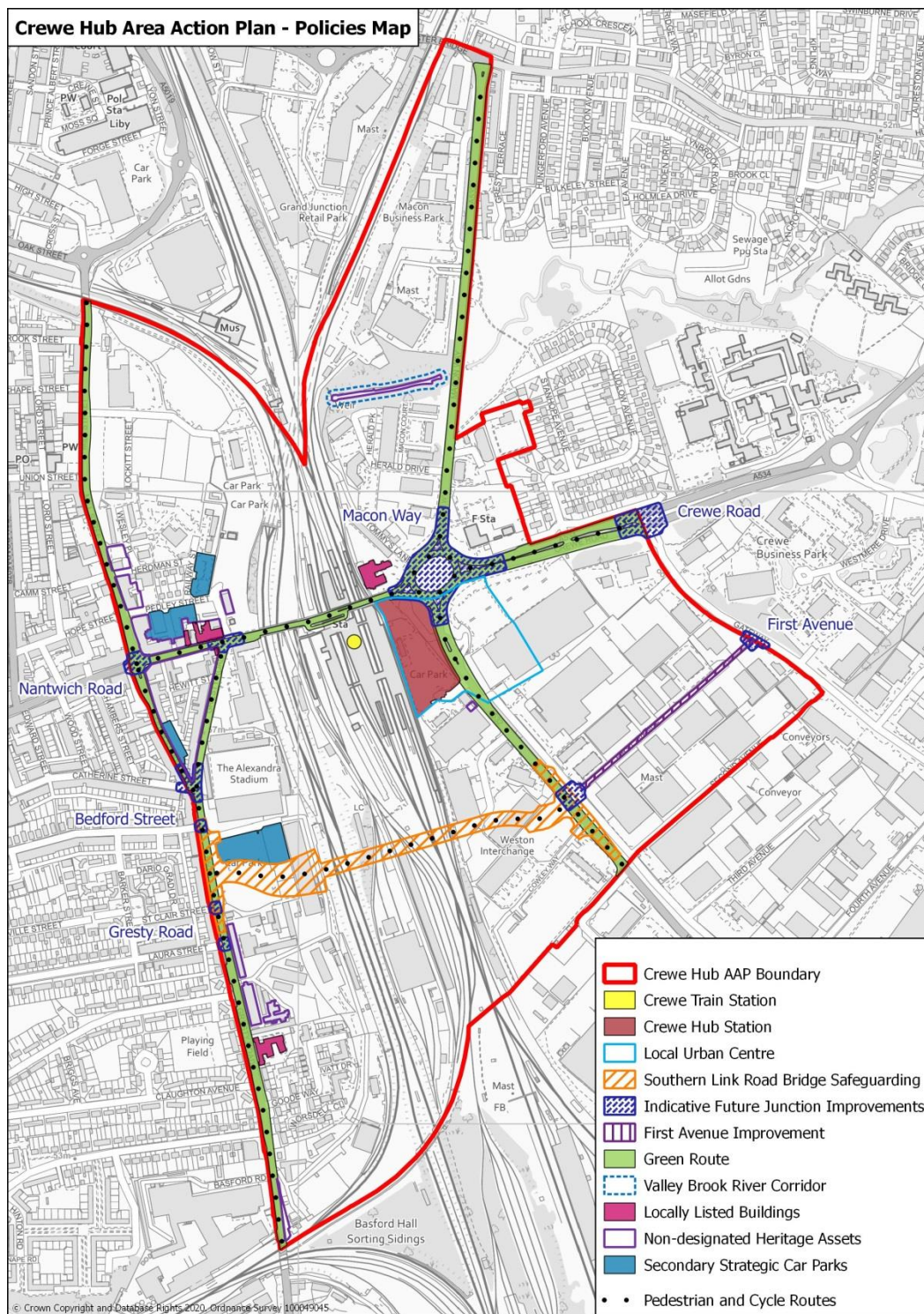
### 3. Vision

- 3.1 Through the creation of new sustainable neighbourhoods and an exceptional and vibrant urban business district, integrated with an improved Crewe Station, development of the Crewe Hub will ensure Crewe can realise its potential as a nationally significant transport and 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.
- 3.2 To achieve this the Crewe Hub Area Action Plan paves the way for the arrival of HS2, setting out how opportunities arising from investment in Crewe Station can be realised to improve the quality of life for present and future residents and build on the ambitions of the local plan, primarily set out in policy LPS1: Central Crewe, to maximise opportunities for improvements and regeneration.
- 3.3 Building on this approach the highest quality design and sustainability standards will be embedded throughout development in the Crewe hub, creating a gateway into the region that is visually important, economically successful, publicly vibrant and celebrates the importance of Crewe's industrial and rail heritage creating an exciting place to live, invest and visit.
- 3.4 Development will be designed to connect people to the places they need to be, creating new green routes across the area. Key interventions at Crewe Station will provide the core rail infrastructure that will unlock investment, and upgrades across the local highways network will ensure efficient access to the station and the successful management of future transport needs across the Crewe Hub.
- 3.5 Capitalising on this connectivity, intensification of business uses east of the station will deliver a new commercial district, marking a step change in design

quality in the area and stimulating market appetite for new investment beyond the station, bringing new jobs, skills and sustainable growth.

- 3.6 Connecting new development across the Crewe Hub, a vastly improved environment will introduce a wide range of new habitats, green infrastructure and public realm creating an integrated green network of routes and spaces, and an active and stimulating environment that is resilient to the effects of climate change.
- 3.7 This connectivity will form the basis of a new residential offer in the area, built on the creation of new, well connected and walkable neighbourhoods at the edge of the town centre that will support the vitality of Crewe in the long term, and create a new market for a range of exceptionally well designed homes, integrated with the existing community.
- 3.8 Achieving this Vision will optimise the benefits arising from investment in Crewe Station, and the arrival of HS2 services, realise our most sustainable travel opportunities; it will support economic investment, jobs growth and new neighbourhoods, and create a step change in climate resilience in the built environment that will unlock the full potential that Crewe has to offer.

## Crewe Hub Area Action Plan Policies Map



## Objectives

### **Objective 1: Maximising Development Opportunities**

**Provide a new Commercial District and mixed use commercial and residential development in other locations to support and enable the delivery of an upgraded Crewe railway station.**

This will be delivered by:

1. Maximising land efficiency to deliver new employment floorspace and homes
2. Supporting existing businesses to benefit from the arrival of HS2 to Crewe
3. Enabling the delivery of new services, facilities and enhanced public realm
4. Capitalising on accessibility by supporting improved transport infrastructure
5. Supporting the on-going regeneration of Crewe town centre through:
  - a. New and improved pedestrian and cycling links between the town centre and Crewe railway station
  - b. The extensive regeneration of the Mill Street area, creating vibrant new neighbourhoods connected to both the town centre and Crewe railway station
  - c. A retail offer that serves the needs of travellers and visitors, but which does not compete with the existing town centre



## **Objective 2: Improving Connectivity**

**Development across the Crewe Hub will embed the most advanced digital infrastructure and vastly improve physical connectivity and accessibility to, from and around Crewe railway station, and across the wider sub-region.**

This will be achieved through:

1. The delivery of an upgraded Crewe railway station with:
  - a. Rail infrastructure to accommodate 5 / 7 HS2 trains per hour and that enables enhanced operational capacity to improve local and regional rail connectivity
  - b. A primary entrance on Weston Road, providing main vehicular access and a local transport hub connecting to Crewe Bus Station and beyond
  - c. A reconfigured entrance at Nantwich Road focused on pedestrian and cyclist access
  - d. A new pedestrian access at Gresty Road creating a transfer deck and pedestrian link through Crewe railway station to Weston Road
  - e. An improved public realm adjoining the railway station and across the Crewe Hub
2. Integrating the most advanced digital and smart technology in the fabric of new development
3. Successfully managing increased vehicular demand through:
  - a. Minimising conflicts with local trips by ensuring that vehicles are directed to both the Strategic Road Network and Major Road Network.
  - b. Increasing highway capacity to unlock development land and allow efficient operation of the highway network, particularly in relation to vehicle movements crossing the West Coast Mainline within the Crewe Hub
  - c. Future proofing the transport network, to make sure that it can fully adapt and capitalise on emerging technologies (such as electric, self

driving and on-demand vehicles) that improve journey time reliability and reduce vehicle emissions

- d. Consolidation of local parking provision and increased parking capacity close to Crewe railway station and in the Commercial District
- e. Creating a safe, high quality journey experience and maximising the use of sustainable transport modes by walking, cycling, bus and rail through new and improved links
- f. Establishing a local transport interchange adjoining Crewe railway station on Weston Road, connecting to the town centre and beyond

**Objective 3: Delivering Sustainable Development**

**Development across the Crewe Hub will be underpinned by environmental and social infrastructure that also contributes to sustainable place-making.**

This will be delivered by:

1. Ensuring new development delivers net-zero greenhouse gas emissions through a range of measures both on and off site
2. The provision of social, health, education and green infrastructure across the Crewe Hub
3. Maximising the opportunity to reduce reliance on vehicles by creating a new residential offer, built to high design standards, to match employment opportunities within walking distance of Crewe railway station
4. Supporting skills and jobs by levying contributions to local education and skills-based training associated with the delivery needs of HS2 and other development across the Crewe Hub
5. Ensuring development supports and enables healthier lifestyles through active design and an improved travel, leisure, recreation, sport and cultural offer
6. A net gain in biodiversity through a network of linked public spaces incorporating green infrastructure that retains, improves and provides new habitats



#### **Objective 4: Improving Environmental Quality**

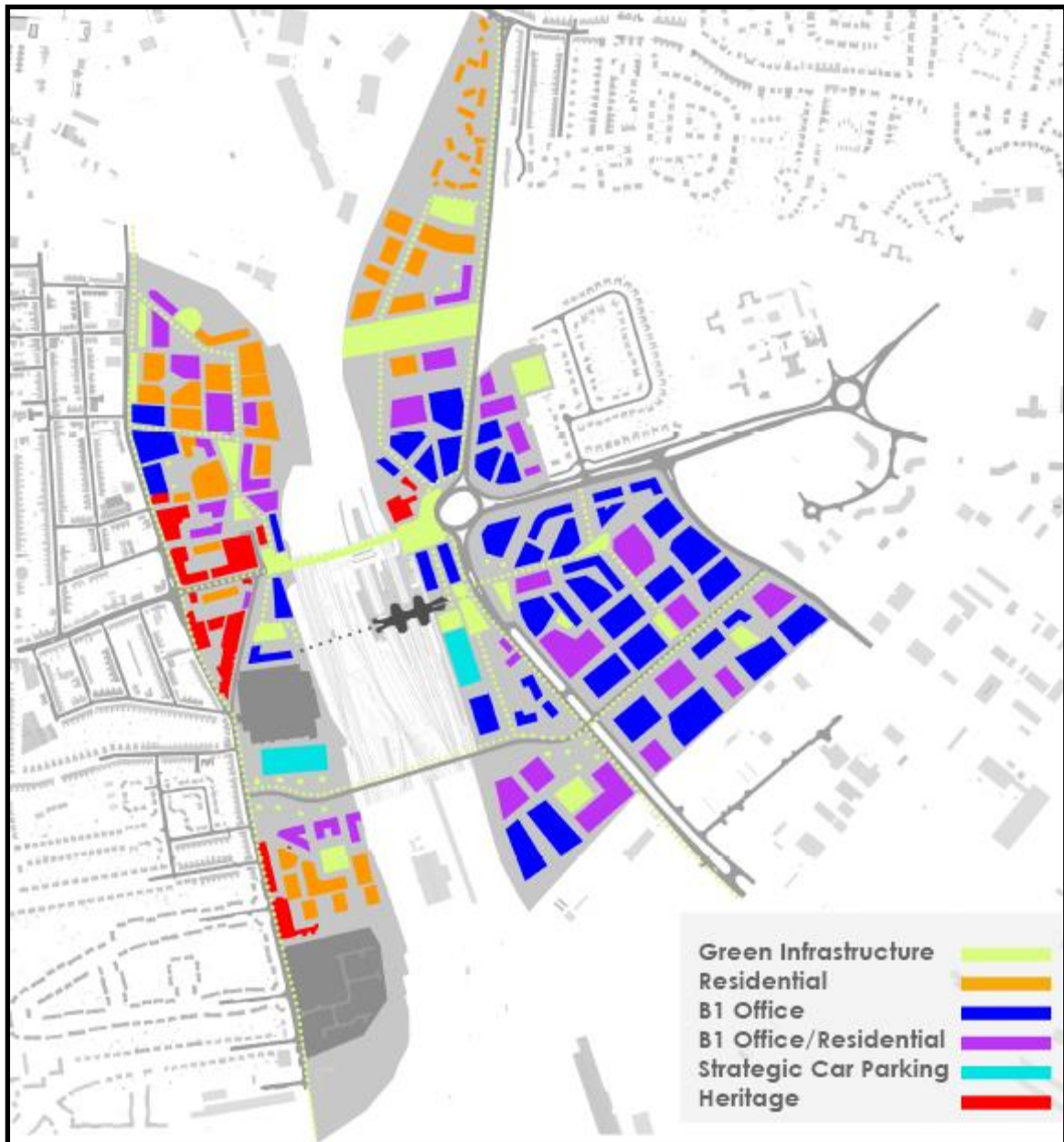
**A new innovative design dynamic will be promoted across the Crewe Hub with an emphasis on enhancing environmental quality through development that is coherent, connected and makes best use of local character and heritage to establish a sense of place.**

This will be achieved through:

1. Significant improvements to the station environment including improved frontages and high quality and accessible public spaces that create a positive transition between Crewe railway station and the local area
2. Building design that fully integrates environmentally sustainable measures and that improves the image and function of the Crewe Hub
3. A new townscape with active ground floor uses, liveable streets and skyline of increased height and quality
4. Exceptionally designed landmark buildings, in key locations
5. The retention and integration of locally valued heritage assets and character buildings within new development
6. An improved urban landscape, more recognisably connected to Cheshire's countryside through integrated green infrastructure
7. The delivery of a high quality public realm that prioritises pedestrians and cyclists, is underpinned by active spaces, navigable streets and high quality materials, and that delivers multi-functional benefits as part of a high quality green and blue infrastructure environment, utilising any opportunities for the sustainable management of surface water
8. Creating a sustainable solution to the water environment as a result of new development and improving overall water quality in the area

## 4. Development Opportunities

Figure 1: Crewe Hub Masterplan



## Policy DO1: Crewe Hub Development Principles

Proposals that are consistent with the Crewe Hub Masterplan (figure 1), or more detailed design codes produced after the adoption of the Crewe Hub AAP, will be supported in principle.

Development in the Crewe Hub should be brought forward comprehensively with individual sites relating well to one another in their use, design, layout and function contributing to improved connectivity across the area

All new development should:

- a) Make the most efficient use of land to deliver regeneration opportunities, residential development and economic growth.
- b) Significantly contribute to improving the environment, character, and function of the Crewe Hub.
- c) Be designed to incorporate features that facilitate the use of walking, cycling and public transport.
- d) Contribute either directly or through legal agreements to the delivery of the primary Green Routes identified in policy IC2.
- e) be accessible and inclusive – ensuring that developments can be used safely, easily and with dignity by all, regardless of disability, age, gender, ethnicity or economic circumstances.

### Meanwhile uses

Where a current use is no longer viable as a result of:

- a) works to Crewe Station
- b) rail infrastructure works; or
- c) other infrastructure or construction works in the Crewe Hub,

Temporary planning permission for meanwhile uses will be supported that enhance the vibrancy and vitality of the area, promote existing local business,

support community functions or the needs of points a) – c) above. Additional car parking will not be supported under this policy.

**Supporting Text:**

The masterplan sets out the spatial vision for the AAP, demonstrating how regeneration and development opportunities can be unlocked and how new routes, green space and infrastructure can be delivered.

The masterplan provides guidance to inform the preparation of development proposals for the area, setting out key matters that proposals should address in order to achieve high quality new development that will significantly enhance the area and benefit Crewe as a whole.

To ensure that individual development sites relate well to one another in their use, design, layout and function, the masterplan sets out a high level framework within which development should be considered. It should be used at an early stage in the design process to underpin the approach to integrating sites with existing development, and to establish how the site will relate to future development opportunities identified in the masterplan and adopted policies map.

Whilst LPS1 Central Crewe identifies potential to deliver some 400 new homes, the AAP is not limited to the geographic area identified in that policy and is introduced to recognise that since the LPS was drafted in the period before 2017, plans to secure that HS2 services to arrive at Crewe have significantly advanced with confirmation that HS2 will proceed, detailed proposals on station improvements fully developed, and the legislation to implement these plans further advanced by government.

In anticipation of the opportunities presented by HS2 to increase jobs and residential density around a major rail hub, the masterplan represents a growth scenario accommodating around 2,400 new homes and 230ha of employment land (based on a mix of residential types and led by apartment development and B1 office use). It establishes a complimentary land use and infrastructure arrangement that can accommodate longer term growth beyond the plan period, associated with

investment in Crewe Station that enables improved rail services (including high speed rail services).

However, whilst the masterplan may be realised sooner if improvements to Crewe Station and the arrival of HS2 come to fruition earlier, the overall land use arrangement is conceived primarily as a means to achieve positive regeneration for Crewe ensuring the most efficient use of land in proximity to an existing national transport hub, with or without HS2 and sets out a means to manage development now with a view to achieving increased growth density in the long term, and potentially beyond the plan period.

In the event that changing circumstances impact on the sites / infrastructure delivery in line with the stated programme then the council will consider measures as set out in Appendix 2 (Monitoring) of the AAP, including the use of its Compulsory Purchase Powers, in order for the stated objectives to be met.

#### **Related Documents**

Crewe HS2 Hub Masterplan Vision (2017, Cheshire East Council, ARUP, CBRE, LCR, HS2, The Constellation Partnership, Homes and Communities Agency)

HS2 Growth Strategy (2018, Constellation Partnership)

Crewe Hub Station Campus Design and Masterplan (2018, Grimshaw Architects)

Background Report to the Crewe Hub Masterplan (2020, Cheshire East Council)

CHAAP Background Report (2020, Cheshire East Council)

## **Policy DO2: Supporting Crewe railway station**

New development should support the delivery and successful operation of an upgraded Crewe railway station; development that impedes delivery of Station improvements, supporting infrastructure, facilities, access and entrances will not be permitted.

Development of Crewe railway station and immediate environs should incorporate excellent public realm, easy and safe access for pedestrians and cyclists and high quality features that support sustainable travel options.

### **Supporting Text:**

Proposals for the development of Crewe Railway Station are expected to include the following:

- Alterations to the station building including a new roof and reconfigured internal layout
- A new primary entrance from Weston Road to include:
  - extensive public realm
  - multi-storey parking
  - ticket office, station facilities and retail
  - office and conferencing/hotel facilities
  - public transport hub for bus stops, taxis and bicycle parking
- Reconfiguration of Nantwich Road entrance to focus on pedestrian and cyclist access
- Extensive public realm and highways works across Nantwich Road Bridge
- A new pedestrian and cyclist entrance opening to Gresty Road incorporating improved public realm and connecting through the station to Weston Road

Investment in Crewe Railway Station to deliver the above works underpins the approach to the Crewe Hub Masterplan, which in turn supports safe and convenient access to the station and a land use arrangement best placed to capitalise on proximity to a public transport hub of national significance.

Therefore development that sterilises the ability to deliver station improvements as identified, including associated infrastructure, or that significantly prevents the delivery of the Crewe Hub Masterplan, will not be permitted.

Much development associated with the railway network, including rail infrastructure itself, is governed by permitted development rights relating to operational railways. Whilst the upgrade to Crewe Railway 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 system. Accordingly a variety of works are likely to be developed that require planning permission.

Where planning consent is required the Council will seek to ensure the successful integration of the station building within its wider context and that the station environs are developed to not only support the upgrade of the station, but also take full advantage of the benefits of any new and improved services and facilities here.

### **Related Documents**

All Change for Crewe: High Growth City (2013, Cheshire East Council)

Crewe Town Centre Regeneration Delivery Framework for Growth (2015, Cushman and Wakefield)

Crewe Hub: Improving Capacity and Connectivity for our Customers (2016, Network Rail).

Crewe HS2 Hub Masterplan Vision (2017, Cheshire East Council, ARUP, CBRE, LCR, HS2, The Constellation Partnership, Homes and Communities Agency)

HS2 Growth Strategy (2018, Constellation Partnership)

### **Policy DO3: Economy and Employment**

Proposals for the re-use, re-development or intensification of the use of land within existing employment areas will be permitted in accordance with policies DO5 and DO9.

Proposals for new employment uses should be concentrated on the provision of B1a and B1b uses.

Increased scale, height and massing of B1a and B1b uses will be supported at the Commercial District (DA 3) to enable new commercial, knowledge based, science and creative sector industries to locate close to the railway station. Development in this area should contribute to the creation of an attractive environment for offices.

Additional B1a and B1b uses in other locations will be supported in accordance with policies DA1 to DA6, and will be supported where they form part of mixed use schemes.

#### **Supporting Text:**

The council seeks to support the efficient operation of the land market in the area to take advantage of opportunities arising from locating service, science and knowledge based industries close to Crewe Railway Station.

To make the greatest positive impact on the local and regional economy, and support high jobs density in a location that is highly accessible by rail services now, and will experience greater connectivity in the future, this policy supports a market led approach to the delivery of new B1 employment uses and the re-development of existing employment sites for B1 employment primarily in locations around the station, and longer term, from B2 and B8 uses to C3 Residential use at \development Area 2: Macon Way.

This policy should be read alongside LPS policies 'EG1: Economic Prosperity', 'EG2: Rural Economy' and 'EG3: Existing and Allocated Employment Sites'.



Decisions to develop individual sites and / or change land use in the area may impact on the council's supply of housing and employment land. Development activity and any gain or loss of employment or housing land will be monitored in accordance with Chapter 16 of the Local Plan Strategy 'Monitoring and implementation'.

In circumstances where B2 or B8 employment sites are redeveloped for B1 uses and this leads to a loss of employment land supply in the area, proposals for non-allocated employment sites that meet identified employment needs will be considered in accordance with 'Enterprise and Growth Policies' as set out in the LPS.

### **Related Documents**

Crewe HS2 Hub Masterplan Vision (2017, Cheshire East Council, ARUP, CBRE, LCR, HS2, The Constellation Partnership, Homes and Communities Agency)

HS2 Growth Strategy (2018, Constellation Partnership)

Crewe Station Hub: Retail Evidence (2019, CBRE)

Crewe Hub Station Campus Design and Masterplan (2018, Grimshaw Architects)

## **Policy DO4: New Residential Development**

The development of new, high quality homes will be supported where a density of at least 40 dwellings per hectare is achieved. Residential development at a greater density, massing and height will be supported at sites where:

- Proximity and connectivity to sustainable transport services at Crewe railway station, alongside their provision of facilities that enable use of sustainable transport, significantly reduces the need to travel by car.
- It can be demonstrated that higher levels of land efficiency and environmental quality are achieved.
- High quality design standards can be achieved both within the building itself and the surrounding public realm.
- Such buildings, or groups of buildings, make a positive contribution to the skyline.

Opportunities to introduce a mix of housing types, sizes and tenures suitable to meet the needs of different age groups, including older people, will be supported in accordance with the approach set out at DA1-6.

### **Supporting Text:**

This policy seeks to support delivery of development opportunities around Crewe Station by enabling greater density of development and therefore ensuring the most efficient use of previously developed land. Proposals should be considered with in accordance with the approach set out in policies DA1-6.

Whilst the exact quantum of growth to be distributed to Crewe is a matter for local plan review by 2025, the Crewe Hub AAP sets out an approach that provides guidance for development that may come forward ahead of then. It establishes a framework within which to support and co-ordinate regeneration and development opportunities in this interim period until a full plan review can more fully consider the impact of HS2.

To support the viability of schemes and ensure that proposals are able to fully meet the policy requirements of the Crewe Hub AAP and other policy requirements in the development plan, the Council will take a flexible approach to major residential schemes within the AAP working with developers to improve viability and ensure the most efficient use of land is achieved.

Major development proposals must be accompanied by a viability assessment. The costs of a viability assessment are to be borne by the applicant and will be independently assessed the applicant will be required to pay for and provide a viability evaluated and assessment by an external body on behalf of Cheshire East Council.,

Opportunities to incorporate a range a mix of housing types and tenures will be supported in major residential schemes in accordance with the approach set out in policies DA1-6. Where it is not possible to provide a mix of housing type, a mix of tenure and size will be sought.

#### **Related Documents**

Crewe HS2 Hub Masterplan Vision (2017, Cheshire East Council, ARUP, CBRE, LCR, HS2, The Constellation Partnership, Homes and Communities Agency)

HS2 Growth Strategy (2018, Constellation Partnership)

Housing Needs Strategy Evidence Base Report (2019, CBRE)

Crewe Hub Station Campus Design and Masterplan (2018, Grimshaw Architects)

### **Policy DO5: Mixed use development:**

Mixed use development will be supported where such uses are consistent with the approach set out in policies DA1-6 and a mixed use is necessary to support the viability of a scheme, and in other cases where uses serve a community need or create activity at the ground floor frontage of the building.

In B1 led mixed use schemes residential development will be supported where the Council is satisfied that such proposals are necessary to ensure scheme viability and that the residential element of the scheme is of a scale subservient to employment uses on the site.

#### **Supporting Text:**

Mixed use developments will be an essential part of development in the Crewe Hub and are an important means of promoting the efficient use of land, whilst improving viability of schemes.

Where the viability of a scheme is marginal and this can be demonstrated through an open book exercise, paid for by the applicant, mixed use proposals that improve viability will be considered on their merits. The number of jobs created, and the schemes ability to deliver or contribute to the infrastructure and policy requirements of this plan will be taken into account when considering mix use developments and their ability to improve viability of the overall scheme.

Where mixed use development is found acceptable, the balance of uses should support the preferred approach to the area set out in the Crewe Hub Masterplan and policies DA 1- to 6.

To promote sense of place, improve security and animate local streets, active ground floor uses are particularly important in mixed use development. Proposals should demonstrate that they have made all reasonable efforts to make sure that the proposed active uses will be delivered and occupied, and in particular there is an expectation that the approach to leasing and management will be flexible to accommodate a range of users, including those from the independent sector.

**Related Documents**

Crewe HS2 Hub Masterplan Vision (2017, Cheshire East Council, ARUP, CBRE, LCR, HS2, The Constellation Partnership, Homes and Communities Agency)

HS2 Growth Strategy (2018, Constellation Partnership)

Crewe Hub Station Campus Design and Masterplan (2018, Grimshaw Architects)

Housing Needs Strategy Evidence Base Report (2019, CBRE)

Crewe Station Hub: Retail Evidence (2019, CBRE)

## **Policy DO6: Affordable housing**

In developments of 15 or more dwellings (or 0.4hectares) 30% of all residential development will be required as affordable housing.

The requirement should be met on site delivering a tenure and housing mix suitable to the area and split between 65% affordable rented accommodation and 35% intermediate affordable housing.

Where viability is marginal a flexible approach may be considered in accordance with the approach set out below.

### **Supporting Text:**

The Council will normally seek onsite delivery of affordable housing in accordance with LPS Policy SC 5 Affordable Homes. However, the council will be mindful of the costs of bringing forward development in the Crewe Hub and will consider affordable housing provision, on a case-by-case basis. Affordable housing requirements should be balanced with other requirements for transport infrastructure, community facilities, open space and the policy requirements of the Crewe Hub AAP.

Where it is demonstrated through robust viability evidence that delivery of affordable housing on site, would render the development of a site unviable (in line with paragraph 7 of LPS Policy SC 5 'Affordable Homes'), an alternative approach to provision may be supported.

In such circumstances the developer will be required to submit an open book viability assessment. In such cases the council will commission an independent review of the viability study, for which the developer will bear the cost. In cases where such alternative affordable housing provision is agreed there may be a requirement for the provision of 'overage' payments to be made. This will reflect the fact that the viability of a site will be agreed at a point in time and may need to be reviewed, at set point(s) in the future.

In circumstances where it can be demonstrated that schemes are not viable an approach reflecting local housing circumstances may be supported where:, the council will normally require:

- a) 50% of the affordable housing is delivered without public subsidy and provided on site; and
- b) 50% of the requirement is provided in the form of a financial contribution to improve housing stock in the local area.

Where such an approach is supported it should be in accordance with identified needs and the Councils Home Repairs and Adaptations for Vulnerable People: Financial Assistance Policy or any subsequent replacement policy.) and agreed with the Councils Strategic Housing Team.

In exceptional circumstances and where it can be justified, as a first alternative to delivering a) above, the affordable housing will be accepted off-site; this should be on a site that is agreed with the Council as being in a suitable location, relative to the housing need to be met. In exceptional circumstances and where it can be justified, as a second alternative, a financial contribution will be accepted in lieu of affordable housing provision

Where a financial contribution is sought (related to either a) or b) above) , the Council will seek to use a standard methodology which will be detailed in additional guidance and based on evidence such as the Strategic Housing Market Assessment, local housing needs surveys and other housing market studies.

### **Related Documents**

Housing Needs Strategy Evidence Base Report (2019, CBRE)

Home Repairs and Adaptations for Vulnerable People: Financial Assistance Policy (2017, Cheshire East Council)

## **Policy DO7: Crewe Hub Local Urban Centre**

A Crewe Hub Local Urban Centre is defined on the adopted policies map at DA4 Station Hub and the frontage of DA3 Commercial District.

Within the Crewe Hub Urban Local Centre, individual units for main town centre uses should:

1. provide small scale convenience and comparison goods only. Bulky goods retail provision will not be permitted.
2. Cumulatively not exceed 6400sqm gross floorspace

Outside of the Crewe Hub Local Urban Centre, retail and leisure proposals that exceed 500sqm gross floor space, including proposals to extend A1 stores, or to vary the range of goods permitted to be sold, must be accompanied by an impact assessment and demonstrate that they do not have a significant adverse impact on:

- a) The delivery of existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- b) The vitality and viability of any existing centre, including local consumer choice and trade in the town centre and relevant wider retail catchment, up to five years from the time the application is made.

For major schemes where the full impact will not be realised in five years, the impact should be assessed up to ten years from the time the application is made.

Where any proposal fails to satisfy the sequential test and/or is likely to have a significant adverse impact on one or more of the considerations set out in criterion a), it will be refused.

### **Supporting Text:**

LPS Policy EG 5 'Promoting a town centre first approach to retail and commerce' sets out the retail hierarchy in Cheshire East, using the settlement hierarchy set out in LPS Policy PG 2 'Settlement hierarchy' (principal towns, key service centres and local service centres).



Policy DO8 therefore supplements LPS Policy EG 5 and confirms the retail hierarchy in Cheshire East.

To ensure adequate provision of retail services at Crewe Station and support the sustainability of Crewe town centre by providing certainty over where other retail provision is considered appropriate, a new local urban centre has been added to the retail hierarchy and is defined on the adopted policies map at DA4 Station Hub and the frontage of DA3 Commercial District.

Within the defined Crewe Hub Local Urban Centre proposals for main town centre uses should be small scale (around 500sqm gross), create an active frontage to the public realm and be commensurate with the centre's role and function as a travel hub and business district. For the avoidance of doubt, the Crewe Hub local urban centre does not fall within the definition of town centres in the glossary of the NPPF and therefore relevant applications will not be required to undertake a sequential test considering impact on this centre.

National planning policy promotes the role of town centres as the heart of communities and requires that their vitality and viability are protected and enhanced. In doing so, it requires applications for edge and out-of-centre development for retail and leisure uses that are not in accordance with an up-to-date development plan, to be supported by impact assessments, where their size exceeds the relevant threshold. The NPPF sets a national threshold of 2,500 sqm, however, local planning authorities are able to set their own thresholds in the light of local evidence.

In accordance with guidance set out in Planning Practice Guidance, the Threshold Policy for Main Town Centres Uses Impact Test: Evidence and Justification Report (2018) has analysed data from a number of sources in forming a view on the appropriateness of setting alternative threshold levels. Overall, the report concluded that it is appropriate to set local thresholds for the borough to reflect the differing scale of defined retail centres. Those thresholds relevant to the Crewe Hub are shown in the table within the policy.

Where a catchment area extends across a number of centres, the need or otherwise for an impact assessment must have regard to the thresholds for each centre. Applicants are encouraged to engage with the council at an early stage to discuss the implementation of the sequential and impact assessment.

In undertaking the sequential test, flexibility should be demonstrated on matters such as format and scale and, where relevant, the cumulative impact of individual units within a close proximity to one another should also be considered.

### **Related Documents**

Crewe Town Centre Regeneration Delivery Framework for Growth (2015, Cushman and Wakefield)

Cheshire East Retail Study (2016, WYG)

Cheshire East Retail Study Update (2018, WYG)

Crewe Station Hub: Retail Evidence (2019, CBRE)

Addendum to 2018 Cheshire East Retail Study Update - Crewe Retail Capacity Update (2020, WYG)

Threshold Policy for Main Town Centre Uses Impact Test: Evidence and Justification Report (2017, Cheshire East Council)

Retail Assessment of Planned Crewe Hub Local Centre (2020, WYG)

## 5.Improving Connectivity

### Policy IC1: Improving Connections

All development by virtue of its form, design, layout, landscaping and external treatment should maximise the opportunities to improve permeability for pedestrians and cyclists and connections between Crewe railway station and Crewe town centre.

Development will not be permitted that impedes physical access or fails to improve it where it is reasonably possible to do so, given its location, form and scale.

#### **Supporting Text:**

Both the Cheshire East Local Transport Plan (LTP) and the DfT Local Cycling and Walking Infrastructure Plan Technical Guidance outline the importance of high-quality links for encouraging trips on foot that are coherent, direct, safe, comfortable and attractive.

The Crewe Hub Masterplan has been conceived with this in mind to improve connections between the town centre and Crewe Railway Station and improve permeability for pedestrian and cyclists throughout the Crewe Hub.

Applicants should consider how the design and layout of proposals positively contribute to this aim. New development should incorporate or contribute to walking and cycling infrastructure that prioritises pedestrians and cyclists and provides the most direct routes possible, such as providing crossings at desire lines that enable safe road crossings in one move.

In particular to support modal shift and access to sustainable transport options, pedestrian and cycling links should be at the top of the road user hierarchy in the vicinity of the Crewe Railway Station, with routes that are safe, high-quality and attractive to use.

#### **Related Documents**

Crewe HS2 Hub Masterplan Vision (2017, Cheshire East Council, ARUP, CBRE, LCR, HS2, The Constellation Partnership, Homes and Communities Agency)

Local Cycling and Walking Infrastructure Plan: Technical Guidance for Local Authorities (2017, Department for Transport)

Cheshire East Cycling Strategy 2017-2027 (2017, Cheshire East Council)

Cheshire East Local Transport Plan 2019-2024 (2019, Cheshire East Council)

Transport Evidence Base (2019, Jacobs)

## Policy IC2: Primary Green Routes

The Primary Green Routes are:

- a) Gresty Road and Mill Street
- b) Weston Road and Macon Way
- c) Nantwich Road

At the Primary Green Routes identified on the adopted policies map, schemes that upgrade existing transport corridors should:

- a) Deliver enhanced green and blue infrastructure that contributes to the creation of tree-lined boulevards, a linked network of local green spaces and enhanced urban habitats; and
- b) Incorporate high-quality pedestrian and cycling networks in accordance with policy IC4.

Building facades along the identified routes will be expected to be set back from the highway to incorporate high quality design and public realm features that create additional space for pedestrians, active streets and contribute to enhanced environmental sustainability in accordance with policies EQ1 and EQ2.

### **Supporting text:**

This policy seeks to ensure that where development takes adjoining the identified green routes, design matters will be especially important.

Applicants should engage with the Council at an early stage in the design process to ensure frontage and public realm elements create a positive relationship between buildings and the street, that encourages street activity.

Schemes brought forward under this policy should seek opportunities to include a range of green infrastructure throughout, such as street trees and urban meadows, green walls, green/brown roofs, rain gardens, water and other natural features.

For highways works, junction improvement and public realm improvements, schemes should take advantage of opportunities to introduce green infrastructure and biodiversity assets wherever possible.

**Related Documents**

Crewe HS2 Hub Masterplan Vision (2017, Cheshire East Council, ARUP, CBRE, LCR, HS2, The Constellation Partnership, Homes and Communities Agency)

### **Policy IC3: The Crewe Hub Green Link**

Within DA 1: Mill Street, and DA6 Nantwich Road Corridor, highways improvements and the layout of new development should create a Crewe Hub Green Link, establishing a new route that connects Crewe Railway Station to Crewe town centre through the area.

Such a route should be identified in development proposals and incorporate:

- a) A clear route that links Crewe railway station to Mill Street, and beyond to the town centre;
- b) Pedestrian and cyclist priority in the road hierarchy;
- c) New green infrastructure, and where relevant, the retention and improvement of existing green infrastructure; and
- d) High quality facades and frontage public realm including features that create active streets and contribute to enhanced environmental sustainability.

#### **Supporting Text:**

Figure 2 sets out an indicative block layout that would facilitate the Crewe Hub Green Link to be created and to ensure that the layout of development creates a new route between Crewe Station and Crewe town centre, applicants for development within DA1 Mill Street are encouraged to engage with the Council at the earliest opportunity.

It is recognised that a consented scheme at Mill Street Lockitt Street (18/5040N) does not include provision for a link as described in this policy.

If additional applications are made at this site, the Council will expect the incorporation of a link as described in policy IC3 and seek to work flexibly with the land owners and site promoters to achieve such a link.

The green link should be formed as a main arterial corridor, connecting different parts of the area together and forming the main route which prioritises pedestrian and cyclist movement between the station and town centre.

The Green Link should be a widened pathway that incorporates resting points, cycleways and green spaces through a mixture of tactile paving and landscaping that delineates how space is used.

The Green Link should connect Nantwich Road Bridge to Mill Street and development proposals in this area must demonstrate how the form and layout of schemes will create the route of the Green Link.

Along the Green Link a series of public spaces and squares should be incorporated to serve surrounding development, reflecting and contributing to the character of the area.

The Green Link should maintain an integrated approach to design and materials throughout its creating a consistency in design. The layout, design, landscaping, and relationship of public space to private buildings along the Green Link should create space for activity to take place on the street.

Similarly the use of buildings at ground floor, and that form the frontage of the Crewe Green Link, should create a visual connection to the street (for example by the extensive use of glazing at ground floor and not presenting a blank facade to the street) and encourage an active street scene through careful choice of materials, access solutions and boundary treatments that encourage physical and visual permeability between buildings and the street.

### **Related Documents**

Crewe HS2 Hub Masterplan Vision (2017, Cheshire East Council)

Crewe HS2 Hub Masterplan Vision (2017, Cheshire East Council, ARUP, CBRE, LCR, HS2, The Constellation Partnership, Homes and Communities Agency)

Crewe Hub Station Campus Design and Masterplan (2018, Grimshaw Architects)



## Policy IC4: Pedestrian and Cycling Networks

Major new development will be required to demonstrate how proposals contribute to the provision of a high quality pedestrian and cycling network that:

- a) Is accessible for all users, regardless of disability.
- b) Incorporates excellent way-finding.
- c) Includes secure cycle parking
- d) Achieves the design principles set out within the Department for Transport's Local Cycling and Walking Infrastructure Plan technical guidance.
- a) Segregates cyclists from motorised traffic and provides high quality routes and facilities in line with Cheshire East Council's Cycling Strategy and the Department for Transport's Local Cycling and Walking Infrastructure Plan guidance.

Key pedestrian and cycling routes are identified on the adopted policies map. Development that would impede the successful operation of such routes, or which fails to fully contribute to their delivery and improvement, will not be supported.

Key cycling and pedestrian routes identified are:

- a) Nantwich Road;
- b) Mill Street corridor to Crewe town centre;
- c) Weston Road;
- d) Macon Way;
- e) Crewe Road;
- f) Gresty Road; and
- g) Southern Link Road Bridge

### Supporting Text:

This policy seeks to reduce carbon emissions and improve the experience of the Crewe Hub by reduce the need to travel by private car, and encouraging more sustainable modes of transport particularly encouraging access to rail and bus services by cycling and walking.

Pedestrian and cycling networks should be designed into new development and create a high quality public realm linking housing, employment and public transport centres, that encourages people to walk and cycle. Networks should be designed to positively manage vehicular access and enables more sustainable patterns of travel that improve public health and reduce impact on the climate.

To effectively influence the individual's choice about their mode of travel, a range of options must be available that provide accessible, attractive, safe and reliable alternative options in respect of cost, time and convenience.

In major new development, applicants should submit information setting out how the requirements of policy IC4 will be achieved, demonstrating how pedestrians and cyclists have been prioritised in the road hierarchy and how access, connectivity and permeability in and through the development site has been improved to connect to local services and facilities.

### **Related Documents**

Cheshire East Cycling Strategy 2017-2027 (2017, Cheshire East Council)

Local Cycling and Walking Infrastructure Plan: Technical Guidance for Local Authorities (2017, Department for Transport)

Cheshire East Rights of Way Improvement Plan 2011-2026 (2011, Cheshire East Council)

Transport Evidence Base (2019, Jacobs)

Crewe Hub Station Campus Design and Masterplan (2018, Grimshaw Architects)

## **Policy IC5: Transport and Highways Infrastructure**

Development in the Crewe Hub will be required to make appropriate contributions to highways infrastructure that underpins the efficient operation of the network in the Crewe Hub and beyond.

To optimise the performance and benefits of the local network, proposals for a range of improvements to the highway network will be supported, and appropriate contributions sought toward their delivery:

1. Southern Link Road Bridge
2. Highways enhancement measures
3. Vehicular Access Corridors
4. Local Vehicular Access
5. Public Transport and Taxis

Development that prevents the delivery of these improvements, as identified on the adopted policies map or which hinders the ability to improve the capacity and efficiency of the local network, will not be permitted.

### **Supporting Text:**

Delivery of the Crewe Hub Vision and Crewe Hub Masterplan is dependent on the delivery of the infrastructure identified in this plan which will support all development in the area in planning terms.

In accordance with policies ISD1, ISD2 and ISD3, it is therefore considered necessary for development proposals in the Crewe Hub to contribute to such infrastructure accordingly, either through direct provision on site (for example relating to green infrastructure) or through contributions off site.

### **Southern Link Road Bridge:**

A new rail crossing (the Southern Link Road Bridge) south of the existing station is necessary to create capacity on the network that accommodates growth in the area.

The corridor, access route, buffer and landings of the Southern Link Road Bridge (SLRB) are identified on the adopted policies map. Only development that supports the delivery of the SLRB will be supported in these locations.

#### Highways Enhancement Measures

A series of local highways enhancement measures will be required to secure the efficient operation of the network and where relevant, contributions will be sought to:

- a) The Crewe Arms roundabout, and approaches
- b) Improvements schemes at Nantwich Road, Mill Street, South Street, Gresty Road;
- c) Dualling of the A5020;
- d) Dualling of the A500 between Junction 16 of the M6 and the Meremoor Moss roundabout (A500/A5020/A531junction);
- e) A scheme to reduce through-traffic using streets west of Gresty Road;
- f) Improvement scheme at A5020 Weston Gate Roundabout;
- g) Public transport, walking and cycling infrastructure improvements; and
- h) Crewe Railway Station public transport interchange

#### Vehicular Access Corridors

The vehicular access corridors are the highest capacity routes in Crewe's network.. Whilst most of the routes lie outside the AAP, Weston Road and Gresty Road are important routes that facilitate movements to and from Crewe Railway Station, and across the wider Crewe Hub, as well as protecting the surrounding areas from unintended effects through reassigned traffic or increased congestion at pinch points. Schemes in these corridors should support and compliment other policies identified within this document.

Schemes that provide appropriate signing and information to guide vehicular users to the most appropriate and preferred access route, will be supported at the following locations:

- a) The M6 J16;

- b) A500 east and west of Crewe;
- c) David Whitby Way;
- d) Weston Road;
- e) Gresty Road; and
- f) Jack Mills Way (via SLRB).

#### Local Vehicular Access

Local improvements to the road network will be supported where they are viable and help relieve congestion within the Crewe Hub and surrounding area. Such schemes could include the redesign of Mill Street and Edleston Road to become a gyratory incorporating increased footway width along Mill Street to create a wide shared route for bicycles and pedestrians.

The area encompassed between the junctions of Edleston Road and Arthur Street along Nantwich Road is a declared AQMA. Interventions which lead to improved air quality in this area will be supported.

#### Public Transport and Taxis

Proposals for a public transport hub at Crewe Railway Station should support modal shift by providing relevant information for users to make informed choices and encouraging onward travel by means of public transport and sustainable modes of transport.

The public transport hub should be located as close to Crewe Railway Station as possible, provide a dedicated area for use by bus services, with access routes into the interchange designed to improve reliability and avoid delay to services, and minimise impact on the local highways network. The public transport hub should be delivered to a high-quality standard and include:

1. Provision of real time information (RTI) displays and bus timetables
2. Provision of CCTV to improve the perception of safety
3. Provision of access routes for bus services that avoid delay;

4. Capacity for sufficient bus stands at Crewe Hub to serve future services that have covered waiting facilities and lighting;
5. Onward travel information to encourage integration with other modes: rail, taxi, cycling and walking

Taxis are also an important element that provide local connectivity and access to and from Crewe Station. Taxi ranks should be in a suitable location close to the station, be accessible to all and designed to allow a free flow of movement by Hackney Carriages (HCs) with good connections onto the local road network.

Taxi ranks will be clearly lined with active enforcement to ensure their use by HCs only. Sufficient space will also be dedicated for separate holding areas/pick-up/drop-off points/and kiss and ride areas or Public Hire Vehicles (PHVs). Additionally, Electric Vehicle (EV) charging infrastructure should be provided to promote uptake of EVs.

### **Related Documents**

Cheshire East Local Air Quality Strategy (2018, Cheshire East Council)

Cheshire East Air Quality Management Area Maps (Cheshire East Council)

Cheshire East Air Quality Action Plan (2018, Cheshire East Council)

Cheshire East Air Quality Annual Status Report (2018, Cheshire East Council)

Crewe Campus - Stage 2 - Options Transport Planning (2018, Mott MacDonald)

Crewe Hub Southern Link Road Bridge (SLB) Grip 2 Feasibility (2019, Mott MacDonald)

Crewe Southern Link Road Bridge (SLRB) Access Options – Preferred Route Assessment (2019, Cheshire East Council)

Transport Evidence Base (2019, Jacobs)

## Policy IC6: Bus Priority

Proposals that introduce bus priority measures for main bus corridors linking to the Crewe Hub will be supported in principle. Whilst the measures required will depend on highway interventions and the evolution of the bus network, new development will be required to contribute to the following measures:

- a) Access routes for bus services that avoid delay;
- b) Bus priority measures on Weston Road between Crewe Arms Roundabout and the entrance to the public transport interchange;
- c) Bus priority measures for bus routes linking the Crewe Hub and Crewe Bus Station; and
- d) Retaining and enhancing bus priority measures along Crewe Road as part of any revised highway layout.

New bus stops within the Crewe Hub should incorporate:

- a) Real time information displays and bus timetables
- b) Measures that improve safety and the perception of safety, including CCTV
- c) Onward travel information to encourage integration with other modes: rail, taxi, cycling and walking.

### Supporting Text:

Main bus corridors may alter over time. Policy IC6 will apply to the most appropriate routes as agreed by both the relevant bus operator(s) and Cheshire East Council.

Within main bus corridors measures may be introduced to ensure shorter and more reliable journey times for bus passengers, improve bus journey times and reliability, and encourage uptake in use.

The current westbound bus priority lane along Crewe Road will be maintained and will be supplemented by priority on the eastbound approach along Nantwich Road and to/from the public transport interchange off Weston Road.

**Related Documents**

Cheshire East Local Transport Plan (2019, Cheshire East Council)

Crewe Campus - Stage 2 - Options Transport Planning (2018, Mott MacDonald)

Transport Evidence Base (2019, Jacobs)



### **Policy IC7: Re-Use of Existing Car Parks**

The re-use of existing car parks for recreation purposes will be supported where it can be demonstrated that their loss will not have a harmful impact on the local highways network and proposals include facilities and features that promote use by and serve the everyday recreation needs of the community.

#### **Supporting Text:**

Proposals to use existing car parks for recreation purposes must submit a parking assessment that clearly demonstrates the change of use of the car park will not result in a loss of parking provision that has a harmful impact on the local highways network.

The design of recreation uses should incorporate safe and convenient access for all users and seek opportunities to introduce biodiversity and green infrastructure through landscaping and boundary treatments.

## **Policy IC8: Parking Provision**

### Strategic Car Parking

To meet the demand arising from increased usage of rail services, a primary multi-storey car park (MSCP) is allocated for development and identified on the adopted policies map.

Where a need to accommodate parking demand arising from increased use of Crewe Station can be identified, and cannot be met by the Crewe Hub MSCP, development of secondary strategic car parking sites, as identified on the adopted policies map, will be supported.

### Residential Car Parking

Residential parking should be delivered off-street through courtyard and under-croft provision where practicable.

A reduced level of residential parking will be supported where it can be demonstrated that the proposed level of provision is sufficient to meet the needs of the development, taking into account the provision of facilities to support non-vehicular modes of transport within the development itself, and the availability of, and access to, other non-vehicular modes of transport in proximity to the site.

### Business Car Parking:

Parking provision for B1 and mixed use B1 proposals should not normally be met on site, instead proposals will be required to make appropriate contributions to the delivery of consolidated parking in locations that minimise conflicts with the local transport network, directs vehicles from outside Crewe along the Major Road Network and minimises conflict with pedestrians and cyclists.

### Bicycle parking

New development should provide bicycle parking in accordance with Appendix C, Table C.3 of the LPS.

Bicycle parking should be:

- Included in all development proposals and considered at an early stage.
- Fully secure
- Well lit
- As close to the facility it serves as possible.

Where medium or long term bicycle parking is required, provision should be weather protected.

**Supporting Text:**

This policy sets out the principals that will underpin the Councils decisions on parking matters in the Crewe Hub to prevent the delivery of unplanned and inefficient parking. It seeks to ensure that parking is safe, supports the efficient operation of the highways network and is provided safe and accessible locations.

The Crewe Hub offers an opportunity to promote the use of public transport and the efficient use of land. Applicants should identify travel demand arising from their schemes, making limited provision on site but ensuring full needs are met through work jointly with other developers in the area and CEC to deliver consolidated parking in locations that serve the site well in accordance with policy IC9.

Forecast demand for parking is forecast to grow alongside demand to use services from Crewe Station. It is expected that in the order of an additional 1200 car parking spaces will be required to satisfy demand for rail travel in the ten years.

This strategic level of demand associated with expansion of rail services will be met at the locations identified on the adopted policies map with the primary multi storey parking facility for the area, that serves most rail demand, being located as close to the station as possible. Such provision should minimise impact on the highways network, provide a facility that is visually attractive and which enhances the station areas operational function.

Focusing development in an existing urban area, close to a national transport hub offers opportunities to reduce reliance on private vehicles and reduce the land take which would be otherwise necessary to ensure the needs for car parking are fully satisfied. The Council will take a flexible approach to parking requirements in the area and applicants must demonstrate, through submission of a travel assessment, the parking demand that is likely to arise from their proposals and how such demand can be sufficiently provided for.

The Council will expect applicants to demonstrate an approach that consolidates the majority of parking provision, particularly for employment led development, in locations off site but in close proximity to the development.

Development agreement and commuted sums may be sought in accordance with policies ISD2 and ISD3 to deliver bespoke parking facilities that serve multiple development sites.

Parking in new residential development will be treated flexibly to strike a balance between meeting identified needs at the time of the application but also taking into account a full travel plan and transport assessment for the site, taking into account the availability (both now and in the future) of public transport provision and the availability of other services that may reduce the need to travel, in close proximity to the site.

### **Related Documents**

Crewe Campus- Stage 2 – Options Transport Planning (2018, Mott MacDonald)

Transport Evidence Base (2019, Jacobs)

Cheshire East Local Plan Strategy - Table C.3 (2017, Cheshire East Council)

Car Parking Strategy (2020, Cheshire East Council)

## Policy IC9: Car Parking Design

All car parks operating in the Crewe Hub should align with the following principles:

- a) Be delivered to a high-quality standard, including provision of suitable technology to support low carbon vehicles, wayfinding and secured cycle parking
- b) Provide a safe environment for all users through:
  - i. Being clearly sign-posted, well lit and easy to find
  - ii. Ensuring clear visibility for drivers and pedestrians
  - iii. The incorporation of firm, stable, level, well drained surfaces that are not slippery
  - iv. The use of clearly marked parking areas with safe walking areas
- c) Incorporate excellent design and high quality materials including, where possible:
  - i. permeable materials in parking areas and incorporation of on-site attenuation, to reduce runoff rates and increase infiltration
  - ii. bunding and landscaping to mask parking at ground floor level;
  - iii. locating access and ramps within and to the rear of the car park, away from the frontage;
  - iv. locating stairs and lifts at corners/frontages, ensuring they incorporate windows to create visible activity in the building;
  - v. the incorporation of energy generation on roofs.
  - vi. segregation of vehicular movements from pedestrian movements

### Supporting Text:

The Crewe Hub offers an opportunity to promote the use of public transport and the efficient use of land. Applicants for business uses should identify travel demand arising from their schemes, making limited provision on site but ensuring full needs are met through work jointly with other developers in the area and CEC to deliver

consolidated parking in locations that serve the site well in accordance with policy IC9.

Technological parking solutions, including automated parking that encourage efficiency, minimise impact on the highways network and minimise land take for parking, will be supported.

Allocated strategic car parking sites are designed primarily to serve the needs arising from demand for rail services at Crewe Station. These needs should be met as close to the station as possible, minimise impact on highways network, provide a facility that is visually attractive and enhances the station area.

This policy seeks to manage car parking demand by meeting identified needs arising from station demand and directing suitable parking development to preferred locations and therefore preventing the delivery of unplanned parking.

Should additional strategic parking demand arise, beyond the capacity of the primary MSCP, the development of secondary car parking provision, through the intensification of the existing uses at Pedley Street and Crewe Alexandra will be supported.

Residential parking in new development will be treated flexibly to strike a balance between meeting needs identified at the time of the application but also taking into account a full travel plan and the availability (both now and in the future) of services and public transport in close proximity to one another. The Council expects that applicants clearly set out an approach that meets the full parking demand arising from development.

Car parks should be well managed to ensure the safety of users and the safe operation of facilitates. Opportunities to employ technology led solutions to car parking management will be supported where they demonstrate the safe and efficient operation of the facility, which in turn supports the safe and efficient operation of the local highways network.

Proposals for all car parking should be accompanied by a car parking management plan setting out how 'Station Car Parking Good Practice Guide' has been applied in setting appropriate car parking charge levels, such as the quality standard of the car parks, local parking pressures and the types of trips being facilitated by the upgraded Crewe Railway Station and land use across the wider Crewe Hub, especially in terms of what proportion it makes up of the overall journey cost.

Car parking charges should be reflective of the market, demand and supply and will not discourage public transport and sustainable mode choices.

**Related Documents:**

Cheshire East Local Plan Strategy – Table C.2 (2017, Cheshire East Council)

Car Parking Strategy (2020, Cheshire East Council)

Cheshire East Local Plan Strategy – Table C.2 (2017, Cheshire East Council)

Station Car Parking Good Practice Guide (2018, Rail Delivery Group)

Cheshire East High Level Car Parking Strategy (2017, Cheshire East Council)

## Policy IC10: Car Parking Standards

The following maximum car parking standards will apply across the Crewe Hub:

| Land Use                                    | Parking Standard  |
|---|---|
| A1 – Retail                                 | For non-food retail units – 1 per 66m <sup>2</sup> or<br>food retail units – 1 per 46m <sup>2</sup> |
| A2 – Financial and Professional             | 1 per 66m <sup>2</sup>  |
| A3/4 – Restaurants                          | 1 per 33m <sup>2</sup>  |
| A3/4 – Other Drinking/Eating Establishments | 1 per 33m <sup>2</sup>  |
| B1 – Offices                                | 1 per 50m <sup>2</sup>  |
| C1 – Hotel                                  | 1 per 3 bedrooms  |
| C3 – 1 Bed House                            | 1 per dwelling  |
| C3 – 2 Bed House                            | 1 per dwelling  |
| C3 – 3 Bed House                            | 2 per dwelling  |
| C3 – 1 Bed Flat                             | 1 per dwelling  |
| C3 – 2 Bed Flat                             | 1 per dwelling  |
| D1 – Museum and Art Galleries               | 1 per 30m <sup>2</sup>  |
| D2 – Cinemas                                | 1 per 16 seats  |
| D2 – Other Leisure Facilities               | 1 per 16 seats or 1 per 73m <sup>2</sup>  |

### Supporting Text:

To prevent the over provision of car parking, the approach to parking provision in the Crewe Hub will be to ensure that parking demand and need are fully assessed,



taking accessibility to all forms of public transport into account, when considering proposals for parking.

Appendix C of the Local Plan Strategy sets out minimum parking standards within the borough. Appendix C is not to be applied within the Crewe Hub. The table at IC11 represents maximum parking standards and should be applied instead.

A parking strategy should be submitted with all major development, demonstrating how parking needs are met for all users, and setting out how the parking strategy encourages the use of public transport, walking and cycling. Where the parking strategy relies on future occupiers/users of the site using public transport, and therefore minimising parking provision, appropriate contributions will be required toward public transport services.

**Related documents:**

Cheshire East Local Plan Strategy – Table C.2 (2017, Cheshire East Council)

Cheshire East Local Transport Plan 2019-2024 (2019, Cheshire East Council)

Car Parking Strategy (2020, Cheshire East Council)

## 6. Infrastructure for Sustainable Development

### Policy ISD1: New Infrastructure

Where appropriate new development shall contribute to and/or make provision for a range of infrastructure necessary to support the successful operation of Crewe railway station, deliver the policy requirements Crewe Hub AAP; and local plan. Development that would prevent delivery of the infrastructure at locations and routes identified on the adopted policies map will not be permitted.

Major development proposals must be accompanied by a viability assessment. The costs of a viability assessment are to be borne by the applicant and will be independently evaluated and assessed by an external body on behalf of Cheshire East Council.

In cases where alternative approaches to meeting planning obligations are agreed a requirement for the provision of 'overage' payments will be made in accordance with ISD3.

#### **Supporting Text:**

The Council will take a flexible approach to development proposals and work with applicants to secure viability that enables delivery of the policy requirements and infrastructure set out in this plan.

Improvements to infrastructure in the Crewe Hub are fundamental to achieving the vision for the area, and are necessary to both deal with existing deficiencies and to cater for the growth of new communities in the area. The proposed growth of the Crewe Hub should be supported by improvements to a range of infrastructure.

Improved connectivity forms a vital part of the Crewe Hub AAP in terms of assisting economic growth, improving the environment and maximising the benefits of Crewe as a national rail hub. The council will expect either the delivery of or contributions to infrastructure and services that support increased connectivity and transport needs arising from development including contributions to public transport services where

such services form part of the approach to managing travel demand arising from the site.

It should be recognised that the delivery of the full range of infrastructure needs of existing and new communities is dependent on partnership working between a variety of public and private sector agencies. Where new development creates a need for new or improved infrastructure, contributions from developers will be sought to make the development acceptable on the impact on local services.

The infrastructure requirements of development proposals will be assessed on their own individual merits; but in some circumstances it will be necessary to view individual applications collectively in assessing the combined off site requirements in line with the Crewe Hub Masterplan and infrastructure policies in this AAP.

The council's stated aims for the delivery of the sites within the Crewe Hub are that they should be delivered on a comprehensive basis in line with the Crewe Hub Masterplan. Development across the Crewe Hub cannot be comprehensively delivered without additional highways capacity provided by the proposed Crewe Hub Access Package, including provision for the Southern Link Road Bridge.

### **Related Documents**

Crewe HS2 Hub Masterplan Vision (2017, Cheshire East Council, ARUP, CBRE, LCR, HS2, The Constellation Partnership, Homes and Communities Agency)

Crewe Southern Link Road Bridge (SLRB) Access Options – Preferred Route Assessment (2019, Cheshire East Council)

## Policy ISD2: Forward Funded Infrastructure Costs

The Council will recover the costs associated with forward funded infrastructure from applicants that rely on this infrastructure to mitigate the effects of their development and make it acceptable in planning terms where:

1. The council or its funding partners have specifically approved the forward funding of the infrastructure in question on the basis that all or part of its costs will be subsequently recovered from developers that benefit from it;
2. The council or its funding partners have a supporting infrastructure recovery document which details:
  - a) the overall amount to be recovered;
  - b) the individual sites, areas or types of development that will be required to contribute;
  - c) the mechanism to be used for proportionally calculating the cost of contribution from individual applicants.
3. The recovery of costs meets all the planning obligation tests set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 or as required by any subsequent amendment to these Regulations or to national planning guidance;
4. The recovery of costs is secured through a Section 106 agreement and includes any administrative, legal and financing costs associated with both providing the infrastructure and its subsequent recovery through the planning obligations process.

The council will refuse planning applications where applicants seek to rely on forward funded infrastructure to make proposals acceptable in planning terms but are not prepared to make the required contribution towards refunding the cost of its provision through planning obligations.

### Supporting Text:

This policy provides greater detail to assist in implementing LPS Policy IN 1 'Infrastructure' and LPS Policy IN 2 'Developer contributions'. It is also intended to help facilitate development in the Crewe Hub and will be particularly useful, where appropriate, in helping to deliver key connectivity policies in this Plan such as IC3 (The Crewe Hub Green Link), IC4 (Pedestrian and Cycling Networks) and IC5 (Transport and Highways Infrastructure)..

As a proactive authority, Cheshire East Council is seeking to assist developers in achieving agreed levels of growth in the borough as detailed in both this specific area action plan and in the wider local plan. For this reason the council recognises that in certain circumstances, such as the provision of a road, bridge or other infrastructure necessary as part of a comprehensive approach to development in an area, it is necessary or desirable for infrastructure to be provided in advance of planned development to act as an enabler and help bring forward individual schemes which would not otherwise be able to progress on their own.

This will benefit the residents or occupiers of early phases of a large scheme, particularly where the scheme may take a long time to reach completion, involve multiple developers or where the infrastructure can't be provided in a phased way and is required early on but is not viable to be provided at that time.

It will apply only to infrastructure schemes funded by the council or its partners where the funding approval was made on the basis that all or part of the costs incurred will be subsequently recovered from developers benefiting from it i.e. where the council has borrowed; used its reserves; or diverted funding from other budgets in the short term to help bring forward development on the understanding that it will be repaid.

Recovery of cost will be calculated on a proportionate basis taking account of the size of each development site as a proportion of the total size of all the contributing development sites, the uses proposed on each site (employment sites are likely to contribute less to the total recovered costs than housing sites for viability reasons) and the level of need generated for the forward funded infrastructure. Details will be

provided in an accompanying infrastructure recovery document so that developers are able to understand at an early stage, while preparing a planning application, the likely contribution towards the forward funded infrastructure that will be required from them.

The Council will identify any agreed forward funded infrastructure schemes and monitor their repayment through planning obligations as part of its annual infrastructure funding statement.

### **Related Documents**

Cheshire East Community Infrastructure Levy Charging Schedule (2019, Cheshire East Council)

### **Policy ISD3: Planning Obligations Reduced on Viability Grounds**

Where the council has agreed to reduce planning obligations on the grounds of viability, the applicant will be required to enter a legal agreement that enables the council to review an agreed viability assessment against future trigger points, with the aim of recovering all or part of the reduced planning obligations should a new assessment indicate that profits are higher than originally forecast and the Council considers the reduced obligation can no longer be justified on viability grounds.

The details of the reduced planning obligation will be recorded in the legal agreement together with the form or nature that any recovery of obligation will take. These obligations should comply with national regulations on planning obligations.

The council will refuse planning applications where applicants request the reduction of planning obligations on viability grounds but have not agreed a legal agreement that enables these planning obligations to be recovered.

#### **Supporting Text:**

It is the council's expectation that infrastructure and other planning obligations required to make a development acceptable in planning terms will be provided as part of all development.

In exceptional circumstances, the council will consider the need to reduce the normal planning obligations required by policy where an applicant has demonstrated to the satisfaction of the council, through a detailed viability assessment, that it is not viable to provide such an obligation.

It is unlikely that the council will agree to the reduction of a planning obligation where the council provide essential site specific items to mitigate the impact of development such as a necessary road improvement. In these circumstances the opportunity to negotiate a reduced obligation is limited.

As viability is judged on a range of factors, any of which may change over time, it is appropriate that the council should seek to recover these obligations should market

conditions improve or development proves to be more viable than originally forecast. This is particularly important on larger sites that are likely to be developed out over many years and where the potential for a positive change in viability is greater.

A typical example of where a reduced obligation may apply would be affordable housing. It may be agreed for viability reasons that a developer should provide less than the policy target for affordable housing, say 20% rather than 30%, with the remaining provision being set aside as a reduced planning obligation to be provided should certain circumstances detailed through a legal agreement be triggered.

While the details of each reduced planning obligation agreement will vary in accordance with site specific circumstances, the general mechanism for establishing and managing an agreement will be as follows:

A full viability assessment shall be prepared and agreed with the council as a baseline financial position detailing the forecast costs and profits associated with a proposal. This should include a breakdown of the costs associated with providing all the planning obligations needed to make a planning application acceptable in planning terms. This will form part of the legal agreement.

In accordance with government policy, all viability assessments should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available.

Details of the reduced planning obligations and the form in which these shall be recovered will be recorded in a legal agreement. For example, this could be for an increase in affordable housing, an extension or improvement to on-site infrastructure delivered by the developer, or a share of any increase in profits provided that it is allocated to a specified reduced obligation.

The planning obligations to be restored should be identified and compliant with national regulations on planning obligations.

Details of agreed trigger points for a financial review of the development will also be included in the legal agreement. These trigger points may take the form of calendar



dates or be based on development triggers, such as number of units occupied, but should allow adequate time so that adjustments to planning obligations can be practically delivered on the site before development is complete.

On reaching a trigger point, the applicant will be expected to submit an updated viability appraisal. This should include:

- a) updated costs using an agreed index to the point of delivery;
- b) updated house price information based on actual sales prices for the preceding period;
- c) any other revenue received from or financial support provided to the development including grant funding and/or sales to affordable housing registered providers unless previously accounted for; and
- d) updated forecasts for developer return (profit).

The developer will be required to meet part or all of the reduced obligations that have been agreed should the developer return be higher than forecast in the original agreed assessment and at a level where the council considers the reduced obligation can no longer be justified on viability grounds. The council will factor in the need to achieve normal profit returns when making this decision.

All the costs incurred by the council in establishing and managing each individual reduced obligations agreement will be met by the applicant.

Alternative mechanisms to that described above are possible and may be appropriate for certain schemes. For example, for regeneration schemes a re-valuation may be more appropriate than an updated viability appraisal.

Therefore in some cases, variations to the above process may be agreed or required at the discretion of the council.

### **Related Documents**

Cheshire East Community Infrastructure Levy Charging Schedule (2019, Cheshire East Council)

## **Policy ISD4: Energy Infrastructure (Net-Zero Carbon)**

New development will be supported where it takes measures to reduce energy demand, incorporates supply from renewable energy sources and makes more efficient use of fossil fuels toward reaching net-zero carbon emissions from construction and operation, minimising both yearly and peak energy demand.

Residential development will be expected to achieve achieved an energy efficiency standard of a minimum of 19% CO2 improvement over Building Regulations requirements Part L 2013 (TER Baseline). and each residential unit built should achieve as a minimum, a water efficiency standard of not more than 110 litres per person per day maximum indoor water consumption.

All new non-residential built development will be expected to achieve a BREEAM rating of 'Very Good' or equivalent standard and demonstrate why an 'excellent' rating cannot be achieved.

As part of any major development proposal (residential and non-residential), an energy statement should be submitted that clearly sets out the total energy requirements of development in the construction, build and operational phases, and the extent to which this requirement will be met through:

- a) Minimising energy demand and maximising energy efficiency through sustainable construction and operation; and passive design that addresses passive heating, cooling, and ventilation systems;
- b) Incorporating low carbon and renewable energy generation into the fabric of development, or built within the development, including the use of local deep geothermal heat;
- c) Making use of other local energy sources (such as secondary heat) and maximising energy generation, and storage, on site; and
- d) Connecting to existing combined heat and power and district heating/cooling networks, and / or contributing to their future development to serve the development and surrounding area.

Where the energy needs of the development are not fully met through the above measures, the energy statement should set out if, and to what extent the residual carbon emissions will be off-set, and the mechanism through which off-setting will be achieved.

**Supporting text:**

Energy requirements in new buildings are covered extensively by the building regulations regime and through LPS Policies SE 8 and SE 9, which address renewable and low carbon energy, and energy efficiency, respectively. To ensure that development is sustainable and makes efficient use of energy and water proposals will be required to submit a Standard Assessment Procedure (SAP) to assess the energy rating of development and demonstrate compliance with Part L of the Building Regulations.

Given the higher levels of building and population density expected to be created in the Crewe Hub there is an important opportunity to instil a climate sensitive approach to the built environment here, by understanding the energy needs of buildings and their end use, and requiring development to implement an approach that is both viable and environmentally sustainable.

Therefore in addition to completion of the SAP, applicants for major development will be required to submit an energy statement to clearly set out the energy needs of the building and its end use, and the design, construction and off-setting measures (including any off-setting through financial contributions to projects off-site), that will be used to reduce the overall emissions footprint of the development.

**Related documents:**

Cheshire East Energy Framework (2015, Cheshire East Council)

BREEAM New Construction 2018: Technical Manual (2018, BRE)

Crewe Town Centre Detailed Feasibility Study (Heat Mapping and Masterplanning) (2015, AECOM)

Climate Change and Sustainable Energy Planning Research (2011, LDA Design)

**Figure 2: Green Space and Green Infrastructure**



**Policy ISD5: Green Space and Green Infrastructure**

All new development should contribute to the delivery of a network of good quality, integrated, linked and accessible multi functional green spaces across the Crewe Hub.

Development proposals are expected to demonstrate how schemes will contribute to delivering the objectives of the Cheshire East Green Infrastructure Plan (2019) for Crewe and will be required to submit:

- a) A Green Infrastructure Strategy setting out the overall approach to Green infrastructure (GI) within the scheme.
  - b) A Parameter Plan that identifies the GI to be retained and created within the boundary of the development
  - c) Where Environmental Impact Assessment is required, an environmental statement – Non Technical Summary: a simplified version of the environmental statement
  - d) A GI and Biodiversity Management Plan detailing the management and maintenance of GI features to ensure functionality and connectivity of features within the boundary of the development, and connectivity with features beyond the boundary.
2. Major development proposals should demonstrate how they:
- a) Have employed the DEFRA biodiversity metric to deliver biodiversity net gain and have ensured that the provision of new habitats is linked to existing habitats.
  - b) Support the delivery of the green network identified in Figure 2
  - c) Positively contribute to the provision of Green Infrastructure and align to HS2's Green Corridor concept.
  - d) Incorporate blue and green infrastructure.
  - e) Incorporate trees and other planting to provide opportunities for cooling by shading of amenity areas, buildings and streets and to help to connect habitats using native plants that can be managed and sustained within future predicted local climatic conditions.
  - f) Identify and use important features of the local character to reflect, reference and enhance local distinctiveness and sense of place in landscaping and GI features.

- g) Are accessible for all, regardless of disability, and encourage optimal use for recreation and leisure.
- h) Reduce sealed surfaces and integrate sustainable drainage and features designed to minimise surface water run-off, manage flood risk, and maintain the natural water cycle.

**Supporting Text:**

New development in the Crewe Hub offers an important opportunity to address the deficiency of green infrastructure in the area by ensuring green space provision is incorporated in high quality public realm that will serve existing and new communities in the area, link existing green assets and contribute to offsetting the effects of climate change and habitat loss.

Major development will be required to submit a Green Infrastructure Strategy that sets how green space and green infrastructure is being used to address the matters identified in this policy and the degree to which provision is being met on site. Importantly, developers will be encouraged to employ Building with Nature standards and to meet a Full Award (Excellent) rating.

The presumption will be that green infrastructure and green space provision associated with development schemes will be provided on site. However, a mix of on and off-site provision will be acceptable where this meets the needs of the development and achieves a better outcome in terms of green space delivery that is consistent with the Crewe Hub masterplan and this policy. This would involve the payment of a commuted sum to the council.

Where green space and green infrastructure are delivered on site applicants will need to demonstrate how the management and maintenance of the provision will be provided for in perpetuity. Green space and green infrastructure associated with the delivery of policies IC2 and IC3 form part of a wider, connected network of green space and are strategically important to the delivery of the Crewe Hub Masterplan and

should be conveyed to the council along with a commuted sum for a minimum period of 20 years maintenance.

### **Related Documents**

Cheshire East Green Space Strategy (2013, Cheshire East Council)

Cheshire East Green Space Strategy Update (2019, Cheshire East Council)

Green Infrastructure Action Plan for Crewe (2013, The Environment Partnership)

Cheshire East Green Infrastructure Plan 2019 to 2030 (2019, The Environment Partnership)

A Green Future: Our 25 Year Plan to Improve the Environment (2018, HM Government)

Biodiversity Net Gain: Good Practice Principles for Development (2019, CIEEM, CIRA and IEMA)

Ambition for All – the Sustainable Community Strategy 2010-2025 (2010, Cheshire East Council)

Building with Nature Standards

Public Open Space Evidence Report (2019, CBRE)

HS2 Green Corridor Concept



## Policy ISD6: Skills Infrastructure

For major development schemes the Council will seek planning obligations to deliver local employment opportunities and help address skills deficits in the local population.

To do so all major development will be required to submit a site specific Employment and Skills Plan (ESP) that sets out:

- a) The type and number of jobs created by the development in both the construction and end-use phases
- b) How jobs created by the development (in both the construction phase and end-use operation) will be made available to local residents
- c) The key skills required within those jobs; and how, locally, the developer will:
  - a. Support and contribute to the design and delivery of relevant skills training, including engaging with local education, skills providers and partners;
  - b. Promote apprenticeships to all ages, and support its supply chain to maximise apprenticeship opportunities for residents;
  - c. Support the delivery of local work placements, work experience and internships for young people, the long term unemployed and (under) graduates;
  - d. Raise the profile of career opportunities across the sector, including activities to inspire young people and adults;
  - e. Ensure vulnerable groups e.g. Not in Employment Education or Training (NEETs), Cared For and Special Educational Needs and Disability (SEND) young people, have equal access to employment and skills benefits from the development;
  - f. Ensure its supply chain creates ESPs and embeds the outcomes above.

In the unlikely event of mitigating circumstances, which should be agreed by the Council, that prevent the developer delivering measures set out in the ESP , a financial contribution would be required based on the cost to the Council of delivering the obligations.

**Supporting Text:**

In line with the Council’s Economic Development Strategy (2011, updated 2019) to provide employment opportunities for local people and to adopt good employment and skills practices, the Council will expect applications for major development within the Crewe Hub to develop and implement an ‘Employment and Skills Plan’ (ESP) identifying opportunities for employment and up-skilling of local people through the implementation of their development proposal.

The ESP should be informed by priorities identified through the Council and its partners and will be secured through s106 agreements.

The Council have produced additional guidance in a document entitled ‘Delivering Employment Skills and Training’ which provides information on why Employment and Skills Plans are needed; what would go into such a plan; what type and size of development this would apply to in both the construction and end-user phase; and the process involved in requesting, preparing and implementing the plan.

**Related Documents:**

Delivering Employment Skills and Training Background Report (2020, Cheshire East Council)

Cheshire East Corporate Plan 2017-2020 (2017, Cheshire East Council)

Cheshire East Economic Development Strategy (2011, Cheshire East Council)

HS2 Growth Strategy (2018, Constellation Partnership)

Ambition for All – the Sustainable Community Strategy 2010-2025 (2010, Cheshire East Council)

Employment Densities Guide (2015, Homes and Communities Agency)

## **Policy ISD7: Digital and Smart Infrastructure**

Digital infrastructure, telecomms and other utilities equipment should be integrated into the fabric of development. External features will only be permitted where:

1. They are sited and designed to minimise visual impact;
2. There is no reasonable possibility of sharing facilities;
3. Other options to minimise visual impact have been explored; and
4. They do not harm the character or appearance of the building or area.

All development should:

1. Provide, and where possible, future-proof provision, for the most advanced digital technology available
2. Achieve at least the level of digital connectivity set out in Part R1 of the Building Regulations
3. Ensure availability of sufficient ducting space for future digital infrastructure
4. Meet the requirements for mobile connectivity within the development and take appropriate mitigation to avoid reducing mobile connectivity in the surrounding areas
5. Support the effective use of features of the public realm to accommodate well-designed and located digital infrastructure

### **Supporting Text:**

The vastly improved physical connections arising through development of the Crewe Hub must be complemented by provision for digital connectivity in new development here in accordance with LPS policy CO3: Digital connectivity.

Access to fibre-optic, superfast broadband is becoming increasingly vital for residents and businesses and is key to growing a sustainable local economy. Occupiers of new residential or commercial premises expect a high quality broadband connection as a utility similar to the provision of electricity or gas.

New developments must be 'future-proof' with appropriate digital infrastructure that will meet existing and future communication needs. Applicants should work with the Council to demonstrate how provision of appropriate digital infrastructure is incorporated in major development.

**Related Documents**

Approved Document R – Physical Infrastructure for high speed electronic communications networks (2016, HM Government)

Connecting Cheshire Initiative

Cheshire and Warrington Digital Strategy and Delivery Plan (2019, Cheshire and Warrington Local Enterprise Partnership)

## Policy ISD8: Water Infrastructure

To ensure the comprehensive and efficient provision of water utilities, all development should create a sustainable solution to the water environment by:

1. Making best use of any opportunities for the sustainable management of surface water run-off through a sustainable drainage system (SuDS). If it is demonstrated that such a system cannot feasibly be achieved, then the following options may be implemented, in the priority listed:
  - a. an attenuated discharge to watercourse, or
  - b. where (i) is demonstrated not to be feasible, an attenuated discharge to a highway drain or public surface water sewer;
  - c. where (ii) is demonstrated not to be feasible, an attenuated discharge to a public combined sewer.
2. Delivering or contributing to the delivery of, a high quality public realm with multi-functional benefits as part of a sustainable green and blue water environment
3. Clearly demonstrating how early phase drainage solutions have regard to future interconnecting development phase; and
4. How unfettered drainage access can be created to adjoining sites

### Supporting Text:

LPS Policy SE 13 'Flood risk and water management' seeks to reduce flood risk in the borough, through directing development to those areas that are at lowest risk of flooding from all potential sources (sequential approach).

In line with the requirements of the NPPF, in the first instance development should be situated in Flood Zone 1 (low risk). Where development in Flood Zone 1 cannot be accommodated, consideration should then be made towards siting development in Flood Zone 2. Development in Flood Zone 3 should only be proposed if there are no reasonably available alternative sites (subject to the exceptions test). Inappropriate development in Flood Zone 3b will not be permitted.

Development(s) shall be situated to avoid the risk of flooding. Where this cannot be achieved, any developments situated in areas at risk of flooding should be designed to make sure they are made safe for their lifetime and do not increase the risk of flooding onsite or elsewhere, taking into account the impact of climate change.

Mitigation of flood risk shall be achieved by incorporating on-site measures. Off-site measures shall only be considered where proposed on-site measures are inadequate or where no alternative can be provided. Examples of proposals that could reduce the risk of flooding include mitigation/defence/alleviation work, retro-fitting of existing development, and off-site detention/retention for catchment-wide interventions.

The council's Local Flood Risk Management Strategy (2017), notes that culverting:

- a) can damage the ecology of a watercourse;
- b) introduces an increased risk of blockage, with a consequent increase in flood risk; and
- c) can complicate maintenance because access into the culvert is restricted (in some cases being classified as a confined space and requiring trained operatives and specialist equipment).

There is a requirement to consult with the appropriate risk management authority (e.g. the Environment Agency), and local water companies (e.g. United Utilities) for all sources of flooding.

In demonstrating a reduction of surface water discharge on previously developed land, applicants should include clear evidence of existing positive connections from the site with associated calculations on rates of discharge. In relation to the reduction of greenfield runoff rates, applicants should include clear evidence of existing positive operational connections from the site with associated calculations on rates of discharge. This evidence is critical to make sure that development does not increase flood risk.

Landscaping proposals should consider what contribution the landscaping of a site can make to reducing surface water discharge. This can include hard and soft landscaping such as permeable surfaces to reduce the volume and rate of surface water discharge.

The treatment and processing of surface water is not a sustainable solution; surface water should be managed at source and not transferred, with every option investigated before discharging surface water into a public sewerage network. The expectation will be for only foul flows to communicate with the public sewer.

Applicants wishing to discharge to the public sewer will need to submit clear evidence demonstrating why alternative options are not available. A discharge to groundwater or watercourse may require the consent of the Environment Agency or Lead Local Flood Authority.

However, it is not always appropriate to discharge surface water runoff from certain catchments to the environment prior to levels of treatment. Proposals for SuDS schemes should always be designed to incorporate sufficient treatment stages to make sure that the final discharge is treated to such a standard as is appropriate for the receiving environment. Further information is available from the Environment Agency in its groundwater protection guidance and position statements and The SuDS Manual (CIRIA). Approved schemes will be expected to be supplemented by appropriate maintenance and management regimes for the lifetime of any surface water drainage schemes.

Proposals should demonstrate how the site delivers foul and surface water drainage as part of a wider strategy, related to other sites and relevant factors within the Crewe hub, having regard to interconnecting phases of development. It will be necessary to make sure the drainage proposals are part of a wider, holistic strategy that coordinates the approach to drainage between phases, between developers, and over a number of years of construction.

The applicant will be expected to include details of how the approach to foul and surface water drainage on a phase of development has regard to interconnecting phases in a larger site. Infrastructure should be sized to accommodate flows from interconnecting phases and drainage strategies should make sure a proliferation of pumping stations is avoided on a phased development. A piecemeal approach to drainage should be avoided and early phases of development should provide the drainage infrastructure to meet the needs of any later interconnecting phases of development.

In delivering drainage as part of a wider strategy, applicants will be expected to ensure unfettered rights of discharge between the various parcels of development in a wider development to prevent the formation of 'ransom situations' between separate phases of development.

#### **Related documents**

Preliminary Flood Risk Assessment (2011, Jacobs)

Preliminary Flood Risk Assessment Addendum (2017, Cheshire East Council)

Cheshire East Strategic Flood Risk Assessment (2013, JBA Consulting)

Cheshire East Local Flood Risk Management Strategy (2017, Cheshire East Council)

The Water Environment (Water Framework Directive) (England and Wales) Regulations 2003

Weaver Gowy Catchment Flood Management Plan (2009, The Environment Agency)

Non-Statutory Technical Standards for Sustainable Drainage Systems (2015, DEFRA)

Groundwater protection guidance documents (The Environment Agency and DEFRA)

Position statements: The Environment Agency's Approach to Groundwater Protection (2018, The Environment Agency)



The SuDS Manual (2015, CIRIA)

Surface Water Drainage (2015, The Canal & River Trust)

## 7.Improving Environmental Quality

### Policy EQ1: Design, Integration of Development, and Public Realm

All new development across the Crewe Hub should that raises design standards in the area, creates a significant improvement in the quality of design and public realm, and provides green infrastructure within the development.

By virtue of its type, form, layout and access, development proposals should:

- a) Incorporate high quality materials and architecture throughout
- b) include design landmarks and notable features (either within the public realm or the buildings themselves) that assist wayfinding and navigation through the site, contributing to the delivery of well-linked public squares and green spaces in as set out in Figure 2
- c) Incorporate the principles of Active Design
- d) Make sure due regard is given to disabled people when considering street furniture, cycle lanes (for example crossing points for pedestrians), lowered kerbs and on-pavement parking that restricts wheelchair space on pavements
- e) Set out street, movement and public realm hierarchies explaining the key principles of the approach
- f) Provide information that sets out the design approach to the scheme including:
  - a. a pallette of hard and soft landscaping
  - b. species lists and use of ornamental and/or native species
  - c. the requirements of play and recreation areas and the equipment proposed
  - d. the architectural language covering materials, elevations and fenestration
  - e. the approach to matters of detail relating to sustainability and end delivery

- g) Submit detailed or character area codes for each phase of development where the site is to be delivered in multiple phases, or by multiple developers.

**Supporting Text:**

Good design is central to the creation of attractive, successful and sustainable places. The Council expects high quality, well designed developments that contribute positively to the quality of place to make the best use of land.

This policy, read alongside LPS Policy LPS policy SE 1 'Design' will apply to all proposals for new development requiring planning permission, where relevant, regardless of its land use.

Development in the Crewe Hub should create a new sense of identity in the built environment that relates well to surrounding buildings and improves the design quality of the area. Proposals should incorporate views into and out of new development and create legible streets through carefully considering the relationship of builds to the street.

Developers should engage with the council at the earliest opportunity in order to make sure that new development responds appropriately to the unique character and quality of place in the borough. Engagement can also help to consider the evidence required to support planning applications such as the requirement for design coding, testing layouts, illustrative masterplans, massing studies and modelling for larger proposals, as appropriate in line with LPS Policy SE 1 'Design'.

A Design and Access statement should be submitted as part of any major development proposal and should set out a spatial design code addressing the layout, form and structure of the site and a detailed character area code demonstrating how the proposal responds positively to the design opportunities of the site and how the proposed development visually and physically integrates with the existing urban fabric of Crewe, whilst setting new high quality design parameters for the area.

Where proposals include applications for later phases of development, or development to be taken by the developer should submit character area codes to demonstrate how later phases will successfully integrate with the early stages of the scheme.

Character area codes should be presented as a set of illustrated design proposals that demonstrate how the character and specific design features of a proposals have been addressed to consider the following issues:

- a) context
- b) identity
- c) built form
- d) movement
- e) nature
- f) public spaces
- g) uses
- h) homes and buildings
- i) resources
- j) lifespan

### **Related Documents**

Active Design Guide (2015, Sports England and Public Health England)

Cheshire East Borough Design Guide supplementary planning document (2017, Cheshire East Council and e\*SCAPE Urbanists)

Secure by Design: Design Guides (Official Police Security Initiatives)

## **Policy EQ2: Light and Privacy and Amenity Space**

The design and layout of schemes, and their relationship to the site and its characteristics should provide an adequate degree of light and privacy between buildings and should include an appropriate quantity and quality of outdoor private amenity space, or where this is not possible, an equivalent contribution to public open space, having regard to the type and size of the proposed development.

### **Supporting Text:**

Environmental disturbance includes the effects of noise, vibration, smells, fumes, smoke, dust or grit. Sensitive uses are those uses whose activities are particularly vulnerable to disturbance from noise, pollution, loss of privacy, or daylight and visual intrusion, such as schools, hospitals and homes.

The Cheshire East Borough Design Guide supplementary planning document (2017) supports an innovative design led approach and promotes opportunities to manage the impact of dense buildings on light, privacy and amenity.

Should additional parameters relating to light, privacy and amenity be introduced in the wider development plan, policy EQ2 should take priority within the Crewe Hub.

Where proposals are delivered at a higher density, it is recognised that the ability to deliver private amenity space may be compromised. In such circumstances applicants will be required to contribute to the delivery of recreation space and green infrastructure as set out in policy ISD4 and LPS policy SE6.

### **Related Documents**

Cheshire East Borough Design Guide supplementary planning document (2017, Cheshire East Council and e\*SCAPE Urbanists)

### Policy EQ3: Environmentally Sustainable Design

Buildings should be designed to minimise their use of resources and their impact on the environment. Proposals should incorporate design features that reduce energy consumption, maximise biodiversity net-gain and minimise water usage and surface run off.

As an integral part of their design, and where possible, new buildings should:

- a) Be designed to include features that reduce heating and cooling,
- b) Be orientated to make best use of opportunities for natural heating and cooling
- c) Use materials that reduce impact on the environment and ensure energy efficiency
- d) Fully remediate land where necessary
- e) Protect sites of biodiversity importance, minimising their impact on such sites
- f) Enable biodiversity net gain by providing features of value for wildlife in an urban setting. Such features may include:
  - i. Features for nesting swifts
  - ii. Green/brown roofs
  - iii. Permanent open water as part of SuDS
  - iv. Living walls / green walls
  - v. Enhancement of the Valley Brook corridor
- g) Include water saving and water recycling measures in their design and associated landscaping, incorporating the following:
  - i. sustainable drainage
  - ii. innovative SuDS systems that include permanent open water
  - iii. green roofs;
  - iv. grey water recycling: and
  - v. in relevant locations, landscaping that creates permeable drainage to Valley Brook.

- b) Contribute to the development of a strategic district heating network in accordance with LPS Policy SE 9 'Energy efficient development', unless it is demonstrated that this is not feasible or viable. Consideration should be given to opportunities to connect into an existing network or to establish a new network to serve both the proposed development and surrounding land uses.

**Supporting Text:**

This policy seeks to ensure that new development considers the environmental impact of design choices early in the development process and to ensure that schemes are delivered to the best possible design standards that reduce impact on the environment, energy, and resource use.

Wherever possible the Council expects proposals to minimise their impact on the environment and introduce design features that reduce energy consumption, promote biodiversity and support the water environment.

Within their Design and Access Statement, applicants should set out how their proposals employ the measures set out above in policy EQ4

This policy, read alongside LPS Policy SE 1 'Design' will apply to all proposals for new development requiring planning permission, where relevant, regardless of its land use.

**Related Documents**

Crewe Town Centre Detailed Feasibility Study (Heat Mapping and Masterplanning) (2015, AECOM)

Cheshire East Energy Framework (2015, Cheshire East Council)

**Policy EQ4: Tall Buildings**

Buildings that are substantially taller than buildings in their vicinity and/or which significantly change the skyline within the Crewe Hub should:

- a) make a positive contribution to the evolution of a unique, attractive and distinctive Crewe, including to its skyline and approach views
- b) Be located where they can easily be served by public transport nodes
- c) Play a positive role in a coordinated place-making approach to the wider area

Proposals for tall buildings will be supported where it can be demonstrated that they

- a) Are of excellent design quality
- b) Are appropriately located
- c) Contribute positively to sustainability
- d) Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and will bring significant regeneration benefits

By their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment and public realm.

**Supporting Text:**

In the context of ensuring sustainable development, the Crewe Hub is a location that has many regeneration opportunities but a finite amount of land availability to take advantage of proximity to Crewe Station and Crewe town centre. Therefore achieving a higher density of development here requires the prudent use of land resources available, including the use of taller buildings

Tall buildings by their very nature can dominate the street scene and be highly visible over long distances. They can also have an impact on the local micro-climatic conditions, for example, by creating wind tunnels. It is for these reasons that it is



considered particularly important that they are designed to the highest quality, both in terms of appearance and their impact on the functioning of surrounding space. The definition of tall as being in relation to neighbouring buildings should be noted in the policy.

Unimplemented planning permissions for tall buildings can have a significant impact on land value and can distort the market in an unacceptable manner which can hinder the development of the site for other uses and can have an adverse impact on the developability of other sites. This can have a significantly negative impact on the regeneration of an area. Therefore It is crucial that the viability and deliverability of a proposed tall building be proven.

### **Related Documents**

Crewe Hub Station Campus Design and Masterplan (2018, Grimshaw Architects)

## **Policy EQ5: Safeguarding Crewe's Railway and Built Heritage**

New development will be expected to avoid, minimise and mitigate negative impacts on Crewe's railway and built heritage assets (as identified on the adopted policies map).

Development proposals that would remove, harm or undermine the significance of non-designated heritage assets, or their contribution to the character of a place, will only be supported where the benefits of the development outweigh the harm having regard to the level of harm to the significance of the non-designated heritage asset.

### **Supporting Text:**

It should be recognised that not all buildings, structures or landscapes that may be of local significance are currently documented or captured on a local list. Where these have local architectural or historic significance they will be treated as non-designated heritage assets under this policy.

A Heritage Impact Assessment has been carried for the Crewe Hub and specific locations are identified for their local heritage value and/or contribution to the local character. These locations are specified on the adopted policies map and also identified within the Crewe Hub masterplan. Wherever possible development proposals in these locations should seek to retain and re-use the asset.

It is presumed that non-designated heritage assets will be retained. Where proposals seek to redevelop a non-designated heritage asset, an assessment of the asset will be required to consider the asset's architectural and aesthetic quality and its unique contribution to the remaining architectural, historic, townscape and landscape interest of the area.

### **Related Documents**

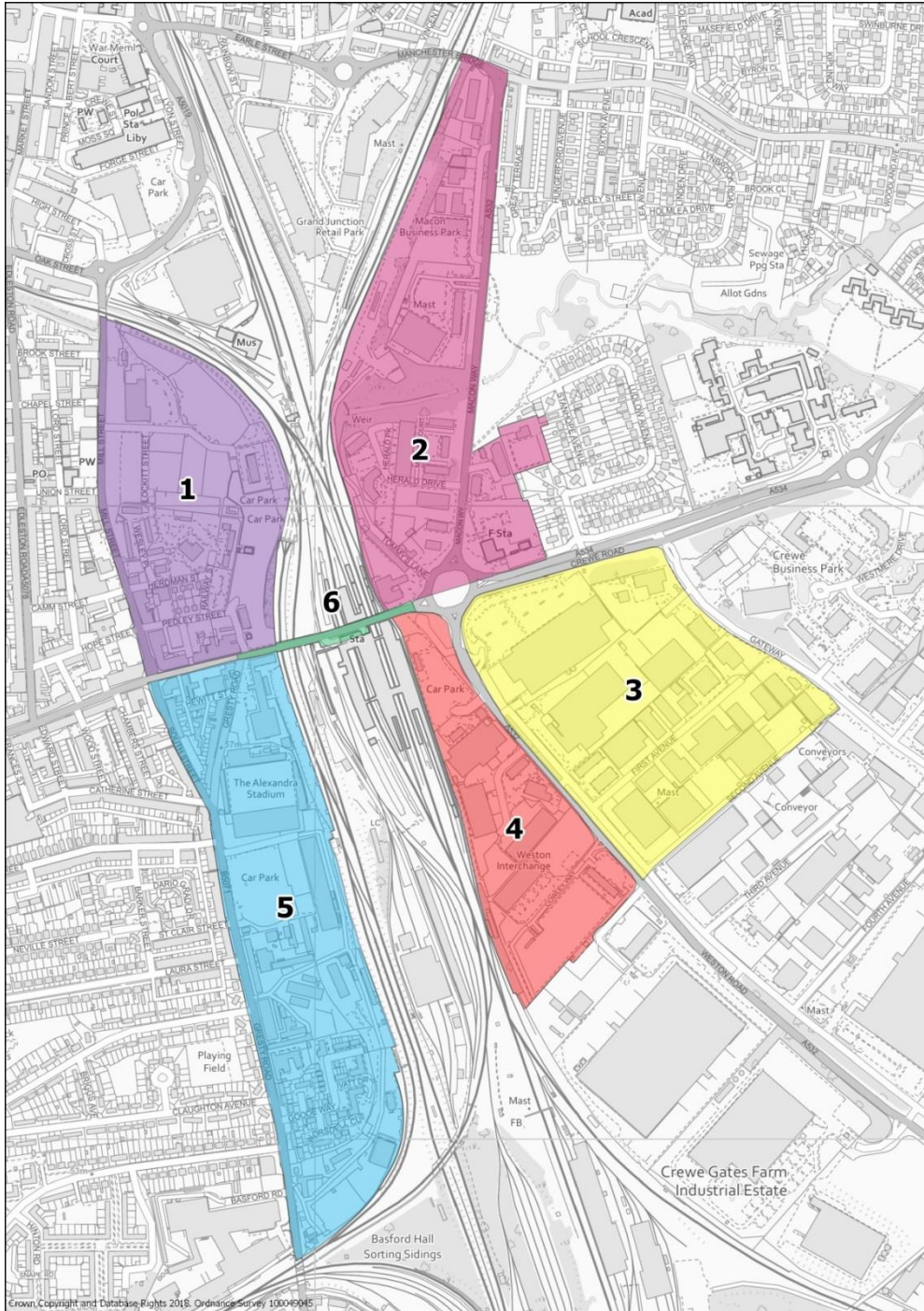
Crewe Station Hub Area Action Plan: Heritage Study and HIA (2019, Hinchliffe Heritage)

Local List of Historic Buildings Supplementary Planning Document (2010, Cheshire East Council)

Crewe Archaeological Assessment (2003, Cheshire County Council and English Heritage)

Network Rail: The Guide to the Care and Development of Network Rail's Architectural Heritage (2015, Network Rail)

## 8. Crewe Hub Development Area Policies



Crewe Hub Development Areas

## Policy DA1: Mill Street

Development proposals for the development area should:

1. reintroduce the historic grid iron street pattern to reinforce connections with older areas to the west around Lord Street and Eddlestone Road.
2. support delivery of the Mill Street Primary Green Route.
3. be designed to create a pedestrian and cyclist focused Crewe Hub Green Link (CHGL) connecting Crewe Railway Station with the town centre, through the central part of DA 1 'Mill Street'.
4. direct pedestrian and cyclist movement to the CHGL to enable a high degree of connectivity through the area.

The following development schemes will be supported:

5. Residential
6. Mixed use residential led office schemes
7. higher density development and taller buildings towards the centre and east of the development area, closer to the railway lines.
8. small scale retail, D1 and D2 uses that create activity on the street and help people find their way through the area.
9. works to Mill Street and Mill Street Underline Bridge that visually enhance the character of the area and improve pedestrian and cyclist access to the town centre.
10. development of the railway arches at Mill Street Underline Bridge for a range of uses including retail, D1 and D2, which creates a positive gateway that enhances the arrival to the town centre.
11. temporary uses (including construction compounds) at Pedley Street car park during construction of rail infrastructure.
12. proposals to open up the existing culvert.

**Supporting Text:**

1. This policy seeks to support the creation of a new urban neighbourhood linking the town centre to Crewe Station via the Crewe Green Link.



2. Development here is expected to be primarily residential and set in improved public realm that makes extensive use of green infrastructure creating a safe and active environment for residents, pedestrians and cyclists to enjoy. Mixed use schemes that are residentially led, will also be supported here.
3. The design and layout of development in this area is especially sensitive and must create an urban form based around an arterial route that connects development in the area to and from Crewe Station and Mill Street in accordance with policy IC1.
4. The Crewe Hub Heritage Impact Assessment identified that the area had previously been developed in a grid-iron street pattern similar to the urban form further west around Lord Street and Eddleston Road. The Council expects proposal for this area to be designed to reintroduce and reinforce the historic grid iron pattern of development, ensuring that streets take a form that are traditional to Crewe.
5. Proposals for small scale retail uses will be considered in accordance with policy DO7 and will be supported where they are small-scale, in locations that contribute to way-finding through the area, serve convenience needs and contribute to creating activity on the street.
6. Small scale D1 uses for clinics, health services, crèches and day nurseries will also be supported alongside D2 uses for small gyms and facilities that provide



indoor sports and recreation will also be supported, particularly within the Railway Arches to the north of Mill Street.

7. This area has been subject to multiple historic uses, including industrial uses (the old Gas Works at Lockett Street are notable) in the past, therefore, in preparing applications developers are expected to submit sufficient information For the Council to be satisfied that contamination risks are fully identified and measures that address risks and impacts arising from contamination on the site are fully addressed
8. An air quality management area is in place partly within, and partly outside of the Crewe Hub AAP boundary to the south and east of DA1, at Nantwich Road.
9. Proposals within DA1 may be required to provide an air quality assessment, particularly where such proposals are considered to be a large scale and/or are likely to have a significant or cumulative impact upon local air quality. The level of assessment required will depend on the nature, extent and location of the development.
10. Developments that introduce sensitive receptors (such as housing, schools, care homes, hospitals) in locations of poor air quality will not be acceptable unless designed to mitigate the impact.
11. The Low Emissions Strategy Partnership(7) provides advice on how large developments can minimise their air quality impacts, particularly in relation to reducing traffic emissions.
12. Whilst works to Crewe Station and associated public realm work are underway, the existing car park at Pedley Street may be required as construction compound. A flexible approach will be taken to support temporary development at this site that enables the efficient delivery of planned works associated with the Crewe Station.

## Policy DA2: Macon Way

Development proposals for the development area should:

1. support the delivery of the Weston Road and Macon Way Primary Green Route to create an arterial pedestrian and cyclist route through the centre of the area, linking to Crewe Railway Station.
2. Not sterilise opportunities to introduce bridge connections across the railway line, landing within the area
3. make sure the Valley Brook river corridor is protected.
4. enhance the Valley Brook river corridor as an important natural landscape feature and usable area of open land including:
  - a) conserving and enhancing existing areas of value;
  - b) restoring and enhancing the natural elements of the river environment; and
  - c) promoting public access.

Development proposals adjacent to Valley Brook river corridor should:

5. provide an active frontage and positive connection with the river corridor;

The following development schemes will be supported:

6. mixed use and residential led development incorporating a range of family housing in the northern part of the site.
7. B1(a) and B1(b) business uses, and mixed uses in locations to the south of the area.
8. C1 hotel uses in the south of the area that enhance the role and function of the Crewe Hub and mitigate relevant harmful impacts on adjoining uses.
9. landmark buildings of increased height and high quality design in frontage locations along Crewe Road and Macon Way that incorporate green landscaping at building frontages, creating green boulevards that incorporate trees, verges and urban meadows.



10. pedestrian and cyclist routes incorporating extensive green infrastructure, which link residential development in the northern part of the site, Valley Brook and business uses at the south of the site, to Crewe Railway Station
11. development proposals adjoining the Valley Brook that positively integrate with the river corridor through their layout and design.
12. schemes designed with a naturalised buffer zone of at least 8 metres from the main river to protect and enhance the conservation value of the watercourse and ensure access for flood defence maintenance.

Development proposals in areas at risk of flooding should be informed by a Flood Risk Assessment and address and mitigate known flood risks and demonstrate how surface water can be appropriately managed ~~in accordance with policy ISD7.~~

**Supporting Text:**

This policy seeks to deliver a mixed use area north west of Crewe Station, that focuses development on employment uses toward the south of the site and residential uses toward the north of the site. The council expects applicants to demonstrate how development proposals have fully considered routes and linkages throughout the site, ensuring pedestrian and cycling connections to Crewe Station are successfully achieved.

Development here is expected to link to Valley Brook enhancing the river corridor and ensuring that the landscape here becomes a characteristic feature of development in the area.

Part of the area lies within an identified flood risk zone (zones 1 and 2). Proposals within the identified flood risk zones are expected to submit a flood risk assessment in accordance with Environment Agency guidelines and policy ISD8.

An air quality management area is in place outside of the Crew Hub AAP boundary to the north of DA2, at Earl Street and Manchester Bridge.

Proposals within DA2 may be required to provide an air quality assessment, particularly where such proposals are considered to be a large scale and/or are likely

to have a significant or cumulative impact upon local air quality. The level of assessment required will depend on the nature, extent and location of the development.

Developments that introduce sensitive receptors (such as housing, schools, care homes, hospitals) in locations of poor air quality will not be acceptable unless designed to mitigate the impact.

The Low Emissions Strategy Partnership(7) provides advice on how large developments can minimise their air quality impacts, particularly in relation to reducing traffic emissions.

### Policy DA3: Commercial District

Development proposals for the development area should:

1. include green infrastructure and safe and convenient pedestrian and cyclist access that physically and visually integrates with adjoining public realm located in DA4: Station Hub.
2. be set back from the highway to enable provision of enhanced landscaping and green infrastructure, contributing to the creation of the Weston Road and Macon Way Primary Green Routes.
3. include an arboricultural statement when in the vicinity of the existing Tree Preservation Order (TPO) on the corner of Crewe Road and Gateway, and demonstrate how the TPO tree is incorporated into the proposal.

The following development schemes will be supported:

4. B1(a) and B1(b) business uses across the area.
5. office-led mixed-use residential development.
6. Small scale retail on frontage locations of Weston Road
7. exceptionally designed landmark buildings on the frontage of Weston Road and Crewe Road.
8. consolidated parking delivered in multi storey format, incorporating basement/undercroft parking, where possible.
9. The upgrading of First Avenue, creating a route that links Weston Road and Gateway to accommodate additional traffic.

#### **Supporting Text:**

This policy supports the delivery of B1 office based employment in locations east of Weston Road. It supports the creation of new, and diversification of existing B2 and B8 uses in the area and, where scheme viability is improved threatened, supports the incorporation of mixed use residential development. In such circumstances residential elements should be provided on the basis of the minimum necessary to secure viability and in accordance with policies DO5.

Within the defined Crewe Hub Local Urban Centre, retail development will be supported in accordance with Policy DO7. Proposals for A1 uses that exceed the size thresholds, or cumulative floorspace thresholds set out in the policy must submit an impact test in accordance with this policy.

Development is expected to be master planned and delivered comprehensively to secure a built form that physically and visually connects to and across Weston Road, aligning to a future improved primary entrance to Crewe Station here and creating a high quality public realm within and fronting the commercial district.

Wherever possible, schemes should include landscaping and green infrastructure that contributes to the creation of a network of green space connecting to improved landscaping on Weston Road and be set back from the highway here and at Crewe Road to enable the creation of green corridors on these key routes.

Landmark buildings of increased height will be supported on the frontages of Weston Road and Crewe Road where the building and site design can secure high quality architecture, materials and landscaping.

Development in the area must successfully and fully address its impacts, including to satisfy

the need for parking that may arise from the scheme.

Through a travel plan, proposals should demonstrate how they have promoted walking and cycling and,



where parking is required, it is to be met through a development agreement that requires applicants to contribute to the delivery of consolidated business parking, in multi storey format in a location within the Development Area.

## Policy DA4: Station Hub

Development proposals for the development area should:

1. not prevent or impede the successful and efficient operation of Crewe Railway Station or sterilise future opportunities to upgrade Station infrastructure, buildings, access or facilities.
2. deliver a high quality public realm adjoining the entrance to Crewe Railway Station, including a new public plaza, incorporating green space, and extensive landscaping.

The following development schemes will be supported:

3. B1(a) and B1(b) business uses
4. public realm schemes that connect to and visually integrate with adjoining public realm located in DA3: Commercial District.
5. provision of a station ticket office, associated retail, food, drink and drinking establishments adjoining Crewe Railway Station.
6. landmark buildings incorporating a mix of B1(a) and B1(b) uses, hotel and conferencing facilities, and A3 and A4 uses.
7. a multi-storey car park to accommodate around 1,200 car parking spaces.
8. a high quality public transport interchange that includes:
  - d) capacity for sufficient bus stands that have covered waiting facilities and lighting, to serve future services;
  - e) onward travel information to encourage integration with other modes: rail, taxi, cycling and walking;
9. proposals for the realignment of the local highways network incorporating improvements to the Crewe Road roundabout and Weston Road that enable safe and convenient movement for pedestrians and cyclists, whilst delivering wider highways and public realm benefits.

**Supporting Text:**

This policy supports the delivery of improvements to Crewe Station and the creation of a new primary entrance facing Weston Road. The area is expected to include a range of services and facilities that will support the long terms successful

operation of Crewe Station by increasing its connectivity to the Crew Hub and beyond.

To ensure Crewe Station is ready to accommodate additional services associated with HS2, a range of station alterations will be necessary to implement, taking into account not only increased passenger demand, put also the impact on opportunities outside of the station itself.

Therefore the design and orientation of Crewe Station, alongside its services and facilities are key factors that will enable development in the surrounding area to succeed.

Ensuring that the hierarchy of station entrances is aligned to land use arrangement outside the station is fundamental to maximising opportunities to make the most efficient use of land in the area, increase jobs and residential density and deliver the aspirations of the Crewe Hub Masterplan. Therefore ensuring that the facilities are in place to support the role and function of each entrance to Crewe Station is fundamentally important to ensure that opportunities within the surrounding area are fully realised.

Towards this aim, policy DA4 supports measures that will ensure the successful operation of Crewe Station, including its adjoining highway network, public realm, transport and other facilities.

Proposals in this location should:

- a) Be designed to ensure safe, efficient and convenient access to Crewe Station for all users
- b) Deliver primary station parking facilities, in multi storey format, to meet parking demand arising from the station;
- c) Accommodate a transport hub for buses, taxis and cyclists to safely and securely access the station;
- d) Create a new public plaza incorporating a range of green infrastructure;

Retail, employment and other commercial uses such as conferencing facilities, bars and restaurants of an appropriate scale to serve the development area will also be supported in accordance with policy DO7.

A primary car-park is allocated and identified on the adopted policies map to meet strategic need arising from passenger growth at Crewe Station. Should passenger growth exceed capacity at the primary strategic parking location, additional provision will be considered firstly at the secondary strategic parking location, as identified in on the adopted policies map.



## Policy DA5: Gresty Road

Development proposals for the development area should:

1. contribute to the delivery of highway schemes that improve the efficiency and safety of the local network on Gresty Road and South Street.
2. make sure the amenity of existing occupiers is not harmed, when adjoining existing residential uses to the south of the area.
3. retain and reinforce the layout and form of the identified South Street, Gresty Road and Nantwich Road character area, including the retention of heritage and character buildings. Where taller buildings are appropriate, proposals for non-residential uses should not harm the amenity of nearby residents.

The following development schemes will be supported:

4. office-led mixed-use development across this area delivering a range of homes and B1(a) and B1(b) business uses.
5. proposals to enhance the stadium's role as a recreation and leisure facility.
6. redevelopment of the site of the current Rail House to deliver a landmark building at a similar height, incorporating a mix of uses, the most active of which should be located at the ground floor.
7. redevelopment of Nantwich House incorporating extensive high quality public realm and new cycling and pedestrian access routes to Crewe Railway Station.
8. the use of land adjoining the safeguarded route of the Southern Link Road Bridge (SLRB) (identified on the adopted policies map) for a temporary construction compound. Upon completion of the SLRB, development of this land for uses consistent with the approach to the area will be permitted.
9. development that supports the delivery of a pedestrian and cycle focussed Railway Station entrance and associated public realm works, including the provision of green infrastructure, to the north of Crewe Alexandria Stadium (and identified as safeguarded land on the adopted policies map).
10. re-use of existing open space for outdoor recreation and leisure uses



11. intensification of the parking use at Crewe Alexandra car park to provide multi storey parking to meet long term strategic parking demand arising from Crewe Station passenger growth, and that cannot be met by the primary strategic parking facilities in DA4.

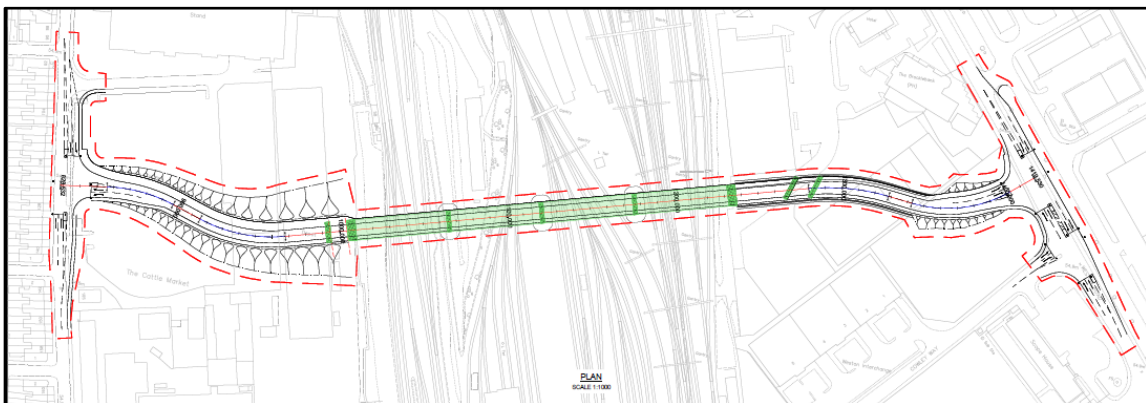
In the event the stadium site becomes available for development, proposals for a mix of uses including residential, community facilities, and B1(a) and B1(b) business, which integrate high quality public realm and amenity green space, and contribute to the delivery of the Gresty Road and Mill Street Primary Green Route will be supported.

**Supporting Text:**

This policy supports a range of development that will contribute to the successful operation of Crewe Station in the long term, improve the public realm and make best use of opportunities to bring forward new residential and employment opportunities in the area.

Land adjoining Crewe Station (the triangle south of Nantwich Road and east of South Street) should host development that secures improved realm and does not prevent the delivery of a third entrance to Crewe Station in the long term.

The Crewe Hub Heritage Impact Assessment identified a number of local heritage assets that are identified on the adopted policies map. Development proposals for



route alignment of the Southern Link Road Bridge

sites

including identified local assets should consider how best to incorporate the heritage value of buildings here, in their proposals (in accordance with policy EQ5)

Proposals that may introduce sensitive receptors for air quality should submit an air quality assessment demonstrating how schemes will contribute to the management of air quality in the area.

Crewe Alexandra Football Club and Stadium is an important leisure and recreation assets for the town and proposals that enhance this use and enable the Club to improve it's facilities will be supported. Should Crewe Alexandra FC decide to relocate to an alternative site, the council will take a flexible approach to enable additional mixed use development on site and will require the provision of leisure and recreation facilities within an alternative scheme.

Wherever possible, development fronting to Gresty Road should be set back from the highway and incorporate landscaping features such as street trees, urban meadows and planting that links to, and contributes to the creation of a green corridor along this important route.

## Policy DA6: Nantwich Road Corridor

A new entrance to Crewe Railway Station at Nantwich Road should make sure there is a fully integrated and accessible solution that prioritises pedestrian and cyclist access.

The following development schemes will be supported:

1. proposals to improve the environment on Nantwich Road for non-vehicular users that:
  - a) include high quality public realm;
  - b) integrate green infrastructure;
  - c) provide appropriate and secure cycle storage; and
  - d) give priority to, and include clear routes for, pedestrians and cyclists.
  
2. Temporary measures, ahead of the construction of the SLRB, which create more space for pedestrians and cyclists along Nantwich Road.

### Supporting Text:

Nantwich Road Bridge is an important east/west arterial route for vehicles and pedestrians. The introduction of an additional rail crossing south of the station (the southern link road bridge) will create additional capacity on this route and allow the implementation of an enhance pedestrian and cyclist focused public realm strategy that improves local access to a Crewe Station.



Proposals that bring this forward will be supported and may included additional engineering work sot Nantwich Road Bridge.

Proposals should visually connect to the station entrance, creating a safe route between Crewe Station and the Crewe Hub Green Link, set out in DA1.

The public realm should incorporate high quality features and landscaping to introduce green infrastructure wherever possible.

Proposals that support the successful operation of this area for pedestrians and cyclists will be supported, for example temporary activities and uses that improve the vibrancy of this route (such as food and drink stalls) or facilities that support a service that encourages pedestrian and cyclist use (such as bike hire, bike security or public information stands)

Development must ensure that access is maintained for existing businesses in and around the Nantwich Road/Pedley Street areas whilst any works are carried out.



Artists impression of public realm improvements at Nantwich Road

## Appendix 1: Glossary

### Glossary

#### Affordable housing:

Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market.

Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency. Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing.

Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes.

#### Amenity

A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.

### **Blue infrastructure**

A network of water that supports native species, maintains natural ecological processes, prevents flooding, sustains air and water resources and contributes to the health and quality of life of local communities.

### **Brownfield land**

Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes

where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

### **Community Infrastructure Levy**

A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

### **Conservation**

The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

### **Conservation Area**

Areas of special architectural or historic interest.

**Designated heritage asset**

A world heritage site, scheduled monument, listed building, protected wreck site, registered park and garden, registered battlefield or conservation area designated under the relevant legislation.

**Development plan**

This includes adopted local plans and neighbourhood plans and is defined in Section 38 of the Planning and Compulsory Purchase Act 2004.

**Edge of centre**

For retail purposes, a location that is well connected and up to 300 metres out of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside of the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

**Employment land**

Land identified for business, general industrial, and storage and distribution development as defined by use classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987. It does not include land for retail development.

**Greenfield**

Land, or a defined site, usually farmland, that has not previously been developed.

**Green infrastructure**

A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.



### **Heritage asset**

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing).

### **Historic environment**

All aspects of the environment resulting from the interaction between people and places through time, including all surviving remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

### **Infrastructure**

Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education, sport/recreation and health facilities.

### **Infrastructure delivery 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.

### **Listed building**

A building or structure of special architectural or historic interest. Listed buildings are graded I, II\* or II, with grade I being the highest. Listing includes the interior as well as the exterior of the building, and includes any buildings or permanent structures in its curtilage that have formed part of the land since before 1 July 1948. Historic England is responsible for designating buildings for listing in England.

### **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 (LPS)**

A development plan document and the first part of the council's local plan, the LPS was adopted in July 2017. It sets out the overall planning framework for the area. It includes strategic policies and allocations to achieve sustainable development.

### **Local planning authority**

The local authority or council that is empowered by law to exercise planning functions. Often the local borough or district council. National park authorities and the Broads Authority are also considered to be local planning authorities.

### **Local urban centre**

Defined area comprising of a range of shops and services that generally function to meet local, day to day shopping needs, sometimes including small supermarkets. Local urban centres do not fall within the definition of town centres.

### **Local wildlife sites/site of biological importance**

Locally important sites of nature conservation adopted by local authorities for planning purposes.

### **Main town centre uses**

Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities and the more intensive sport and recreation uses (including cinemas, restaurants, drive through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

### **Masterplan**

A means of expressing a vision for how a development opportunity site could be designed. Often these are illustrative rather than detailed.

### **National Planning Policy Framework (NPPF)**

Sets out the government's planning policies for England and how these are expected to be applied.

### **Neighbourhood parade of shops**

Defined area comprising a small group of shops and other facilities serving the day to day needs of residents generally within a very localised catchment. Neighbourhood parades of shops do not fall within the definition of town centres.

### **Non-designated heritage asset**

Locally important heritage assets identified by the local planning authority, where there is often a strong local affinity or association:

- Areas of local archaeological interest (including the areas of archaeological potential and sites of archaeological importance identified in local plans)
- Buildings of local architectural or historic interest (local list) Locally important built assets not on the local list
- Locally significant historic parks and gardens Other locally important historic landscapes

### **Open space**

All space of public value, including public landscaped areas, playing fields, parks and play areas, and areas of water such as rivers, canals, lakes and reservoirs, which may offer opportunities for sport and recreation or act as a visual amenity and a haven for wildlife.

### **Out of centre**

A location which is not in or on the edge of a centre but not necessarily outside the urban area.

### **Outdoor sports facilities**

Sports facilities with natural or artificial surfaces (and either publicly or privately owned) – including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields and other outdoor sports areas – these facilities may have ancillary infrastructure such as changing accommodation or pavilions.

### **Planning obligation**

A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

### **Pollution**

Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.

### **Previously developed land**

See 'Brownfield land'

### **Primary shopping area**

Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

### **Primary and secondary frontages**

Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods.

Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.

### **Principal town**

The largest towns with a wide range of employment, retail and education opportunities and services, serving a large catchment area with a high level of accessibility and public transport. The principal towns are Crewe and Macclesfield.

### **Priority habitats and species**

Species and habitats of principal importance included in the England Biodiversity List published by the Secretary of State under Section 41 of the Natural Environment and Rural Communities Act 2006.

### **Ramsar sites**

Wetlands of international importance, designated under the 1971 Ramsar Convention.

### **Renewable and low carbon energy**

Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

### **Settlement hierarchy**

The local plan settlement hierarchy is set out in LPS Policy PG 2. It categorises settlements into four tiers: principal towns, key service centres, local service centres and other settlements and rural areas.

### **Site of special scientific interest (SSSI)**

Sites designated by Natural England under the Wildlife and Countryside Act 1981.

### **Special areas of conservation (SAC)**

Areas given special protection under the European Union's Habitat Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.

### **Special protection areas (SPA)**

Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.

### **Stepping stones**

Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.

### **Strategic site/ location**

An important or essential site/area in relation to achieving the vision and strategic priorities of the local plan and which contributes to accommodating the sustainable development planned for over the local plan period.

### **Supplementary planning documents**

Documents which add further detail to the policies in the local plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

### **Sustainability appraisal**

An appraisal of the economic, environmental and social effects of potential policies and proposals to inform the development of the plan.

### **Sustainable development**

A widely used definition drawn up by the World Commission on Environment and Development in 1987: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs." The government has set out four aims for sustainable development in its strategy 'A Better Quality of Life, a Strategy for Sustainable Development in the UK'. The four aims, to be achieved simultaneously are:

- Social progress that recognises the needs of everyone; Effective protection of the environment;
- Prudent use of natural resources; and
- Maintenance of high and stable levels of economic growth and employment.

### **Town centre**

Area defined on the adopted policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in local plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

### **Wildlife corridor**

Areas of habitat connecting wildlife populations.

## **Appendix 2: Evidence and Links**

Documents published to support the Publication Draft Crewe Hub Area Action Plan [PUBCHAAP] are all available to download from the HS2 webpage:

[https://cheshireeast-consult.objective.co.uk/portal/planning/cs/crewe/crewe\\_hub\\_area\\_action\\_plan\\_development\\_strategy\\_and\\_further\\_options](https://cheshireeast-consult.objective.co.uk/portal/planning/cs/crewe/crewe_hub_area_action_plan_development_strategy_and_further_options)

- Publication Draft Crewe Hub Area Action Plan (2020, Cheshire East Council) [PUBCHAAP 01]
- Draft CHAAP Policies Map (2020, Cheshire East Council) [PUBCHAAP 02]
- Draft CHAAP Masterplan [PUBCHAAP 03]
- Publication Draft Sustainability Appraisal (2020, Cheshire East Council) [PUBCHAAP 04]
- Publication Draft Sustainability Appraisal Non-technical Summary (2020, Cheshire East Council) [PUBCHAAP 05]
- CHAAP Habitat Regulations Assessment (publication version) (2019, JBA Consulting)[PUBCHAAP 06]
- CHAAP Background Report (2020, Cheshire East Council) [PUBCHAAP 07]
- Crewe Hub Station Campus Design and Masterplan (2018, Grimshaw Architects) [PUBCHAAP 08]
- Background Report to the Crewe Hub Masterplan (2020, Cheshire East Council) [PUBCHAAP 09]
- Crewe Station Hub: Retail Evidence (2019, CBRE) [PUBCHAAP 10]
- Addendum to 2018 Cheshire East Retail Study Update – Crewe Retail Capacity Update (2020, WYG)[PUBCHAAP 11]
- Housing Needs Study Evidence Base Report (2019, CBRE) [PUBCHAAP 12]
- Crewe Campus – Stage 2 – Options Transport Planning (2018, Mott MacDonald)[PUBCHAAP 13]
- Transport Evidence Base (2019, Jacobs) [PUBCHAAP 14]
- Crewe Southern Link Road Bridge GRIP 2 Feasibility (2019, Mott Macdonald)[PUBCHAAAP 15]
- Crewe Southern Link Road Bridge Access Options – Preferred Route Assessment (2019, Cheshire East Council) [PUBCHAAP 16]

- Car Park Strategy (2020, Cheshire East Council) [PUBCHAAP 17]
- Delivering Employment, Skills and Training Background Report (2019, Cheshire East Council)[PUBCHAAP 18]
- Environmental Assessment (2019, Mott Macdonald) [PUBCHAAP 19]
- Public Open Space Evidence Report (2019, CBRE) [PUBCHAAP 20]
- Heritage Study and Heritage Impact Assessment (2019, Hinchliffe Heritage) [PUBCHAAP 21]
- CHAAP Viability Assessment (2020, HDH Planning & Development) [PUBCHAAP 22]
- Infrastructure Delivery Plan (2020, Cheshire East Council) [PUBCHAAP 23]
- Statement of Consultation (2020, Cheshire East Council) [PUBCHAAP 24]
- Duty to Co-operate (2020, Cheshire East Council) [PUBCHAAP 25]
- Crewe HS2 Hub Growth Corridor Commercial Case (2020, Cheshire East Council) [PUBCHAAP 26]
- Crewe HS2 Hub Growth Corridor Economic Case (2020, Cheshire East Council) [PUBCHAAP 27]
- Crewe HS2 Hub Growth Corridor Management Case (2020, Cheshire East Council) [PUBCHAAP 28]
- Crewe HS2 Hub Growth Corridor Management Case (2020, Cheshire East Council) [PUBCHAAP 29]
- CHAAP Monitoring Framework (2020, Cheshire East Council) [PUBCHAAP 30]
- Constellation Partnership HS2 Growth Strategy (2018, Constellation Partnership) [PUBCHAAP 31]
- CHAAP Delivery Strategy [PUBCHAAP 32]
- Retail Assessment of Planned Crewe Hub Local Centre (2020, WYG) [PUBCHAAP 33]

**Other related documents**



A Green Infrastructure Plan for Cheshire East 2019 to 2030 (2019, Cheshire East Council). Available at

<https://www.cheshireeast.gov.uk/pdf/planning/green-infrastructure/final-cec-green-infrastructure-plan-october-2019.pdf>

A Green Future: Our 25 Year Plan to Improve the Environment (2018, HM Government). Available at

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/693158/25-year-environment-plan.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf)

Active Design Guide (2015, Sport England and Public Health England). Available at

<https://www.sportengland.org/media/3426/spe003-active-design-published-october-2015-email-2.pdf>

All Change for Crewe: High Growth City (2013, Cheshire East Council). Available at

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**Crewe Hub Area Action Plan**  
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