

Cheshire East Local Plan

Report of Consultation: Brooks Lane (Middlewich) Development Framework (Masterplan)

September 2020

Contents

1. Introduction	2
2. Consultation documents	2
3. Document availability	2
4. Publicity and engagement	3
Consultation notifications	3
Other publicity	3
5. Submitting comments	4
6. Representations received	4
Appendix 1: Notification letter and email	5
Appendix 2: Screen shot from the council website	8
Appendix 3: Press releases	9
Appendix 4: Consultation portal / consultation response form and extract from strategic planning update newsletter	10
Appendix 5: Summary of key issues and responses	14

1. Introduction

- 1.1 The Brooks Lane site is identified as a strategic location in the Council's Local Plan Strategy (adopted July 2017) as site reference 'LPS 43'. The Local Plan Strategy ('LPS') requires that future re-development of the site will be supported by a masterplan led approach that will help determine the nature and quantum of development that is appropriate for the site.
- 1.2 Consultants Barton Willmore, on behalf of the Council, prepared a development framework to support the future development of the site. The development framework was prepared as a Supplementary Planning Document (SPD) and intended to provide over-arching guidance for the future development of the site.
- 1.3 The Brooks Lane (Middlewich) initial draft Development Framework (masterplan) SPD was published for consultation between 14 January and 25 February 2019 and a report of consultation prepared summarising the feedback that was received and how this influenced the final draft of the SPD.
- 1.4 The final draft of the Brooks Lane Development Framework, alongside a report of consultation prepared for the initial draft SPD, was consulted on from the 22 January until the 04 March 2020.
- 1.5 This final report of consultation sets out how this consultation was carried out and addresses the feedback received, including the final changes to the SPD made in response to the feedback received.
- 1.6 Consultation was carried out in line with the requirements of the council's Statement of Community Involvement (December 2018).

2. Consultation documents

- 2.1 Comments were invited on the final draft Brooks Lane (Middlewich) Development Framework (masterplan) SPD and accompanying report of consultation. A Sustainability Appraisal and Habitats Regulations Assessment Screening Assessment were also included as an appendix.

3. Document availability

- 3.1 Electronic copies of the consultation documents were available on the council's consultation portal which could be accessed via the council's website.
- 3.2 A printed copy of the consultation documents were available for inspection at the council's principal offices at Westfields, Middlewich Road, Sandbach CW11 1HZ.

- 3.3 Printed copies of the consultation documents were also available for inspection at:
- Crewe Customer Service Centre, Delamere House, Delamere Street, Crewe CW1 2JZ;
 - Macclesfield Customer Service Centre, Town Hall, Macclesfield SK10 1EA;
 - Middlewich Library, Lewin Street, Middlewich, CW10 9AS.

4. Publicity and engagement

Consultation notifications

- 4.1 Notification of the consultation was sent to all active stakeholders on the council's local plan consultation database. This consisted of 280 printed letters and 2,382 emails sent on 22 January 2020. The stakeholders on the consultation database include residents of Cheshire East, landowners and developers, as well as planning consultants, businesses and organisations.
- 4.2 Copies of the notification email and letter are included in Appendix 1.
- 4.3 Separate email letters were also sent to Natural England, Historic England, the Environment Agency and Natural Resources Wales as statutory consultees.
- 4.4 Town and parish councils adjoining Cheshire East in neighbouring authorities are included in the local plan consultation database and received the notification letter / email as detailed in paragraph 4.1.
- 4.5 A notice of the consultation also appeared on the consultation page of the council's web site (see Appendix 2).

Other publicity

- 4.6 A number of pages on the Cheshire East Council website provided information and links to the consultation. These pages included:
- The homepage (in the 'have your say' section): www.cheshireeast.gov.uk
 - The Cheshire East Local Plan page: www.cheshireeast.gov.uk/localplan
- 4.7 A press release was issued; informing people of the consultation (Last chance to comment on marina and homes plan). A copy of the press release is included in Appendix 3.
- 4.8 An item relating to the consultation on the Brooks Lane Development Framework SPD was also included in the Strategic Planning Update (February 2020 edition). The Strategic Planning Update is sent to all town and parish councils and Council Members in Cheshire East. A copy is also published on the Council's website and included in Appendix 4.

- 4.9 News articles relating to the consultation were published, including:
- Marina Masterplan Comes Under Fire (Winsford and Middlewich Guardian, 21 January 2020);
 - Have your say on homes and marina vision for Brooks Lane (Winsford and Middlewich Guardian, 29 January 2020).

5. Submitting comments

- 5.1 Comments could be submitted in a number of ways:
- Using the online consultation portal, linked from the council's website;
 - By email to locaplan@cheshireeast.gov.uk; or
 - By post to Strategic Planning (Westfields), C/O Municipal Buildings, Earle Street, Crewe CW1 2BJ.
- 5.2 Printed copies of consultation response forms were available for people to take away from the council's offices at Westfields, Sandbach and the locations listed in paragraph 3.3. The response form is shown in Appendix 4.
- 5.3 Information on how to submit comments was included on the consultation portal; the public notice; in the foreword of the printed and PDF versions of the draft SPD; and on the printed comments form.

6. Representations received

- 6.1 In total, 21 comments from 21 parties were received during the consultation period. A further three comments from two consultees were late submissions received after the closing date of the consultation. These comments can be viewed on the consultation portal at <https://cheshireeast-consult.objective.co.uk/portal/planning/spd/brookslaneddevelopmentframework>
- 6.2 The comments received covered a wide range of topics and issues. However the key matters raised in the feedback related to:
- Provision of infrastructure on the site
 - Improvements to highways, particularly access into the site
 - Provision of a train station
 - The relationship of new housing with existing retained employment uses on the site
- 6.3 A full summary of the key issues raised alongside the council's response and how the SPD has been amended as a result is set out in Appendix 5.

Appendix 1: Notification letter and email



Working for a brighter future: together

address

**Environment and Neighbourhood
Services**

1st Floor, Westfields
c/o Municipal Buildings
Earle Street
CREWE
CW1 2BJ
01270 685893

localplan@cheshireeast.gov.uk
www.cheshireeast.gov.uk

DATE: 22/01/2020 OUR REF: BLDF

Cheshire East Local Plan - update on planning policy preparation

You have received this letter because, according to our records, you have previously responded to a Local Plan consultation or you have been asked to be kept informed about the development of planning policies in Cheshire East.

I am writing to update you on two matters, firstly, progress with the Council's Site Allocations and Development Policies Document ('SADPD') and, secondly, to notify you that the Council has published a final draft masterplan for the Brooks Lane site in Middlewich for public consultation.

SADPD

The SADPD is the second part to the Council's Local Plan. It will set out detailed, non-strategic planning policies to support the delivery of the Local Plan Strategy adopted in 2017.

As you may know, six weeks of consultation took place on the Publication version of the SADPD between 19 August and 30 September last year. The Council received over 2,700 representations and because of this significant level of feedback, it is now expected that a decision will be made during the summer about the next step towards the Plan's examination.

Careful consideration is being given to all of the comments received about the Plan including the need for any further changes to its proposed policies and allocations.

Brooks Lane, Middlewich - Draft Development Framework (masterplan)

In line with the council's adopted Local Plan Strategy, a development framework (masterplan) supplementary planning document ('SPD') has been prepared to support the delivery of the strategic development location at Brooks Lane, Middlewich (reference LPS 43).

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All other enquiries 0300 123 5500

www.cheshireeast.gov.uk

An initial draft of the development framework SPD was consulted on in January / February 2019. A final draft version of the SPD has now been prepared, alongside a report of consultation which summarises the comments received to the initial draft SPD and how the final version of the document has been amended in the light of this feedback.

The council is now seeking views on the final draft SPD prior to it being considered for adoption as a SPD and the report of consultation. As a SPD, its guidance would need to be taken into account as a material consideration in deciding relevant planning applications affecting the site.

The consultation period begins on the 22 January and ends at 5pm on the 04 March 2020.

The document will be available to view on line at www.cheshireeast.gov.uk/localplan, at Middlewich Library (Lewin Street, Middlewich, CW10 9AS) and at the following Council Offices during their normal opening hours:

- Delamere House, Delamere Street, Crewe, Cheshire, CW1 2JZ;
- Macclesfield Town Hall, Macclesfield, Cheshire, SK10 1EA; and
- Westfields, Middlewich Road, Sandbach, CW11 1HZ

Comments forms are available at the above locations. We would encourage you to respond using the consultation portal on our website. Alternatively you can e-mail your views to localplan@cheshireeast.gov.uk or send comments by post to Strategic Planning (Westfields) C/O Municipal Buildings, Earle Street, Crewe, CW1 2BJ.

Please note that the deadline for the receipt of comments is 5pm on the 04 March 2020.

Your personal data will be processed in line with our privacy notice and your name and comments will be published and made available to view on the consultation portal.

Further information can be obtained from the Council's website or by contacting the Strategic Planning team on 01270 685893 or by e-mailing localplan@cheshireeast.gov.uk

Yours sincerely

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Jeremy Owens
Development Planning Manager

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Follow up. Completed on 22-Jan-2020.

From: LOCAL PLAN
To: LOCAL PLAN
Cc:
Subject: [OFFICIAL] Cheshire East Local Plan - Update on planning policy preparation

Sent: Wed 22/01/2020 11:26

You have received this e-mail because, according to our records, you have previously responded to a Local Plan consultation or you have been asked to be kept informed about the development of planning policies in Cheshire East.

I am writing to update you on two matters, firstly, progress with the Council's Site Allocations and Development Policies Document (SADPD) and, secondly, to notify you that the Council has published a final draft masterplan for the Brooks Lane site in Middlewich for public consultation.

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Please note that the deadline for the receipt of comments is 5pm on the 04 March 2020.

Your personal data will be processed in line with our privacy notice and your name and comments will be published and made available to view on the consultation portal.

Further information can be obtained from the Council's website or by contacting the Strategic Planning team on 01270 686893 or by e-mailing localplan@cheshireeast.gov.uk

Jeremy Owens
Development Planning Manager
Strategic Planning team
Westfields, Middlewich Road, Sandbach, CW11 1HZ

Appendix 2: Screen shot from the council website



Enter Keywords

 Search

A to Z site index

I want to find...

Jobs at the Council	Library books to renew or reserve	Care and support for children and adults
Payments to the Council	Council Tax	Housing
Bins and recycling	Benefits entitlements	Leisure and culture
Planning and planning applications	Business and Business Rates	Births, marriages and deaths
Schools and education	Roadworks and highway services	Rangers and outdoor recreation
Council and democracy	Car parks and parking	Environment
	Bus timetables and travel information	

In Focus



Food waste collections
Find out more about our food caddy deliveries.

News

28/01/2020 - Stay active during the colder months
28/01/2020 - Last chance to comment on marina and homes plan
24/01/2020 - Cheshire East Council unveils new deputy cabinet member
22/01/2020 - Council recognises and celebrates foster carers' long service
20/01/2020 - Year 8 HPV vaccinations to take place

Public Notices | Media Hub >>

Have your say

Consultations

- Community Governance Review Part one - closes at 5pm 31 January 2020
- SEND Survey to Parent/Carers - closes 5pm on 31 January 2020
- Brooks Lane, Middlewich Draft Development Framework - closes 5pm on the 4 March 2020
- Join the digital Influence panel

Planning applications

- Comment on a current planning application

More consultations

Contact

- Contact the council
- Find your local councillor

Social media







Other social media channels



THE VoICE
The new Cheshire East Council resident magazine



liverwell
Cheshire East

Live Well Cheshire East offers a range of services so you can find support, care and social activities for yourself or a loved one.



Cheshire East
Family Information Service

Cheshire East Family Information Service

8

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Appendix 3: Press releases

[Home](#) / [Council and Democracy](#) / [Council Information](#) / [Media Hub](#) / [Media releases](#) / 28/01/2020 - Last chance to comment on marina and homes plan



Still time to comment on potential homes, rail and marina developments

28 January 2020

A final round of public consultation is taking place to help shape a proposed housing, open space and marina project - which also includes hopes for a renewed passenger rail service in the borough.

The Brooks Lane area of Middlewich is earmarked for a range of new development opportunities, with aspirations for reintroducing passenger rail services to the town. Both Cheshire East Council and Cheshire West and Chester Council have expressed support for the re-opening of the Sandbach-Middlewich-Northwich line for passenger services.

While this is not within the gift of local councils, the authorities will continue to work with Network Rail, Transport for the North and the Cheshire and Warrington Local Enterprise Partnership to progress this.

Identified as a potential development site within the Cheshire East Local Plan Strategy, the Brooks Lane supplementary planning document details a vision to see an additional 200 homes, a marina, public open space and cycling and walking routes.

Residents and all interested parties have until 4 March 2020 to express their views on the document, which shows how these development proposals progress. This is the last round of consultation before a final blueprint is agreed and put before the council. Once adopted, the masterplan will become an important consideration whenever the council has to determine relevant planning applications.

The final draft masterplan and its associated statement of consultation is available to view on the [Cheshire East Council consultation portal](#)

It is also available for viewing at:

- Westfields, Middlewich Road, Sandbach CW11 1HZ;
- Delamere House, Delamere Street, Crewe CW1 2JZ;
- Macclesfield Town Hall, Macclesfield SK10 1EA.



You can also comment by emailing: localplan@cheshireeast.gov.uk or in writing to the Spatial Planning Team, Cheshire East Council, Municipal Buildings, Earle Street, Crewe CW1 2BJ.

Appendix 4: Consultation portal / consultation response form and extract from strategic planning update newsletter

The screenshot shows the Cheshire East Council Consultation Portal. The header includes the council logo and navigation links for Accessibility, Privacy, Home, and Contact Us. A search bar and user options (Login / Register, Who Said What?, Help) are also present.

The main content area is titled "Brooks Lane (Middlewich) Development Framework SPD". It provides information about the development framework, including a link to the supplementary planning document (SPD) and a report of consultation. It also mentions the period for making comments (Wednesday 22 January to Wednesday 04 March 2020) and provides links to consultation documents and a submission form.

Below the main content, there is a "View and Comment" button. Underneath this, a table provides details about the consultation event, including access requirements, status, privacy, description, organisation, contact name, contact email, contact telephone, other contact information, and subject.

At the bottom, there is a "Sharing Tools" section with links to Facebook, Twitter, Delicious, Digg, reddit, and StumbleUpon.

Event Information	Supporting Documents	All Comments
Access: Login required Status: open (From 22/01/20 09:00 to 04/03/20 17:00) Privacy: If you take part, your name may be displayed, your answers may be displayed, your town/city will not be shown Description: Brooks Lane Development Framework Supplementary Planning Document (SPD) has been produced to guide development of the strategic location (LPS 43) in the adopted Local Plan Strategy Organisation: Cheshire East Council Contact Name: Spatial Planning Team Contact Email: localplan@cheshireeast.gov.uk Contact Telephone: 01270 885593 Other Contact Information: Westfields Middlewich Road Sandbach Cheshire CW11 1HZ Subject: Local development plans, Planning (town and country), Local development, Local Development Framework		

Cheshire East Local Plan

Brooks Lane Development Framework (Masterplan)

Supplementary Planning Document - Comments Form

Please return to: Strategic Planning (Westfields)
C/O Municipal Buildings, Earle Street, Crewe CW1 2BJ or by email to
localplan@cheshireeast.gov.uk

Please return by: Wednesday 04 March 2020

This comment form has two parts:

- Part A – Personal details.
- Part B – Your representation(s).

Comments Form Part A: Personal Details

	Personal Details*	Agent's Details (if applicable)
Title		
First Name		
Last Name		
Job Title (where relevant)		
Organisation (where relevant)		
Address Line 1		
Address Line 2		
Address Line 3		
Address Line 4		
Postcode		
Telephone Number		
Email Address (where relevant)		
Your Reference No. (if known)		

Personal Details*

Agent's Details (if applicable)

* If an agent is appointed, please complete only the Title, Name and Organisation in column 1 but complete the full contact details of the agent in column 2.

Please complete a separate Part B form for each comment that you would like to make. This response form provides enough space for two comments but please copy and attach further part B forms if required.

For further assistance in making comments please contact the Strategic Planning Team at localplan@cheshireeast.gov.uk or by telephone on 01270 685893.

Comment Form Part B: Brooks Lane SPD Comment Form

Name and
Organisation:

Office Use Only:

PID:

RID:

Q1. Which section of the document are you commenting on?

Page / Chapter / Paragraph / Figure

(please delete as appropriate and state which): _____

Q2. What is your overall view on this section? (please tick one box)

☐ Support

☐ Object

☐ Comment only

Q3. Please set out your comments or views on this section:

Strategic planning update

This page provides regular updates on planning policy matters affecting Cheshire East, including:

- progress on the council's Local Plan
- other research, guidance and projects carried out by the council's Strategic Planning Team, and
- neighbourhood planning activity taking place across the borough.

February 2020 bulletin - edition 17

Keeping you informed about planning policy matters in the borough.

Keyboard navigation: use the spacebar to display further information.

Site Allocations and Development Policies Document	view ▾
Crewe Hub Area Action Plan	view ▾
Brooks Lane Development Framework, Middlewich	close ▾

In line with the council's adopted Local Plan Strategy (LPS), a development framework (masterplan) supplementary planning document (SPD) has been prepared to support the delivery of the strategic development location at Brooks Lane, Middlewich (reference LPS 43).

An initial draft of the development framework was consulted on in January and February 2019. A final draft version of the SPD has now been prepared which also incorporates a report of consultation summarising the comments received to the initial draft SPD and amendments to it in the light of this feedback.

The council is now seeking views on the final draft SPD prior to it being considered for adoption and the report of consultation. As a SPD, its guidance would need to be taken into account as a material consideration in deciding relevant planning applications affecting the site.

The consultation runs between 22 January and 4 March 2020. Further information can be found on the [Local Plan Consultation Portal](#).

In this section

- [Brownfield Register](#) >
- [Local Plan Public Notices](#) >
- [Spatial planning update](#)
- [Airport Planning](#) >
- [Local Development Orders \(LDOs\)](#) >
- [Cheshire East Local Plan](#) >
- [Planning Policy Documents Index and Price List](#) >
- [Research and Evidence](#) >
- [Strategic Planning](#) >
- [Saved and Other Policies](#) >

Rate this page

We value your feedback. How do you rate this information?



Appendix 5: Summary of key issues and responses

Consultee Ref	Summary of key issues including where the comment relates	Response to issues raised	Modification(s) required
BLDF 3 – Private Individual	<ol style="list-style-type: none"> 1. Missed opportunity to have a road linking Brooks Lane site to the new Middlewich Eastern bypass. If Brooks Lane Bridge cannot be altered then make it 2 ways, then a second exist point added along the A533. 2. Plan needs to consider supporting infrastructure including schools etc. 3. A bus route should be included along Brooks Lane. 	<ol style="list-style-type: none"> 1. The development framework identifies the potential for highway improvements to the Brooks Lane Canal Bridge and the Junction of Brooks Lane and Kinderton Street. Point E of the site specific principles of development for the strategic location (LPS 43) makes reference to contributions towards highways improvements. 2. The Local Plan Strategy (LPS) when it established the Brooks Lane site as a strategic location (LPS 43) considered matters in relation to infrastructure through the preparation of an Infrastructure Delivery Plan. Policy wording contained in the site principles for LPS 43 (which the Brooks Lane Development Framework seeks to supplement), includes requests for contributions towards, education, health and highways infrastructure. This will be considered on a case by case basis for planning application(s) submitted on the site. 3. There are existing bus routes in close proximity to the site along Lewin Street (services 37 / 42) Service 42 runs along Kinderton Street also. As noted in section 5.1.3 of the draft SPD – all ‘major’ development proposals on the site should be accompanied by a transport assessment and consider the need for a travel plan. 	<ol style="list-style-type: none"> 1. No modification(s) required 2. No modification(s) required 3. No modification(s) required

BLDF 4 – Private Individual	1. Support for the development.	1. Noted	1. No modification(s) required
BLDF 5 – Private Individual	<ol style="list-style-type: none"> 1. Small developments have been taking place for decades with no thought to improving the infrastructure of the town. Infrastructure needs to be built before any future developments take place. 2. Brooks Lane is difficult to exit due to the weight of traffic. There should be multiple exits from the site. 3. Train station is a great idea but will need to include a large car park and cycle storage. 4. Cycle paths should be included in the Plan. 5. Alongside HS2 facility at Wimboldsley – impact on both sides of the town. 	<ol style="list-style-type: none"> 1. The Local Plan Strategy (LPS) when it established the Brooks Lane site as a strategic location (LPS 43) considered matters in relation to infrastructure through the preparation of an Infrastructure Delivery Plan. The intention of the masterplan is to assist in the co-ordination of development and having appropriate regard to place making requirements across the site. The construction of the Middlewich Eastern Bypass is a major piece of planned infrastructure that will benefit the town. 2. The development framework identifies the potential for highway improvements to the Brooks Lane Canal Bridge and the Junction of Brooks Lane and Kinderton Street. Point E of the site specific principles of development for the strategic location (LPS 43) makes reference to contributions towards highways improvements. 3. Noted. 4. The BLDF makes appropriate references throughout the document to cycle links to connect existing and proposed development in the BLDF area. 5. The BLDF has been developed in response to the requirement of a policy in an adopted Local Plan (policy LPS 43). 	<ol style="list-style-type: none"> 1. No modification(s) required 2. No modification(s) required 3. Reference to 'cycle' parking added to section 5.1.2 when making reference to the train station requirements 4. No modification(s) required 5. No modification(s) required

BLDF 6 – Private Individual	<ol style="list-style-type: none"> 1. Support for regeneration but note that the town is at capacity for schools and general infrastructure. 2. Too many houses going everywhere. 3. Leisure facilities are necessary 4. People have to travel to industrial estates for work, most people not able to cycle to work due to poor cycle routes and over congested roads. 	<ol style="list-style-type: none"> 1. The Local Plan Strategy (LPS) when it established the Brooks Lane site as a strategic location (LPS 43) considered matters in relation to infrastructure through the preparation of an Infrastructure Delivery Plan. Site specific principles of development for the strategic location (LPS 43) make reference to the need for contributions towards highways, education and health infrastructure contributions. 2. The BLDF has been developed in response to the requirement of policy LPS 43 in the Local Plan Strategy. LPS 43 notes that the Brooks Lane site, as a strategic location, is anticipated to deliver around 200 homes. 3. Section 5.1.2 of the masterplan supports the provision of small scale leisure facilities 4. This is a general point. The BLDF seeks improvements to pedestrian and cycling connections. 	<ol style="list-style-type: none"> 1. No modification(s) required 2. No modification(s) required. 3. No modifications required 4. No modifications required
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BLDF 7 – Private Individual	<ol style="list-style-type: none"> 1. Concern over more traffic with proposal for new homes. 2. There is a need to build the Middlewich Eastern Bypass first. 	<ol style="list-style-type: none"> 1. As noted in section 5.1.3 of the draft SPD – all ‘major’ development proposals on the site should be accompanied by a transport assessment. Point E of the site specific principles of development for the strategic location (LPS 43) makes reference to contributions towards highways improvements. The detailed traffic impacts of any development proposals and necessary mitigation measures will need to be addressed at a planning application stage. 2. Planning Committee resolved to approve the Middlewich Eastern Bypass (planning reference 18/5833c). The current programme (subject to planning and final funding approvals) is for the main construction works to start in 2021 with an estimated 30 month construction period. A new planning application has been registered for the proposed additional areas associated with the new road scheme but not yet determined (ref 20/2164C) 	<ol style="list-style-type: none"> 1. No modification(s) required. 2. No modification(s) required.
BLDF 8 – Environment Agency	<ol style="list-style-type: none"> 1. We support the proposals in the document and are pleased to note that the comments in our previous letter have been included in the final draft. We have no additional comments to make. 	<ol style="list-style-type: none"> 1. Noted 	<ol style="list-style-type: none"> 1. No modification(s) required
BLDF 9 – Coal Authority	<ol style="list-style-type: none"> 1. No specific comments to make on the final draft of the document. 	<ol style="list-style-type: none"> 1. Noted 	<ol style="list-style-type: none"> 1. No modification(s) required.

<p>BLDF 10 – United Utilities</p>	<ol style="list-style-type: none"> 1. United Utilities (“UU”) wishes to highlight that we will seek to work closely with the Council to develop a coordinated approach for the delivery of the Brooks Lane allocation. 2. UU highlight the free pre-application service for drainage strategies and water supply requirements. 3. Previous response should be read in conjunction with this one. UU have noted the changes made to the SPD following on from our previous response and we are pleased with the approach to sustainable drainage within the document and the inclusion of linkage between green infrastructure and surface water management. 4. This representation will look to focus on how phasing will interact with drainage, ensuring the canal is fully utilised to discharge the developments surface water. Approach to phasing - the experience of UU is that where sites are in multiple ownership, the achievement of sustainable development can be compromised by developers/applicants working independently. It is integral that any proposed phasing and infrastructure schedule ensures each development phase has unfettered access to available infrastructure. The SPD could be used to control the approach to phasing to ensure sustainable drainage is ensured. 	<ol style="list-style-type: none"> 1. Noted 2. Noted 3. Noted 4. Noted, see proposed modification to the SPD. Given that they would not have control over the whole Brooks Lane site area, it would be impossible for any individual applicant promoting a scheme on part of the area to identify with any certainty how other development schemes would come forward across other parts of the area by way of a phasing plan. However the underlying objective of UU, to best achieve sustainable drainage solutions across the site, is addressed in the additional wording proposed in BLDF. 	<ol style="list-style-type: none"> 1. No modification(s) required. 2. No modification(s) required. 3. No modification(s) required. 4. Additional paragraph added to section 5.2 as point 5 – <i>“In line with policy SE 13 Flood Risk ‘Flood Risk and Water Management’ all development should manage surface water effectively, follow the hierarchy of drainage options for surface water, where possible, and not unnecessarily prejudice access to sustainable drainage infrastructure across the site”.</i>
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<p>BLDF 10 – United Utilities cont...</p>	<p>4. Cont.. looking at the Phasing Strategy in Part 6 of the SPD, there is still concern that access to the canal will be restricted and block the discharge of surface water, which is a more sustainable option than the public sewer. Development proposals within the allocation should follow the hierarchy of drainage options for surface water with the expectation that no surface water will discharge to public sewer. Such requirements are supported by Policy SE13 in the adopted 'Local Plan Strategy' and ENV15 of the draft 'Site Allocations and Development Policies Document'. Opportunities for more sustainable options in the surface water hierarchy may be compromised if an overarching Phasing Plan is not produced to provide a degree of certainty as proposals are brought forward. We suggest the following text to be added to '6.1 Summary and Phasing', which can be amended to reflect any local circumstances/preferences: "A comprehensive Phasing Plan shall be as part of any planning application that is submitted within the SPD boundary. The Phasing Plan shall outline how it interacts with adjoining phases and must be updated to reflect any change in circumstances as the allocation are brought forward. The development shall only be carried out in accordance with the approved Phasing Plan after approval from the Local Planning Authority. To align with the Phasing Plan, updated strategies, like the surface water drainage strategy, must be submitted as part of any planning application".</p>		
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BLDF 10 – United Utilities cont...	5. Moving forward, we respectfully request that the Council and associated developers continue to consult with United Utilities regarding development as part of the Brooks Lane SPD. We are keen to continue to ensure that all new growth can be delivered sustainably.	5. Noted	5. No modification(s) required.
BLDF 11 – Private individual	<ol style="list-style-type: none"> 1. Support the development as prefer to live in a residential rather than an industrial area 2. Feel that Middlewich does need development and welcome any changes to improve the area. 3. Concerns over traffic congestion and the only exit being at the 'Boars Head' end of Brooks Lane. There must be a solution of reducing the traffic by creating alternative exits to the site. 	<ol style="list-style-type: none"> 1. Noted 2. Noted 3. The development framework identifies the potential for highway improvements to the Brooks Lane Canal Bridge and the Junction of Brooks Lane and Kinderton Street. Point E of the site specific principles of development for the strategic location (LPS 43) makes reference to contributions towards highways improvements. 	<ol style="list-style-type: none"> 1. No modification(s) required. 2. No modification(s) required. 3. No modification(s) required.

BLDF 12 – Thomas Hardie Commercials Limited	<ol style="list-style-type: none"> 1. Previously made representations as to why the document was unsound and unsustainable 2. Even with minor changes made, the final document is unsound and unsustainable and the document should be adopted by the Council. 3. Thomas Hardie Commercials Limited site ought to be allocated for development alongside the rest of the strategic development area. 4. Draw attention to para 180 & 182 of the National Planning Policy Framework (NPPF) – proposed residential use is not appropriate and cannot be integrated effectively with existing uses, Despite the addition of a new section on development parameters and delivery considerations there is inadequate protection for the existing employment / industrial uses retained adj to the residential development. THCL operates 24 hours a day, 365 days a year and so trips could pass by proposed residential development impacting on health safety and noise levels 5. THCL support removal of extra care housing which was previously considered around the proposed train station location. 6. With the location of the train station, residents will pass by Road Beta directly adjacent to the employment area. 	<ol style="list-style-type: none"> 1. Representations made to the initial draft BLDF were considered in the development of the final draft BLDF. 2. The Council considers the final version of the BLDF capable of adoption and prepared in line with relevant regulations and the Council’s Statement of Community Involvement. 3. The BLDF has been developed to support policy LPS 43 – Brooks Lane, Middlewich. The strategic location requires the production of a masterplan to support the future development of the site and the masterplan is considered to appropriately reflect the policy context set by the Local Plan Strategy. The identification of residential development on the Thomas Hardy site is not currently considered appropriate because it falls within an area of industrial uses to the east of Road Beta which are expected to remain in situ for the foreseeable future. However, the BLDF does not represent a hard and fast blueprint for the area in the long term. Circumstances may change and the intentions of individual landowners may alter over time providing opportunities to explore further development schemes in the future. 4. The development framework appropriately considers a number of broad parameters for the site whereas future planning application(s) will provide additional and detailed justification. This detailed information will be considered on their own merits against the policies contained within the Development Plan. The framework includes a section on development parameters which sets out the need for additional assessments in support of future planning applications on the site. 5. Noted 6. The location of the train station appropriately reflects the outcomes of initial appraisal work by the Local Enterprise Partnership called the Mid Cheshire and Middlewich Rail Feasibility Study. 	<ol style="list-style-type: none"> 1. No modification(s) required 2. No modification (s) required 3. No modification (s) required 4. No modification (s) required. 5. No modification (s) required. 6. No modification (s) required.
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BLDF 12 – Thomas Hardie Commercials Limited cont..	<p>7. Increase traffic (including pedestrians and cyclists raise safety concerns when coupled with high intensity industrial and employment traffic on Brooks Lane.</p> <p>8. Consider buffer planting will be insufficient to mitigate the effects of disturbance from employment / industrial uses, particularly at sensitive times.</p>	<p>7. There are references in section 5.1.3 (access parameter) in the development framework to development supporting appropriate pedestrian and cycle access to try and secure user safety.</p> <p>8. Section 5.1.4 of the development framework refers to buffer planting and landforming used to secure the future amenity of residents whilst supporting the continued operation of existing businesses on the site. The adequacy or otherwise of specific noise mitigation measures will need to be judged at a planning application stage.</p>	<p>7. No modification(s) required.</p> <p>8. No modification(s) required.</p>
BLDF 13 – Sport England	<p>1. The importance of promoting healthy communities is a key focus of the NPPF in achieving sustainable development. Sport England's current strategy 'Towards an Active Nation' builds on the Government's sports strategy 'Sporting Future: A New Strategy for an Active Nation' which, alongside participation, focusses on how sport changes lives and is a force for social good. http://www.sportengland.org/planningforsport</p>	<p>1. Noted</p>	<p>1. No modification(s) required.</p>

<p>BLDF 13 – Sport England cont...</p>	<p>2. Active Design - Sport England advocates the concept of “active design” to promote the role of sport and physical activity in creating healthy and sustainable communities https://www.sportengland.org/facilities-and-planning/active-design/</p> <p>3. Sport England generally welcomes the opportunities presented as part of the masterplan, however suggest that the vision and the opportunities for the area are developed further to encompass and ensure that a key element of the SPD is the creation of healthy and sustainable communities. Sport England would request that embedding the principles of Active Design and using the 10 principles to guide further detailed development proposals would be beneficial and recommend liaising with Sport England as the design proposals are progressed.</p>	<p>2. Noted and change proposed. 3. See response to point 2 (above).</p>	<p>2. Section 5.1.3 has been amended to add ‘Active Design – <i>“The future development of the site should be supported by active design principles (advocated by Sport England) to support physical activity in creating health and sustainable communities”</i>.</p> <p>3. See modification (2) noted above.</p>
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<p>BLDF 13 – Sport England cont...</p>	<p>4. Additional Demand for Sport. - The occupiers of new development, especially residential, will generate demand for sporting provision. The existing provision within an area may not be able to accommodate this increased demand without exacerbating existing and/or predicted future deficiencies. Therefore, Sport England considers that new developments should contribute towards meeting the demand that they generate through the provision of on-site facilities and/or providing additional capacity off-site. The level and nature of any provision should be informed by a robust evidence base such as an up to date Sports Facilities Strategy, Playing Pitch Strategy (PPS) or other relevant needs assessment. This is supported by the Governments National Planning Policy Framework (paragraph 96).</p>	<p>4. Noted, the need for contributions for sports facilities would be considered on a case by case basis in line with policy SC2 'indoor and outdoor sports facilities' of the Local Plan Strategy. Any development proposals would still need to be assessed against all relevant development plan policies.</p>	<p>4. No modification(s) required</p>
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BLDF 13 – Sport England cont...	<p>5. The masterplan suggests the site will accommodate initially 200 new homes in the short term and a further 250 homes in the long term. This will therefore give rise to demand for sport facilities. It is not clear whether existing facilities are adequate enough (facilities, in the right location and of the right quality) and have enough capacity to absorb this additional demand. Potential costs provided by the representation. The applicant, in consultation with the Council should assess whether:</p> <ul style="list-style-type: none"> a. Existing facilities within the Analysis Area can accommodate the additional demand; or b. Improvements to existing facilities are required to build in the additional demand; or c. A contribution towards planned new provision is required d. More information on the Sports England website. 	<p>5. Noted, the need for contributions for sports facilities would be considered on a case by case basis in line with policy SC2 'indoor and outdoor sports facilities' of the Local Plan Strategy and other relevant policies in the Local Plan.</p>	<p>5. No modification(s) required.</p>
BLDF 14 – Historic England	<p>1. No comments to make on the document content.</p>	<p>1. Noted</p>	<p>1. No modification(s) required</p>

BLDF 15 – Canal & Rivers Trust	<ol style="list-style-type: none"> 1. Paragraph 5.1.1 – relates to the core elements of the Masterplan Framework. The canal corridor is well represented in the contextual appraisal/evaluation section of the document; however, the canal is not really referenced in paragraph 5.1.1 (apart from the potential marina). We would welcome the core overarching masterplan elements being expanded to include enhanced pedestrian/cycle routes though the site to the canal corridor & providing an active frontage, connectivity and engagement with the canal corridor (not just to the Marina). Figure 18 should also be expanded to reflect these changes. 2. Figures 20 and 21 Access Plan and Green Infrastructure Plan – the legend for both figures contain an error with ‘along’ duplicated in the ‘pedestrian access along along (sic) Canal Lock’. It is noted that Figure 21 does not appear to include any ‘new/enhanced pedestrian & cycle route’, despite this being included in the legend. 3. Paragraph 5.3.1 –specific reference should be made to ‘Providing an active frontage, connectivity and engagement with the canal corridor’. Figure 22 should also reflect this. The canal should not be a backdrop to development, but be fully integrated. We would not support a rear/side boundary fencing to the canal. If canal frontages cannot be provided, then creating a broader green corridor along the water and preventing the need for the multiple layers of boundary treatment would be preferable. 	<ol style="list-style-type: none"> 1. Noted and change proposed 2. Noted and change proposed 3. Noted and change proposed 	<ol style="list-style-type: none"> 1. Additional text added to 5.1.1 (point 6) to read <i>“alongside enhanced routes, connectivity and engagement with the canal”</i>. 2. The duplicated text in figure 20 & 21 has been removed. 3. Additional text added to 5.3.1 (point 4) to read <i>“alongside enhanced routes, connectivity and engagement with the canal”</i>. & additional text added to section 5.3.2 ‘urban form principles to read - <i>“providing an active frontage, connectivity and engagement with the canal corridor, where possible”</i>
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<p>BLDF 15 – Canal & Rivers Trust cont....</p>	<p>4. Paragraph 5.3.2 - relates to Urban Form Principles and includes a section on 'Canal frontage', however this only relates to the scale of development. This ought to be expanded to clearly state: "New housing adjacent to the canal should be laid out to provide an active frontage and positive engagement with the waterway. A range of housing types and building heights from 2-3 storey should be provided".</p> <p>5. Paragraph 6.1 The summary and phasing section provides a summary of what is to be provided on the site and mentions 'provision of a c.20 boat marina' elsewhere this is referred to as 'potential provision'. We consider that 'potential' should also be added here to avoid ambiguity.</p> <p>6. Within our previous comments, we mentioned the reference to the Trust and the incorrect use of our registered name. It is noted that Appendix 5 which provides a summary of key issues and references states that these have been corrected, however we note that the wrong name has been added here and that there are still numerous references within the revised document which include 's' to River and use 'and' instead of the ampersand (&). Please can all references to us be changed to 'Canal & River Trust' (i.e with no 's' added or 'and' instead of the ampersand (&)). It is hoped that the above comments and suggested additions/amendments can be incorporated into the SPD.</p>	<p>4. Noted and change proposed</p> <p>5. Noted and change proposed</p> <p>6. Noted and change proposed</p>	<p>4. Additional text - <i>"providing an active frontage, connectivity and engagement with the canal corridor, where possible"</i> added to section 5.3.2 'urban form principles'</p> <p>5. The word <i>'potential'</i> has been added to section 6.1 with reference to the provision of a marina.</p> <p>6. The document has been amended to refer to the Canal & River Trust</p>
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BLDF 16 – National Grid	1. Background to National Grid provided. 2. No comment to make in response to the consultation 3. Further guidance provided on development considerations concerning the national grid network (electricity and gas assets).	1. Noted 2. Noted 3. Noted	1. No modification(s) required 2. No modification required (s) 3. No modification required (s)
BLDF 17 – Homes England	1. Background to Homes England 2. Homes England does not have any land holdings affected by the consultation and therefore we do not propose to make at representations at this point.	1. Noted 2. Noted	1. No modification (s) required 2. No modification (s) required
BLDF 18 – Private individual	1. Support for the document	1. Noted	1. No modification (s) required

<p>BLDF 19 – Avison Young on behalf of Tritax Symmetry</p>	<ol style="list-style-type: none"> 1. Tritax Symmetry is a landowner of sites in the Ma6nitude strategic employment allocation (LPS 44) and generally supports the final draft SPD but provides detailed comments / recommendations below 2. New Train Station and Lineside Infrastructure – supports the railway station delivery in principle but does not support the proposed train station car park, outside of the masterplan boundary and on land controlled by Tritax Symmetry. The land also has consent for B1,B2 and B8 (ref 07/1442/REM). The SPD states that the train station car park will extend to approximately 0.6ha. Tritax Symmetry acknowledges that LPS 44 states that lineside infrastructure, parking and access should be accommodated within the Ma6nitude site. However, Ma6nitude is a valuable strategic employment allocation and the delivery of lineside infrastructure in this location would prevent important employment floorspace from coming forward, particularly as the proposed site is already consented for employment development. Therefore, Tritax Symmetry strongly requests that the location of the proposed lineside infrastructure is revised and is instead accommodated within the Brooks Lane Masterplan area and on the same side of the railway line as the entrance to the train station, so as to not prejudice the delivery of consented, and prospective, employment floorspace at Ma6nitude. 	<ol style="list-style-type: none"> 1. Noted 2. The SPD makes clear that the location of the train station car park east of the railway line would be subject to further investigation as it is the subject of an approved planning application for employment development. However, to emphasise this point further it is proposed to add to work ‘potential’ to references to a car park east of the train station in section 5.1.1. & 5.3.1. The development of land for employment uses is important however the provision of a new rail station with associated facilities is a key strategic ambition for the town as set out in the Local Plan Strategy. As such it is vital that the BLDF, as far as it can, looks to support the return of rail passenger services to the town. 	<ol style="list-style-type: none"> 1. No modification (s) required 2. Change point 8 of section 5.1.1 to read “<i>potential provision of a train station car park...</i>” & the word ‘<i>potential</i>’ added to point 5 in section 5.3.1 illustrative masterplan
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BLDF 19 – Avison Young on behalf of Tritax Symmetry continued	3. Financial contributions to the Middlewich Eastern Bypass – Brooks Lane is the only site in Middlewich that does not require contributions towards the Middlewich Eastern Bypass. Tritax Symmetry requests that development within the masterplan area should provide contributions to the bypass.	3. Policy LPS 43 (Brooks Lane Middlewich) in the Local Plan Strategy does not make any specific reference to the Middlewich Eastern Bypass. Therefore, the SPD, as providing supplementary guidance on policy wording, cannot in itself require contributions to the Middlewich Eastern Bypass. However, as noted in section 5.2 of the SPD, LPS 43 does include reference to contributions towards highways, education and health infrastructure. As such, schemes as they come forward, where it is evident that a contribution to the bypass is required in line with the relevant regulations, may be asked to make a contribution.	3. No modification(s) required.
BLDF 20 – Natural England	1. Natural England do not have any additional comments to make on the Brooks Lane Masterplan.	1. Noted	1. No modification required

<p>BLDF 21 – Middlewich Town Council</p>	<ol style="list-style-type: none"> 1. Middlewich is a town in transition. Industrial heritage such as the canal does not serve the community well and is an income stream which we have not taken advantage of. 2. Heritage officer at the town council is working on the Brine Pump project. 3. Heritage is a key part of the Middlewich Vision. This encompasses a number of projects. The Middlewich Canalside Masterplan could play a defining role in the future of Middlewich and Cheshire East 4. In response to each element of the policy:- <ol style="list-style-type: none"> a. Delivery of around 200 homes – 10% of units should be bungalows and the maximum percentage of social housing obtained b. Leisure / community facilities – welcome contribution to upgrade to Middlewich Victoria buildings and hall as a connected community centre c. Retail facilities to meet local needs – seek a contribution towards producing a study and project into the regeneration of Wheelock Street. d. Green infrastructure – should be more than a patch of grass and used to bring the development into the town. Public Rights of way should be incorporated into the design of the masterplan area. e. Open space – each phase should provide a Children’s play area and the play areas should be overlooked. 	<ol style="list-style-type: none"> 1. Noted, the SPD considers the industrial heritage of the town in its introduction and assessment of the context for the town. 2. Noted, the SPD considers the Murgatroyd Brine Works asking that it is sympathetically restored with enhanced public access. 3. Noted. 4. Noted, in response to the points raised <ol style="list-style-type: none"> a) The SPD makes clear in section 5.1.2 that affordable homes will be required in line with policy SC5 (Affordable Homes) of the Local Plan Strategy. Policy SC 4 (Residential Mix) of the Local Plan Strategy requires a mix of housing tenures, types and sizes including meeting the needs of older people. b) As noted in section 5.2 in the SPD and in line with policy IN2 of the Local Plan Strategy, section 106 agreements will only be used, where appropriate and justified, on a case by case basis c) See response to point b (above). Any request for a contribution will be considered on a case by case basis in line with the requirements of policy IN2 of the Local Plan Strategy and the CIL Regulation 122 tests, namely necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development. d) The SPD requires a network of green infrastructure across the site. e) Point 4 of policy LPS 43 notes that development should include the incorporation of open space, including an equipped children’s play space. 	<ol style="list-style-type: none"> 1. No modification(s) required. 2. No modification (s) required. 3. No modification(s) required. 4. No modification (s) required.
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<p>BLDF 21 – Middlewich Town Council</p>	<ul style="list-style-type: none"> f. Pedestrian and cycle links – concerned that residential and industrial traffic will be sharing Brooks Lane. Cycle routes should offer alternative exits and cycle paths should also avoid Brooks Lane. Public rights of way should be upgraded. Brooks Lane bridge should be modified so it can be used as a pedestrian route. g. Marina – Middlewich is probably the most important Junction on the Cheshire ring from Middlewich. A marina is long overdue. Provision of a 20 bay marina is inadequate. The town council would support a 50 bay marina and would consider this an essential part of the redevelopment of this area. h. Land for a new railway station – support for the position marked on page 46 of the masterplan area. i. Archaeological potential – should remove references to ‘potentially’ when talking about roman remains and should refer to industrial heritage. The document should appropriately refer to heritage assets on the site and the design of canal facing houses need to reflect some of the town’s heritage. j. Vehicle access – the masterplan should say, on page 36, that significant highways enhancements to the junctions Wording should be changed to - ‘The future redevelopment of the Site should be supported by highways enhancements which keep in character and heritage of this Listed bridge and the potential signalisation of the Brooks Lane Canal Bridge and the installation of a footbridge for the safety of Pedestrians’ 	<ul style="list-style-type: none"> f) Section 5.1.4 Green and Blue Infrastructure – includes a section on the provision of pedestrian and cycle connections across the Site and connect with the surrounding pedestrian and cycle network. g) Support for the provision of a marina is noted. The references to circa 20 berth marina are considered appropriate, following engagement in the development of the masterplan with an indicative location identified and tested at a high level through the SPD. h) Noted. i) References to potential roman roads is considered to be appropriately termed in the SPD, although it is acknowledged that there are other heritage assets within and adjacent to the site which are also referenced in the document. j) Reference to highways enhancements is considered to be appropriately framed in the document. 	
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<p>BLDF 21 – Middlewich Town Council</p>	<ul style="list-style-type: none"> k. Masterplan should ensure that vehicle traffic, cyclists and pedestrians are separated. l. Footbridge across the canal to allow east access to Lewin Street. m. All development should conform to the Design Guide. 	<ul style="list-style-type: none"> k. Section 5.1.3 refers to pedestrian connection points that should be enhanced to improve user safety. l. Noted. The BLDF seeks improvements to pedestrian and cycle facilities within the site and also between the site and the surrounding area. The ability and justification for a development scheme to provide for a new footbridge to Lewin Street would need to be considered at a planning application stage in the light of the type, location and scale of the scheme. m. The introduction to section 5.3.1 illustrative masterplan refers to the design framework being aligned with the requirements of the Design Guide. The Design Guide will also be a relevant to the formulation of development schemes and a material consideration in the determination of planning applications. 	
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BLDF 22 – Visualise	<ol style="list-style-type: none"> 1. Represents client who owns land off Sea Bank Middlewich 2. Support residential development on the site but the masterplan should recognise the development to be available in the short term given previous planning application status. 3. In a general response the master plan represents a very bold concept and changing this long-term employment area in the manner proscribed will present a significant challenge perhaps especially the reliance upon essentially the single transport artery of Brooks Lane, satisfactory improvements to the junction with Kinderton Street and the Sea Bank access appear to us vital and need to synchronise as it were, with the rail passenger facility. 	<ol style="list-style-type: none"> 1. Noted 2. Following a detailed assessment and having been tested through a number of consultation stages - the identification of a short term phase to meet the Local Plan requirement is considered appropriate in the SPD. 3. See response at point (2) above. However, the BLDF describes and acknowledges the characteristics of the current road network and highlights the need for any development proposal to demonstrate an acceptable form of access. It recognises that access will be a key consideration in determining any planning applications promoting significant land use change in the area. 	<ol style="list-style-type: none"> 1. No modification (s) required 2. No modification (s) required 3. No modification (s) required.
BLDF 23 – Coal Authority	<ol style="list-style-type: none"> 1. No specific comment to make on the masterplan. 	<ol style="list-style-type: none"> 1. Noted 	<ol style="list-style-type: none"> 1. No modification(s) required
N.B - the following responses were received after the formal consultation closing date.			

BLDF 24 – Network Rail	<p>1. Network Rail is a statutory consultee for any planning applications within 10 metres of relevant railway land (as the Rail Infrastructure Managers for the railway, set out in Article 16 of the Development Management Procedure Order) and for any development likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over a railway of the Development Management Procedure Order). Network Rail is also a statutory undertaker responsible for maintaining and operating the railway infrastructure. Network Rail aims to protect and enhance the railway infrastructure, therefore any proposed development which is in close proximity to the railway line or could potentially affect Network Rail's specific land interests. Network Rail's concern with the current text (on Page 36 of the SPD) is the ambiguity it leaves around whether or not a development proposal impacts on Network Rail level crossings. Network Rail would request that the comments are strengthened to reflect the Rail Network Operators, Schedule 4 (J) of the Development Management Procedure Order that you quote in your letter to the Council(14/02/19). Suggested amendment: "Development proposals that could result in a material increase in the volume, or a material change in the character of traffic using a level crossing over the railway, should be supported by an assessment on the impact in consultation with Network Rail." All developers are requested to engage with Network Rail to understand the impact of their plans at an early stage of the development process.</p>	1. Noted and modification proposed	<p>1. Section 5.1.3 (access parameter) has been amended with reference to railway crossings as follows- <i>"Development proposals that could result in a material increase in the volume, or a material change in the character of traffic using a level crossing over the railway, should be supported by an assessment of the impact on railway level crossings in consultation with Network Rail".</i></p>
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BLDF 26 – Network Rail	<p>2. Network Rail has the following additional comments associated with works proposed on each side of the rail corridor: Construction activities having the potential to affect the stability of NR land &/ or assets and requiring NR Asset Protection's prior acceptance: • Excavation works • Construction of piled foundations • Activities causing vibration • Dewatering • Any intent to direct the flow water towards NR land • Installing any soak-away within 30m of NR land • Increasing the volume of water flowing through the existing culvert passing beneath operational railway. Other construction activities requiring NR Asset Protection's prior acceptance: • The operation of any plant &/ or equipment within a collapse radii of NR land (not just the railway tracks) Protective measures required: • To mitigate increased trespass risk consequent to the local population increase, the Developer shall finance the upgrade of the NR boundary fence to a specification agreed by NR • Vehicle incursion risk to be fully assessed and mitigation measures constructed to NR's satisfaction • Should an acoustic boundary fence be proposed to shield residents from railway noise, its maintenance in perpetuity must be financed by the Local Authority &/ or Property Management company, not by individual residents.</p>	2. Noted	2. No modification(s) required
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<p>BLDF 26 – Network Rail cont..</p>	<p>3. • Restrictive covenants to be included within property deeds preventing residential owners/ users sited immediately adjacent to the rail corridor from: - Installing high intensity security type lighting directed towards the operational railway that could potentially compromising railway safety by affecting the ability of train drivers to safely sight railway signals - Planting specific species of trees/ shrubs that have the potential to affect operational railway use, and the maintenance of its land - Constructing new building or structures in the vicinity of operational railway land without NR's prior agreement - Changing ground levels or drainage that in NR's opinion may lead to additional flows entering NR land</p> <p>Queries:</p> <p>1. Page 35 of report references a 'Flood Zone' adjacent to NR land. Is this proposal or existing? Please supply full details.</p> <p>2. Page 36 of the report refers to a railway underpass. Is this a railway underbridge? (Please note that if construction of a railway underpass - rather than railway footbridge – is proposed, given that it would be subject to rail loading, the structure would have to be designed and constructed in accordance with Network Rail's requirements and be maintained in perpetuity at the Local Authorities expense. Network Rail is unlikely to agree to any underpass proposal.)</p>	<p>3. Noted. The content of property deeds are beyond the control of the Council. Design measures have already been taken in the SPD to protect the railway infrastructure. Network Rail are also able to request planning conditions are added to planning permissions, as appropriate, when consulted on planning applications.</p> <p>In response to the detailed queries raised</p> <ol style="list-style-type: none"> 1. Figure 15 (landscape analysis plan) of the development framework highlights Flood Zone Areas 2&3 in the area of the development framework (Sanderson's Brook). 2. There is an existing pedestrian subway running underneath the railway line - footpath (FP19). The development framework supports its enhancement but for continued use as a pedestrian subway. 	<p>3. No modification(s) required</p>
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<p>BLDF 25 Sandbach Town Council</p>	<p>1. Issues and opportunities that need to be addressed • Restricted traffic access over Brooks Lane canal bridge - this is an old narrow bridge with one way traffic • Provision of a site for a replacement passenger station for Middlewich • Enhance and respect the Roman history of Middlewich • Opportunity to enhance the site of the historic Murgatroyds brine pump • Visual improvement of the canalside areas as people enter Middlewich • Need to ensure that provision of small scale, mixed industrial and commercial employment provision is retained within Middlewich.</p> <p>2. The development framework considers a phased approach to redevelopment. The first phase, furthest from the town centre, would involve the former HQ for Pochins and the upper level of the Trent and Mersey Canal. This could involve the creation of a 20 berth canal marina and approx 200 houses. A critical aspect of this residential development will be the need for an effective buffer between the new residential area and the retained and enhanced employment area running through to the railway line. Not sure of the wisdom of linking the new residential access through to the employment areas located on Road Beta, it would not be wise to permit commercial road traffic to access the residential areas.</p>	<p>1. Noted, the BLDF already addresses the matters raised in this representation.</p> <p>2. Noted, the development framework requires development (particularly residential) proposals to consider amenity impacts of surrounding employment areas. Section 5.1.3 (access parameter) notes that the longer term intention is for Road Beta to accommodate employment traffic only.</p>	<p>1. No modification(s) required.</p> <p>2. No modification (s) required.</p>
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BLDF 25 Sandbach Town Council	<ul style="list-style-type: none"> 3. An area adjacent to the Murgatroyds pump house is reserved as a possible site of a new Middlewich railway station - plans are progressing to upgrade the goods line to reintroduce passenger trains on the line that links Sandbach through Middlewich to Northwich. Parking facilities for the station would need to be on the other side of the railway line from the redevelopment with an enhanced subway linking to both the parking and existing employment areas. 4. Sandbach Town Council strongly supports the upgrading of the railway line and provision of a station in Middlewich. 5. Later phases of development whilst providing opportunities for new retail and community facilities close to the town centre and the canal, must not be provided at the cost of lost small employment sites. 6. Effective visual and noise buffer is required between the retained employment area and proposed new housing. 7. Support for the provision of a passenger station in Middlewich 8. Need to ensure the later redevelopment of existing employment areas closer to the town centre are matched with the provision of new mixed employment areas elsewhere in Middlewich. 9. Need to ensure that the Roman history of Middlewich is not damaged during redevelopment. 	<ul style="list-style-type: none"> 3. Noted 4. Noted 5. Noted, the intention of the development framework is to support the delivery of housing on the site whilst supporting an acceptable relationship between housing and existing employment uses on the site. 6. The development framework supports a suitable landscape buffer and acoustic mitigation along Road Beta 7. Noted 8. Noted, Midpoint 18 (or Ma6nitude), a large strategic employment site, is allocated in the Local Plan Strategy. The Local Plan Strategy envisages 70 hectares of land being developed for employment purposes at this site by 2030. 9. Noted. This is addressed in the BLDF and also in the Local Plan Strategy under policy LPS 43. Site specific principles of development c, h and j of the policy refer to how development proposals should account for the presence of heritage assets within or adjacent to the site. 	<ul style="list-style-type: none"> 3. No modification(s) required 4. No modification (s) required 5. No modification (s) required 6. No modification (s) required 7. No modification (s) required 8. No modification (s) required 9. No modification (s) required
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