

# Cabinet

## Supplementary Agenda

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**Date:** Monday, 10th December, 2012  
**Time:** 2.00 pm  
**Venue:** Committee Suite 1,2 & 3, Westfields, Middlewich Road,  
Sandbach CW11 1HZ

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7. **Key Decision 14 - Cheshire East Local Plan - Draft Development Strategy and Policy Principles** (Pages 1 - 360)

Appendix 2 - Development Strategy, and Appendix 3 - Emerging Policy Principles.

*N.B: Due to the high cost of printing this supplement copies will be provided on request, a charge for which will be made. Please contact Democratic Services if you wish to request a copy and for further details of the cost.*

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Please contact Cherry Foreman on 01270 686463  
E-Mail: [cherry.foreman@cheshireeast.gov.uk](mailto:cherry.foreman@cheshireeast.gov.uk) with any apologies or requests for further information or to give notice of a question to be asked by a member of the public

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## Foreword

The process of preparing a development plan is a complex one and can appear, at first sight, to simply be an update of existing Local Plans. Our Development Strategy is far more than that. It is a robust strategy to deliver positive, targeted and sustainable development to benefit all the people of Cheshire East.

It will deliver 27,000 new houses, 20,000 new jobs, and the infrastructure needed for this to happen, and will continue to support Cheshire East's position both as the economic powerhouse of the North West, and as a beautiful and prosperous place to live.

We have a vision of genuine growth of jobs as part of a jobs-led development strategy, supported by improved connectivity through sustainable infrastructure, such as the Woodford-Poynton Relief Road, Congleton Link Road, dualling of the A500, and junction improvements to the M6.



This is an ambitious plan which will protect the green and pleasant lands of Cheshire East through Green Belt swaps and Strategic Open Gaps, whilst delivering economic growth at one of the highest rates in UK PLC. It is underpinned by an innovative strategy for energy which focuses on sustainable alternatives to wind power, and by a real commitment to needs-based, community-led housing in order to provide lifelong housing to the people of Cheshire East.

This is a sustainable, plan-led Development Strategy which sends a strong message to the developers besieging our towns, inviting them to work with us to strengthen our towns and deliver positive outcomes to the people of Cheshire East.

**Cllr Michael Jones**

Cheshire East Council - Leader of the Council

### This is your chance to make a difference

It is two years since the consultations began on the Local Plan. Since that time, the feedback on the Issues and Options paper and the individual Town Strategies has been considered to produce this draft Development Strategy.

This Development Strategy is based on providing jobs growth and ensuring that the character of Cheshire East is retained. This has been developed around six key points:

1. Jobs Growth - the generation of 20,000 jobs focused around the M6 corridor and town centres.
2. Infrastructure Improvements - the connection of Cheshire East by improving road infrastructure by:
  - I. Dualling the A500 at Junction 16 of the M6;
  - II. Improving access at Junction 16 of the M6;
  - III. Providing a link road around Congleton;
  - IV. Improving connections at Macclesfield via a South and West Relief Road;
  - V. Woodford-Poynton Relief Road.

3. Establish a 'Town Centre First' policy - to revitalise and encourage trade in all our market towns.
4. To develop three new settlements - to minimise the impact of building in the Green Belt and to protect the individuality of towns and villages by the introduction of 'Strategic Open Gaps' across the Borough.
5. To establish a Housing Growth Policy - based around existing towns to meet local demand and ensure we meet our five year housing supply target of 7,000 new homes.
6. To exploit our natural resources - both minerals and energy to ensure that future generations can take full benefits that will accrue.

This plan will ensure that Cheshire East will maintain and enhance its position as the number one Borough in the North West.

Finally, a big thank you to everyone who has helped shape the Local Plan so far. This includes Town and Parish Councils, Town Partnerships, community groups, members of the stakeholder panels involved in the Town Strategies and those who have taken part in the consultation stages so far.

I urge everyone to continue to get involved and give us your views to shape the future of the Borough.

**Cllr David Brown**

Cheshire East Council - Strategic Communities Portfolio Holder and Deputy Leader of the Council







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# 1 Vision

**1.1** Since its formation in 2009, Cheshire East Council has firmly believed that economic prosperity is fundamental to a healthy and sustainable Borough. In order to pursue our wider community goals of providing good quality and affordable housing, building a better transport system and community facilities and investing in our vibrant town centres, we believe a strong economy is absolutely vital.

**1.2** We also recognise that the Borough's outstanding environment, including its attractive countryside, its vibrant market towns and villages and its many heritage assets, is highly valued by its residents and also plays an important part in attracting inward investment.

**1.3** With these principles in mind, this document sets out how we intend to deliver, through the Cheshire East Local Plan, a stronger economy and how we will deliver sufficient housing of the right type to meet our future needs in a way that also makes sense environmentally and socially.

**1.4** From the evidence that we have collected we know that families in Cheshire East will continue to raise their children here and the Borough's attractive location and environment will continue to draw in new businesses and new residents. These new residents will need homes, jobs and services.

**1.5** We believe that to accommodate growth in jobs and houses, new development is necessary and we want to ensure that development takes place in areas that are well connected to existing urban areas, incorporate green infrastructure and the latest building technology, generate a lower carbon footprint and less waste and enable healthy living.

**1.6** Our pursuit of sustainability in Cheshire East does not mean stopping urban change or employment growth; it means growing at a sensible pace, with reduced environmental impact and reduced waste, in a community that is economically robust, that can deliver the services and infrastructure that residents need, and that promotes the well-being of all of its citizens.

**1.7** Our strategy is therefore one of jobs led growth, focusing particularly on our two largest towns of Crewe and Macclesfield, and also our sustainable market towns. Growth, however, should not be at the expense of our attractive environment which is, of course, one of our key assets in attracting investment to the Borough. Good quality sustainable development is therefore at the heart of our strategy and vision which is set out below.



## Vision for Cheshire East

In 2030 and beyond, Cheshire East will be an economically prosperous area, with a strong and diverse employment base and low unemployment. It will continue to benefit from its strategic location close to the Greater Manchester and Potteries conurbations, with excellent road and rail links to the rest of the country. Based on its landscape and heritage assets and historic market towns, the importance of the area as a visitor and tourism destination will have increased.

Cheshire East will continue to be a desirable place to live, with a beautiful productive countryside and unique towns and villages, each with their own identity and character influenced by such factors as the silk industry, salt extraction, our agricultural heritage and associated historic markets, the growth of the railways and many other factors which result in a wealth of history and culture.

New employment and housing development will have been developed to meet local needs and the infrastructure to support this growth will have been delivered in partnership with other organisations, whilst maximising and enhancing those built and natural features most valued across the Borough. In the main new development will have been directed to Crewe and Macclesfield, to support regeneration priorities and to the larger towns of the Borough which provide a good range of services and facilities. In addition, a new sustainable settlement will have been created in the north of the Borough which will provide a new economic focus, benefiting from its proximity to Manchester Airport and Greater Manchester, which will help meet housing needs for this part of the Borough and which will provide a range of community infrastructure in a well designed, sustainable and green environment.

Stronger and safer communities will have been created with a high quality of life, good access to education, jobs, services, shops and public transport and an appropriate range of housing to meet its needs, including older persons housing. People will lead healthy and active lifestyles benefiting from improved access to sporting facilities, high quality open spaces and the open countryside.

Cheshire East will continue to play a lead role in reducing carbon emissions and tackling climate change through the increased energy efficiency of new and existing buildings; generation of renewable energy and more sustainable patterns of development that enable more people to travel by public transport, cycle or on foot.

Important natural mineral resources such as silica sand and salt will be used sustainably, conserving them for future generations. Waste will be utilised and managed as a sustainable resource wherever possible.

Our many areas of landscape value, sites of nature conservation importance and heritage assets will have been protected from development, through such mechanisms as environmental and heritage designations placed on specific assets and Green Belt and Strategic Open Gap which are intended to maintain openness and restrict urban sprawl. We intend to enhance the success of these and will employ the concept of 'Green Belt swap' and the provision of new Green Belt to achieve this.



## 2 The Local Plan and This Document

### What is the Local Plan?

**2.1** The Local Plan will be the Development Plan for Cheshire East, and its policies will form the basis for planning decisions in the Borough. It will set out the vision, objectives, spatial strategy and policies for the development of Cheshire East for the period up to 2030. This means the Local Plan will look at:

- How many new jobs are needed and where they should go;
- Protecting and improving important open areas and provide new ones;
- How many new homes will be required and where they should go;
- Providing new transport infrastructure including roads, cycle routes and footpaths; and
- How our town centres and community facilities could be improved

**2.2** The Local Plan for Cheshire East will consist of three key documents. These are:

- The Core Strategy which identifies the overarching objectives for spatial planning in Cheshire East. It will be used by everyone who wants to see how the Borough will change and what new development will be delivered over the next 20 years. The Core Strategy will also identify strategic sites and locations and provide a key diagram that shows the position of these sites and locations;
- The Site Allocations Document which will allocate smaller sites for future development and provide detailed policies to be used when considering planning applications for new development across the Borough; and
- The Waste Development Plan Document which will set out policies for dealing with waste and identify specific sites for waste management facilities

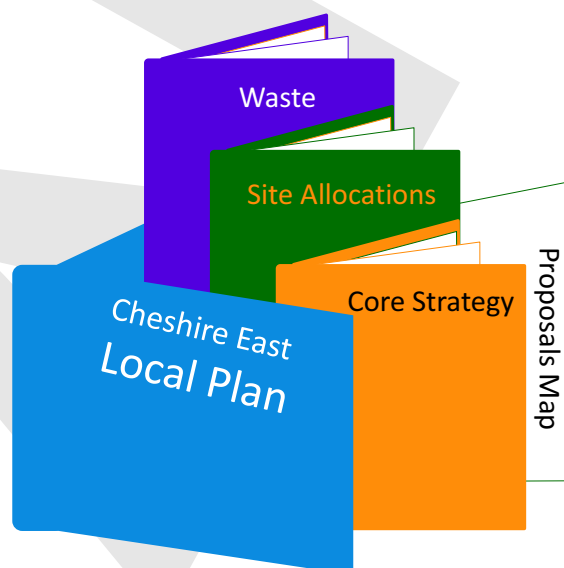


Figure 2.1 Content of the Local Plan

**2.3** The Local Plan will be supported by a Proposals Map which will:

- Identify settlement boundaries;
- Show where different types of development will be permitted;
- Display environmental and heritage designations; and
- Show how policies will apply across the area.

**2.4** The Local Plan will also be accompanied by an Infrastructure Plan which will identify:

- Future infrastructure needs and costs across the Borough;
- The phasing of infrastructure development;
- Available funding sources; and
- The responsibilities for delivery.

**2.5** Further information on the Local Plan is available at: [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan)



## Purpose of this Development Strategy Document

**2.6** The purpose of this document is to set out and consult on a 'Development Strategy' for the Borough. This sets out the overall number of homes and jobs that will be needed in Cheshire East over the next 20 years and also suggests levels of development for each of our main towns. It also sets out the overall level of development which we expect to see within our smaller towns (Local Service Centres) and our smaller villages / rural areas of the Borough.

**2.7** The document also identifies proposed strategic development sites. These are large sites which are critical to the delivery of the overall strategy. Smaller sites for development will be identified in the Site Allocations document.

**2.8** Taking into account the potential levels of development in each town, the document also identifies some of the main elements of infrastructure that will be needed to support development.

**2.9** The Council is also consulting on an Emerging Policy Principles document alongside this Development Strategy document. The Emerging Policy Principles document will set out the strategic policies and principles that the Council are considering including within the Local Plan.

**2.10** These documents have been informed by a variety of information sources, including:

- National policy, particularly as set out in the National Planning Policy Framework;
- Other relevant strategies at the regional and local level;
- The evidence base gathered to inform the Local Plan;
- Various appraisals performed to support the Local Plan;
- The results of previous stages of consultation;
- The local aspirations identified within the various Town Strategies.

**2.11** Consultation on this document will form an important part of the preparation of the Core Strategy of the Cheshire East Local Plan. We are seeking your views on our preferred strategy for the amount and location of new employment and housing development in the Borough. The results of this consultation stage will be carefully considered when drafting the Core Strategy for its submission to the Secretary of State later in 2013.

**2.12** Details of how you can let us have your views are contained in Section 9.



Figure 2.2 Development in Cheshire East: Sainsbury's Nantwich; Honda Garage, Crewe; Parkside Hospital, Macclesfield; and Housing in Handforth



### 3 The Story So Far.... And What Happens Next

**3.1** We have already undertaken considerable work to progress the development of the Local Plan. This work has allowed us to develop a greater understanding of the issues and opportunities that exist within Cheshire East. The key stages in the development of the Local Plan are set out in Figure 3.1.

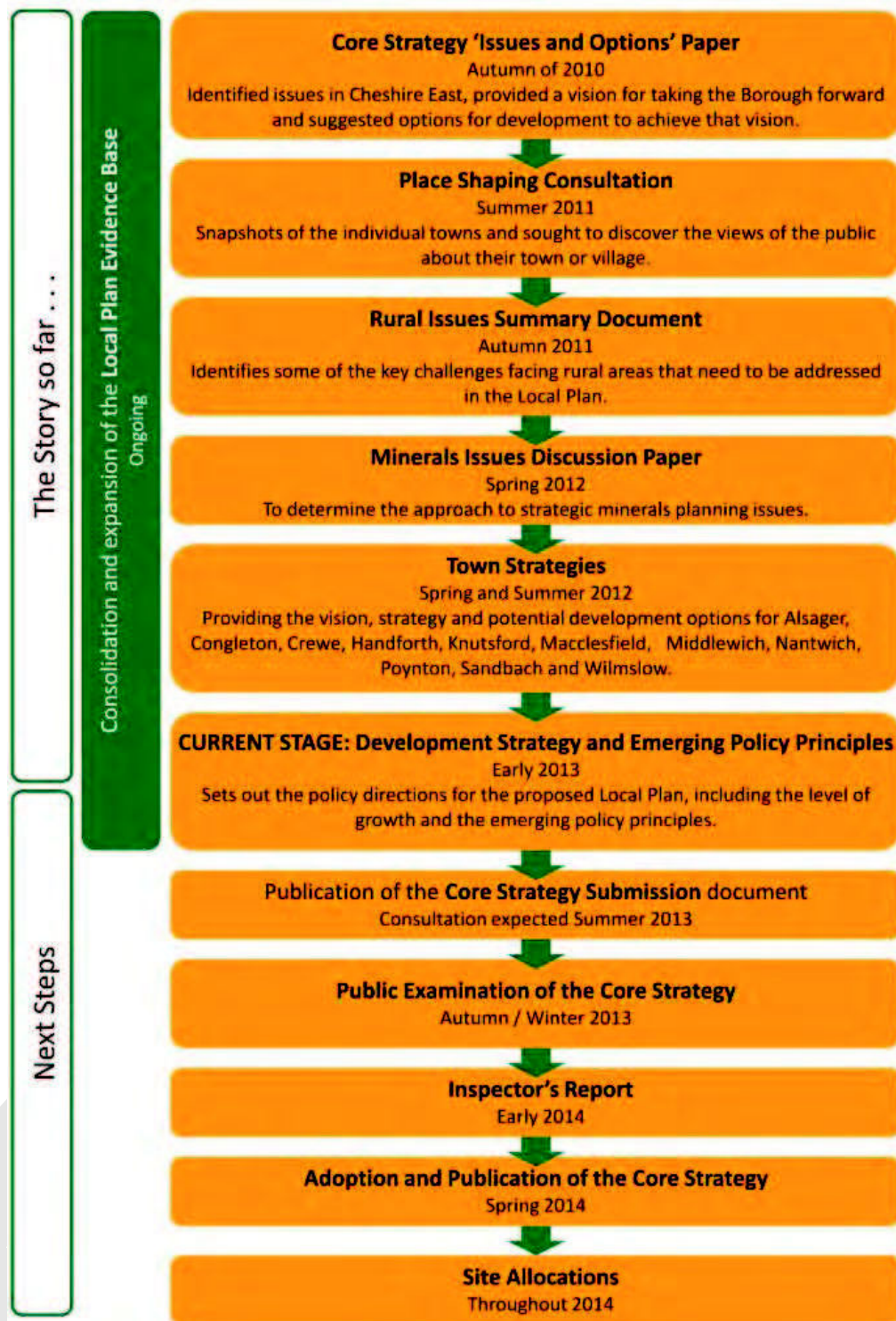


Figure 3.1 Key Stages in the Development of the Core Strategy



**3.2** Further information on each of the consultation stages that we have been undertaken so far can be found in Appendix A 'Summary of Consultation So Far'. Also the key findings of the eleven town strategies are set out in Section 4 of this document. For more information on the evidence we have collected please see Appendix C 'Evidence Base'.

**3.3** Following the consultation on the Development Strategy, we will consider all comments received alongside the other various sources of information collected and produce the final elements of the Local Plan – the Core Strategy, the more detailed Site Allocations document and the Waste Plan. Collectively these three publications will comprise the new Cheshire East Local Plan.

**3.4** The Core Strategy will be prepared first – and will run about a year ahead of the Site Allocations document and the Waste Plan. We aim to publish the draft Core Strategy for formal consultation in late spring/early summer of 2013. The Core Strategy will then be subject to an independent public examination by the Planning Inspectorate and is expected to be finally adopted in 2014. These next steps in the development of the Core Strategy of the Local Plan are shown in Figure 3.1.



Figure 3.2 Environmental Assets in Cheshire East: Riverside, Nantwich; Sandbach Park, Sandbach; and the Silk Bridge, Macclesfield





## 4 The Town Strategies – Community Responses

**4.1** Following the Issues and Options Consultation at the end of 2010, we were keen to find out the views of local communities before we progressed with the development of the Local Plan. The Issues and Options consultation confirmed our initial view that the bulk of any new development should be focused on our larger towns, which provide a good range of facilities to support growth, but we considered it important that the residents and businesses in those towns should have a genuine say in the shaping the future of their communities.

**4.2** We therefore decided to work with those towns in preparing Town Strategies which would set out a vision for each town together with potential development opportunities and priorities for investment in infrastructure. These towns were: Alsager, Congleton, Crewe, Handforth, Knutsford, Macclesfield, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow.

**4.3** The draft Town Strategies for Alsager, Congleton, Middlewich and Sandbach were prepared first, as part of a Neighbourhood Planning 'Frontrunner' project, with funding from the Department for Communities and Local Government. The Town Strategies were prepared in partnership with each respective Town Council and representatives of local community partnership groups who formed a stakeholder panel for the town.

**4.4** The strategies for Alsager, Middlewich, Congleton and Sandbach<sup>(1)</sup> have been finalised following production. A similar tailored approach was then used in the preparation of each of the other Town Strategy documents. The Town Strategies for the remaining towns have been subject to consultation but have not yet been finalised.

**4.5** The key findings of the Town Strategies are set out in the table below:

Town	Community Responses
Alsager	The final Town Strategy seeks to ensure that Alsager continues to be a sustainable community by providing good quality housing to meet local, by providing the facilities to meet the health, education, sporting, social, cultural and leisure needs of its residents and by maintaining the community links with surrounding areas such as the Potteries. The Strategy identifies development opportunities on brownfield sites at Twyfords and the former Manchester Metropolitan University Campus. It also gives priority to the development of a Sports and Leisure Hub in the town. Access to open space locally is seen as very important. The Strategy aims for the Town Centre to remain the focus for retail development in the town but a more flexible approach to the type of uses allowed in the town centre is suggested in order to maintain and improve its vitality.
Congleton	The theme of the final Town Strategy is very much one of employment led growth supported by new transport links, facilities and housing. The provision of new employment land to cater for existing firms wishing to expand and to attract inward investment into the town is seen as pivotal to the successful future of the town. Because of the nature of the existing highway network, a new northern link road between the A534 Sandbach Road and the A536 Macclesfield Road is seen as essential to provide access to land for employment and housing development and to help relieve congestion and air quality issues in the town. Growth is also expected to assist in the supporting the role of the town centre for shopping business, leisure and community facilities. A

<sup>1</sup> Sandbach Town Council has agreed the Final Strategy with the exception of Development Options which have not yet been endorsed.





Town	Community Responses
	number of potential development sites are identified, however the stakeholder panel gave priority to those sites on the north and west of the town associated with the proposed northern link road.
Crewe	The draft Town Strategy proposes the transformation of the town in terms of increased employment opportunities, the regeneration of the town centre and the rail gateway, improving green infrastructure, improved transport links and a wider choice of housing opportunities. The aim is to create 6,000 jobs in the town focusing on the Basford Strategic Development sites with an emphasis on developing a thriving and sustainable knowledge economy but also taking advantages of opportunities that may be presented by High Speed Rail 2. The revitalisation of the town centre to bring in high quality, retail, leisure and housing development together with better accessibility are crucial to the towns success as are enhancements to the towns appearance through greening of the urban area in existing and new open space networks. The retention of the Green Gaps between the town and surrounding settlements such as Nantwich, Haslington, Weston, Shavington, Wistaston, and Willaston is seen as a priority. The draft strategy identifies a number of potential development sites around the town which could provide employment and housing development to deliver the strategy.
Handforth	The draft Handforth Town Strategy looks to limited future growth but aims for a greatly improved town centre and improved employment opportunities. The maintenance of the Green Belt is seen as important, retaining separation of the town from nearby settlements such as Cheadle Hulme and Heald Green. There is a strong preference for the use of brownfield sites in the town for development although the need to provide additional housing to meet the current and future needs of the town is recognised. A number of potential sites for development around the town are identified in order to ascertain public opinion on their suitability for development.
Knutsford	The draft Knutsford Town Strategy seeks to retain Knutsford as a historic town of distinctive character, rich in heritage with a strong community spirit. It looks to retain a high quality of life with good access to education, jobs, services, shops and public transport. The draft Town Strategy identified that priority of housing should be given to opportunities within the town centre; then to potential opportunities for development or redevelopment of brownfield sites within the urban area and thirdly to sites on the edge of the urban area with potential for good access to services and the town centre. Potential sites favoured by the stakeholder panel included land to the north west of Knutsford, land to the north and east of Parkgate Trading Estate and land to the south of Longridge.
Macclesfield	The draft Town Strategy sees the town continue to be a unique, distinctive and appealing destination with a vital and vibrant town centre, where the community comes together to enjoy a wide range of facilities, events, along with its rich history and heritage assets. The preferred locations for development are brownfield sites within the town (particularly the town centre) and for the development of South Macclesfield Development area. If the development of greenfield sites is necessary, sites on the west of the town are preferred.
Middlewich	The aspiration in the final Town Strategy is to create a sustainable, vibrant and prosperous town. This will be achieved by growth, which will allow the town to achieve a critical mass, sufficient to support and require the provision of new housing; enhancement of the town centre, new and more skilled jobs and employment opportunities, protection and development of the built and natural environment, and improved road and rail infrastructure. Additional employment land is suggested to the



Town	Community Responses
	east of the Midpoint 18 site. The preferred locations for housing development are brownfield sites within the town, to the north east of the town around Kinderton Hall and to the south of the town around Warmingham Lane - provided sufficient infrastructure is provided to support the development.
Nantwich	The draft Town Strategy looks to protect and enhance the Town's heritage, in particular maintaining the character of the town centre and supporting independent retailers. The provision of suitable new employment land to attract new businesses and allow existing businesses to grow is seen as important as is providing a range of housing to meet current and future needs. The promotion of the Nantwich Riverside as a community resource is a priority linked to the general aim to promote leisure and tourism opportunities associated with the River Weaver and the Shropshire Union Canal. Favoured development options for the town include brownfield sites such as Snow Hill and Regents College and a greenfield site to the north west of the Town.
Poynton	The draft Town Strategy seeks to retain the village feel and distinct rural setting of the community, with the preservation and enhancement of the historic and natural environment and the Green Belt as a priority. There should be a sequential approach to new development with greenfield sites only being considered when all brownfield opportunities have been utilised. Some of the local housing need may be met by the proposed Woodford Garden Village adjacent to the Parish but in Stockport Borough. If more housing/ employment sites are shown to be required, a number of additional potential development sites are identified on land currently within the Green Belt around the town, although the preference is for no development on the eastern side of the town.
Sandbach	The final Town Strategy is firmly based on ensuring the town moves towards being a balanced community by increasing employment opportunities in the town, through delivering additional employment land, promoting tourism opportunities in the town and enhancing and promoting the town centre. The protection and enhancement of the town's historic heritage and important green areas on the edge of the town are seen as important objectives. The Town Strategy identifies a number of potential development areas in the town, however, these have not been agreed by the Town Council at this stage.
Wilmslow	The final Town Strategy aims for Wilmslow to flourish as a dynamic and sustainable town with strong community spirit which provides for the needs of the whole community in all aspects of life. It envisages a thriving town centre with an integrated transport network and high quality and accessible green spaces. The document advocates in the order of 400 new homes by 2030 but does not identify any sites for these new homes. It supports development of brownfield sites and places a high value on the Green Belt and greenfield sites. The Wilmslow Town Strategy also recognises the need to provide land for employment opportunities to encourage new and retain existing businesses.

**Table 4.1 Key Community Responses from the Town Strategies**

**4.6** The Town Strategies are all available to view and download on the Cheshire East website at [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan).



## 5 Planning for Growth

**5.1** The Government has stated that *'Britain has lost ground in the world's economy, and needs to catch up. If we do not act now, jobs will be lost, our country will become poorer and we will find it difficult to afford the public services we all want. If we do not wake up to the world around us, our standard of living will fall, not rise'*.<sup>(2)</sup>

**5.2** Much the same can be said of Cheshire East. From the evidence we have collected (see Appendix C) we know that:

- Industries such as salt mining (Nantwich, Middlewich, Sandbach) silk/textiles (Macclesfield, Congleton), the railways and car manufacturing (Crewe), and dairy farming / agriculture have historically helped to shape Cheshire East as a place. Their influence is felt today through impacts on the landscape, heritage / landmark buildings, tourist attractions, and the general urban fabric and infrastructure.
- The local economy is largely successful and characterised by high rates of employment and a skilled working population. Nevertheless there are areas of under achievement, particularly within the Crewe urban area.
- The northern part of the Borough is the most economically successful area of Cheshire East. The close proximity to Greater Manchester and Manchester Airport, its high quality environment, and direct rail links from Wilmslow and Macclesfield to London, have contributed to the area's affluence. All of the major settlements in this part of the Borough are set in the Green Belt, and this poses challenges for the continuing growth of the area.
- The south of the Borough is dominated by Crewe, which acts as a gateway to the region by virtue of its extensive railway connections. Whilst there has been substantial employment growth recently, low educational attainment and aspirations and a deteriorating urban fabric/town centre are constraining the growth potential of the town.
- Compared to other areas of Cheshire East, the central part, particularly the Alsager area, has a stronger economic relationship with the Potteries area. Congleton town has increasingly become a dormitory settlement, compounded by a shortage of local jobs and available land for employment development.
- The smaller towns and villages act as service centres for their rural hinterlands – the potential for isolation and disadvantage, and the impacts of agricultural change are key issues for the latter, whilst facilitating the sustainable growth of the former continues to be a challenge.
- The diversity of the area is a key strength, but it also emphasises social inequalities and stark differences in life chances for some. Average household income in Crewe was estimated to be £31,400 (2008), compared with £53,700 in Prestbury.
- The proportion of the population that is of working age in Cheshire East is likely to decrease over the next twenty years due to a large increase in the population being aged 65 or older.

**5.3** In the light of this evidence, the top priority for Cheshire East Council is to increase the Borough's economic prosperity in a way that is cohesive and sustainable. The Cheshire East Local Plan is therefore vital in driving and supporting the development of jobs in the Borough and the infrastructure and housing that is needed to support those jobs. Through the Local Plan, Cheshire East has to make sure that there is sufficient land allocated for jobs, retail, leisure and other commercial developments to ensure that the jobs led growth is delivered.

<sup>2</sup> Source: The Plan for Growth, Department for Business Innovation and Skills, March 2011 ([http://www.hm-treasury.gov.uk/ukecon\\_growth\\_index.htm](http://www.hm-treasury.gov.uk/ukecon_growth_index.htm))



### The Case for Growth

- To increase the number of jobs
- To make Cheshire East attractive for inward investment
- Recognition of Cheshire East as a good place to live with a high quality of life where people are attracted to live and work
- To deliver key regeneration projects
- Construction as an important part of the economy, creating jobs and boosting GDP
- To have a workforce that can support an ageing population
- To enable our own young people to stay in Cheshire East, substantial new housing is needed to meet local needs

**5.4** A strong economy offering sustainable growth is essential in maintaining the Borough's prosperity in a fast changing world. However it is important that economic growth is within environmental limits and improves the social conditions of our residents.

**5.5** An adequate supply of housing plays a fundamental role in building a successful economy. Despite the current economic recession evidence shows that demand for housing over the next twenty years will outstrip supply unless we substantially increase the amount of new housing provided through the Local Plan, in particular housing that meets local needs and is affordable. The Government's National Planning Policy Framework (March 2012) states that the planning system should: *'proactively drive and support sustainable economic development to deliver the homes, businesses and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take into account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking into account the needs of the residential and business communities'*.

**5.6** The extent to which a location provides access to markets and a skilled workforce will impact on attracting inward investment into an area. Individuals make decisions on where they wish to live taking into account the quality of housing and the environment. Consequently the availability of good housing and high quality environments influence decisions about business location, investment and growth.

**5.7** If we don't provide sufficient housing, economic growth will be constrained because new businesses will decide not to locate in Cheshire East whilst house prices will increase, exacerbating the affordability problem. In areas of high cost housing, employers have particular difficulty in recruiting to lower paid posts, restricting economic growth. The consequences may be significant in personal and environmental terms with lower paid workers being forced to live in areas of cheaper housing outside Cheshire East but travelling long distances into the Borough to work.

**5.8** Housing development also makes an important contribution to the local economy in its own right. It creates employment opportunities for construction workers and also generates increased retail expenditure in the local community. The Centre for Economics and Business Research has estimated that if new housebuilding across the UK were to rise to 300,000 annually by 2015 (95,000 new houses were built in 2010), it would add some 201,000 extra permanent jobs in construction and contribute £75 billion to GDP.

**5.9** In addition to economic benefits of housing growth, there are significant social reasons to provide new housing. These include:





- The population of Cheshire East has grown by 5.2% to 370,100 people between 2001 and 2011 and a similar rate of growth is forecast over the next twenty years.
- The number of households is expected to increase by 24% from 154,000 to 191,000 by 2030 (Cheshire East Strategic Housing Market Assessment, 2010).
- Office for National Statistics 2010 projections show that there will be a requirement in Cheshire East for 1,600 new dwellings every year.
- The demand for affordable housing. Across Cheshire East there is an identified need for 1,243 affordable homes each year (Cheshire East Strategic Housing Market Assessment, 2010).
- The projected and substantial increase in residents over the age of 65 means that there will be an increased demand for particular types of housing (such as bungalows) to the extent that demand will outstrip supply.
- The social housing waiting list shows that across Cheshire East 10,952 people have applied for social housing (Housing Waiting List, May 2012). Of these 9,889 have local connection in Cheshire East.
- The need to increase the proportion of the population of working age through in-migration to ensure we have a viable working population.
- To ensure the managed release of sufficient land for development to meet the objectively assessed needs for market and affordable housing, in accordance with the requirements of the National Planning Policy Framework (NPPF).

## Policy CS 1

### Overall Development Strategy

1. Provision will be made for a minimum of 300ha of land for business, general industrial and storage and distribution uses over the period 2010 to 2030, to support growth of the local economy.
2. Sufficient land will be provided to accommodate at least 27,000 homes between 2010 and 2030. This will be phased as follows:
  - 2010 to 2015 - at least 1,150 homes each year (5,750 total)
  - 2016 to 2020 - at least 1,250 homes each year (6,250 total)
  - 2020 to 2030 - at least 1,500 homes each year (15,000 total)

### Justification

**5.10** A key purpose of the Local Plan is to set out how new homes and employment land will be provided as well as essential infrastructure to support sustainable communities. To assist the consultation process this option focuses on the strategic requirement for new homes across the Borough.

**5.11** One of the core principles of the National Planning Policy Framework (NPPF) states that planning should *'proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities'*.



**5.12** The National Planning Policy Framework (NPPF) also states that Local Plans should meet objectively assessed needs unless there would be significant adverse impacts or where the NPPF indicates development should be restricted. Key evidence for the economy includes the Employment Land Review and local business surveys, whilst key evidence to assess housing needs should come from the 'Strategic Housing Market Assessment' (SHMA) 2010, the 'Strategic Housing Land Availability Assessment' (SHLAA) 2010 and population forecasts.

## Jobs

**5.13** The Employment Land Review highlights that Cheshire East is a key economic driver for the North West. The local economy provides 6.4% (GVA in 2008) of the North West's economic output and contains 7.5% (in 2010) of its businesses, the highest proportion of any unitary district in the North West. The Employment Land Review identifies an employment land requirement range of between 277.78ha and 323.71ha, which equates to an annual rate of 13.23ha to 15.41ha.

**5.14** The 2011 Cheshire and Warrington Business Needs Survey identified that whilst the availability of land and premises were seen as a barrier to employment growth by 12% of those businesses surveyed within Cheshire East, a greater proportion thought over regulation and red tape; tax rates; transport costs; energy costs; and availability of finance were greater barriers.

## Homes

**5.15** The Strategic Housing Market Assessment confirms that Cheshire East is a high demand area, and that there is a need to maintain the delivery of a variety of dwelling types and sizes to reflect the range of demand for open market dwellings. The Assessment indicates an annual shortfall of 2,753 open market dwellings after considering market demand from existing households and newly forming households from within Cheshire East and in-migrant demand. The Assessment also identifies a net requirement for 1,243 affordable homes each year.

**5.16** Just under 2,000 sites were considered as part of the Strategic Housing Land Availability Assessment (Update 31st March 2011), of these approximately 1,400 sites are considered suitable for housing during the next 15 years. These suitable sites could potentially provide a total of 31,880 dwellings over the next 15 years, of which about 7,000 homes would be on brownfield sites with a further 3,700 on sites that are a mix of brownfield and greenfield.

**5.17** The Council commissioned a range of forecasts using POPGROUP software based on the Office for National Statistics (ONS) indicative estimates for 2010. This involved a mixture of population led, dwelling led and economic led forecasts. For comparison purposes consideration was also given to the outputs of the 2008 and 2010 based sub-national population projections produced by ONS. This led to ten demographic scenarios being considered in total. It produced a wide range of outputs for growth from the narrow view of providing for the likely needs of the existing population only (i.e. natural change) to a wider view based on providing for continued economic prosperity in the area taking account of underlying demographic trends (i.e. 2010 based sub-national population projections).

**5.18** The Natural Change forecast estimated that the population would grow by around 2,500 people between 2010 and 2030. This would require a need for an additional 495 dwellings per annum over the Plan period but would also result in a reduction of 11,900 people in the Borough's labour supply during the same period. At the other end of the range of forecasts, the 2010 based sub-national population projections estimated that the population would grow by 47,000 people, requiring a need for an additional 1,600 dwellings per annum which would increase the labour supply by 12,100 people by 2030.



**5.19** The modelling estimated that the preferred option of providing for 27,000 homes between 2010 and 2030 or an average of 1,350 dwellings per annum would accommodate a population increase of 33,600 people and an increase in the labour supply of 2,900 people over the Plan period. These population projections and forecasts represent only one of the elements used to determine the housing requirement figure shown in this policy.

## Overall Growth

**5.20** The Core Strategy Issues and Options consulted on three levels of growth: low growth (1,150 homes each year and 350 jobs); medium growth (1,350 homes each year and 650 jobs); and high growth (1,600 homes each year and 950 jobs).

**5.21** In response to this consultation, 59% of people who responded considered that the high growth strategy was the most appropriate. Many of the respondents felt that the high growth option would meet the objectives of the Crewe Vision, All Change for Crewe, Unleashing the Potential Sub-Regional Economic Strategy and the objectives of the Core Strategy; whilst also delivering affordable housing and meeting the housing needs of the Borough.

**5.22** However, others felt that a lower growth option may be more suitable. 16% of respondents favoured the low growth strategy as it would minimise impact on Local Service Centres and rural areas, meet the needs of existing residents and is in line with national economic growth. 17% of respondents favoured the medium growth strategy as it was the most flexible, sustainable and achievable, whilst also providing for local housing need including the delivery of affordable housing. 8% did not answer the question.

**5.23** The Medium Growth Option was therefore considered to balance these opposing views expressed during previous stages of consultation, whilst also balancing the competing factors that either constrain or increase the need for development, as illustrated in Figure 5.1.

**5.24** The phased approach to the level of housing provision considers the current housing delivery rates, the need to support economic growth, the implications of the national economic downturn and depressed wider national housing market.

**5.25** It also takes a realistic view of the delivery on regeneration sites and the time it will take to put infrastructure in place on a number of the larger sites. Moreover, the phasing as set out does not act as a 'cap' on development but should be seen as a minimum amount of development envisaged to take place over the individual phasing periods.



Housing Land Supply		Net Dwellings
Net completions 2010/11:		466
Net completions 2011/12:		577
Planning Permissions at 31st March 2012	Sites under construction:	1,578
	Full planning permission:	1,225
	Outline planning permission:	585
	Subject to Section 106 Agreement:	2,722
Total completions and planning permissions:		7,153
Remaining:		19,847

**Table 5.1 Housing Completions and Permissions**

**5.26** Further information in relation to these completions, commitments and the availability of empty homes can be found in Appendix F.





Figure 5.1 Balancing the Competing Factors For and Against Development



## Alternatives considered

**5.27** During the preparation of the Development Strategy a series of alternative options (low, medium and high) were considered for the overall level of development across Cheshire East between 2010 and 2030. Option 2: Medium Growth, as set out in Policy CS1, was selected as the preferred option.

**5.28** Accompanying the preferred level of growth a series of alternative options (low, medium and high) were considered for the overall phasing of development. The Preferred Option was selected as: Option 3: Three phase increasing level of delivery, as set out in Policy CS1.

**5.29** Further details on the considered alternative levels of growth and phasing can be found in Appendix D.

## Settlement Hierarchy and Spatial Distribution

**5.30** It is important to make sure that the places where we decide development should take place have good access to jobs, health and community services, education, shops, leisure, open space and sport and recreation facilities. If it is easy to walk, cycle or use public transport to get to facilities, the number and length of car journeys, and carbon dioxide emissions (the primary cause of global climate change), can be reduced. For that reason we think it right that the bulk of new development should take place in our larger towns where access to services is generally easier.

## Principal Towns

**5.31** The Principal Towns of Crewe and Macclesfield provide opportunities for employment, retail, education and allow access to services. They serve a large catchment area with high levels of accessibility and public transport provision. The two towns have a distinct history, character and urban form and both present opportunities for sustainable future jobs led growth.

**5.32** **Crewe** - the key objective for Crewe is to significantly increase the amount and type of employment that is available in the town. Crewe and its surrounding area are situated in a unique location which is attractive to investors to enable this objective to be achieved. The town is a strategic gateway to the North West, with excellent communication links to other parts of the country, by road, rail and air (via Manchester airport). Crewe also benefits from an advanced engineering / manufacturing skills base and its supply of available development land.

**5.33** The All Change for Crewe regeneration initiative sets out ambitious plans for Crewe's growth, with the aim of making it a nationally significant economic centre by 2030.

**5.34** The Vision for Crewe is:

By 2030, as a gateway to the North West, Crewe will be a nationally significant economic centre; one of the leading advanced engineering and manufacturing centres in England; and a sought after place to live and do business in Cheshire. Crewe will be recognised for its: vibrant and diverse knowledge based economy; high quality communication and sustainable transport linkages; many physical development opportunities; attractive heritage, environmental and cultural assets which contribute to liveability; and its high quality image and perception generated through strong leadership.

**5.35** The draft Crewe Town Strategy looks to deliver the All Change for Crewe initiative by seeking to create 6,000 new jobs on Basford Strategic Development sites with a mix of uses focusing on high value knowledge and science based industries. The strategy advocates a retail led redevelopment



of the town centre together with other leisure and residential development to encourage a 24 hour culture and improve footfall, safety and security. It also seeks to develop about 6 - 7,000 new homes in and around the town by 2030 together with the regeneration of existing older areas of the town.

**5.36** The Town Strategy envisages Phase 1 of the delivery of All Change for Crewe being focused on the two Basford sites, expanding businesses in the town, Crewe Green Business Park, University Way and the town centre. New employment and housing development would take place on the edge of Crewe with abundant open spaces between them, to ensure that there is a range of high quality, attractive places to live and work. Phase 2 of All Change for Crewe is represented by a possible direction of growth to the east of the town, taking advantage of any future opportunities including High Speed Rail 2.

**5.37** The thrust of the Town Strategy is therefore reflected in this Development Strategy with the provision of 100 hectares of employment land and 6 - 7,000 new homes by 2030. This would be supported by the provision of new transport infrastructure including the Crewe Green Link road, facilitate improvements to Junction 16 of the M6; and the dualling of the A500 between Basford and Junction 16.

**5.38** The future expansion of the town will ensure that there are areas of green space around the town, defined as 'Strategic Open Gaps'; this reflects the overwhelming support received to the draft Crewe Town Strategy consultation, for Green Gaps around the town and for these areas to be extended, to the north of the town.

**5.39** To ensure sustainable development of the town, the opportunities for the harnessing of alternative 'green' energy sources will be pursued. Studies have shown that there is great potential for geothermal energy generation on land to the north of Pym's Lane.

**5.40** New villages are proposed, to the south east of Crewe and to the north of the A500 link road. They will comprise two employment areas, near to Junction 16 of the M6 Motorway, providing about 50 ha of land to ensure that there is a good supply and range of different employment sites for Crewe, to 2030 and beyond. There will also be two further 'villages', including community facilities, open spaces and around 2,000 new homes.

**5.41** Regeneration and growth in Crewe is dependent on good communications. The dualling of the A500 is considered to be a vital infrastructure improvement, to ensure that Crewe's excellent communication links are enhanced. The new settlements would facilitate improvements to Junction 16 of the M6; and the widening of the A500. This also reflects a key part of the overall Development Strategy which is to ensure that a range of new jobs are provided within the M6 corridor.

**5.42** In addition, the new settlements will ensure that there is a wide choice for those people who want to invest and / or live in the Crewe area; they will also ensure that the potential benefits of High Speed 2 can be optimised, if a new station is located in the Crewe area.

**5.43** **Macclesfield** - is the second largest town in the Borough and the main town in the north of the Borough with strong economic links to South Manchester.

**5.44** An Economic Masterplan for the town was adopted by the Council in 2010 with the aim of sustaining the town's performance as one of the most successful in the regional economy. The Masterplan identified two key elements for the future success of the town, firstly the redevelopment of the town centre to provide a greater retail offer and secondly the delivery of the South Macclesfield Development Area providing opportunities for physical and economic development.

**5.45** The vision for Macclesfield is:



By 2030 Macclesfield will continue to be a unique, distinctive and appealing destination set in a visible landscape setting, with a vital and vibrant town centre, where the community comes together to enjoy a wide range of facilities and events, along with its rich history and heritage assets. It will be a town where businesses thrive and where there is a good range of shopping and leisure activities both during the day and the evening. It will be a safe and desirable place with sustainable development, where people want to come to live, work and play.

**5.46** The draft Macclesfield Town Strategy looks to provide a long term supply of suitably located employment land to attract new businesses and allow existing businesses to expand. It will create a vibrant town centre by providing residential, retail, arts, leisure, tourism and cultural facilities and deliver about 3,500 new dwellings in and around the town by 2030, providing a mix of housing types and tenures and including affordable and older persons accommodation. In order to deliver sustainable economic growth, it considers a number of development options around the town some of which are in the Green Belt.

**5.47** This Development Strategy accords with the draft Macclesfield Town Strategy, proposing 3,500 new homes and 20 hectares of employment land. 1000 new homes are proposed for brownfield sites within the town. The remainder will be focused on four sites on the edge of the town with transport infrastructure and community facilities. The town centre is identified as a key redevelopment opportunity which will include new residential development. The figure of 3,500 dwellings is needed to drive future economic growth for the town whilst reflecting existing constraints including the Green Belt and highway infrastructure.

## Key Service Centres

**5.48** Cheshire East is characterised by its distinctive historic towns each with their own history, character and charm. These towns lie at the heart of the Borough, and their vitality and growth is essential for the future prosperity of Cheshire East. These towns serve as Key Service Centres for a wider locality with a good range of facilities including shops, schools and cultural and leisure facilities.

**5.49** The Key Service Centres of Alsager, Congleton, Handforth, Knutsford, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow provide a range of services and opportunities for employment, retail and education. They serve a wide catchment area and contain public transport links. The Key Service Centres offer opportunities for sustainable economic growth that can meet the aspirations of the Borough and local communities. Our Vision for the Key Service Centres is:

The towns Alsager, Congleton, Handforth, Knutsford, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow will see growth, with high quality homes and business premises provided to meet local needs, where smaller independent traders will continue to thrive and where all development will contribute to creating a strong sense of place.

**5.50 Alsager** – this vibrant town will continue to flourish and grow in the future, with employment opportunities to be provided at Radway Green employment area and through the regeneration of about 10ha of mainly brownfield land. This will be complimented by the development of around 1,100 new dwellings by 2030. This level of sustainable growth in the town broadly reflects the aspirations of the Alsager Town Strategy, the proximity of the town to the Potteries conurbation and the South Cheshire Green Belt.





**5.51 Congleton** - the Town Strategy and this Development Strategy set out the need for high quality employment led growth to accommodate the expansion of existing businesses and attract new investment into Congleton. New housing is seen as important as part of a balanced and integrated portfolio of development to support the town centre and deliver the Congleton Northern Link Road (between the A536 Macclesfield Road and the A534 Sandbach Road). The Congleton Northern Link Road is a vital piece of infrastructure which will provide access to land for employment, commercial and residential development, reduce traffic congestion in the town and improve air quality along the A34.

**5.52** Within the Development Strategy, 3,500 new homes and 20 hectares of employment land (up to 2030) has been proposed as part of a strategy to deliver employment led growth and the Congleton Link Road. Sites which contribute to the delivery of the Congleton Link Road, are closest to existing employment sites and provide access to the greater part of Cheshire East and the M6 Motorway without the need to cross the town have been given priority. They include extensions to the existing employment sites at Radnor Park and Congleton Business Park, land at Giantswood Lane to Manchester Road and Manchester Road to Macclesfield Road.

**5.53 Handforth** - to ensure the future regeneration of the town, suitable brownfield sites will be identified for development. To enable the town to continue to grow and provide future employment and investment opportunities a new settlement on land to the east of Handforth Bypass is proposed. This would ensure that residents are provided with employment opportunities, community facilities and new housing. This reflects the consultation on the draft Town Strategy for Handforth, as this location for future growth attracted more support than other alternatives.

**5.54 Knutsford** - is one of the two key historic towns in Cheshire East and its heritage and distinctiveness need to be maintained and enhanced.

**5.55** The aspirations of the Town Strategy, to maintain the special character of the town, whilst strengthening the range of housing and employment opportunities is reflected in the Development Strategy. To achieve this, the re-use of brownfield sites and other land within the town will be encouraged. However in order to sustain the town into future decades some re-adjustment of the Green Belt will be required.

**5.56** A new settlement at Handforth will capture a proportion of the development needs across the north of Cheshire - and this reduces the need for Knutsford to accommodate wider growth - and thus minimizes the intrusion into the Green Belt. It is therefore proposed to provide additional employment (about 5ha) and housing (about 400 new dwellings), on land to the north west of the town. An assessment of the various potential Green Belt sites around the town indicates that land to the north west of the town would be the most appropriate location for new development. A further 11ha of land at Parkgate is to be safeguarded for mixed use, including employment purposes.

**5.57 Middlewich** – the Town Strategy states that by 2030, the town will be a sustainable, vibrant and prosperous place. The level of development proposed for Middlewich is consistent with the final Town Strategy which seeks to enable the growth of the town; ensure the delivery of improvements to the town centre and to achieve the provision of a wider range of community facilities in the town.

**5.58** Additional employment land is proposed at Midpoint 18 to generate jobs around the M6 Motorway corridor including the potential development of a Cheshire Enterprise Hub. Provision of housing will occur on Brooks Lane and Glebe Farm. Through these developments, contributions will be sought towards the completion of the Middlewich Eastern Bypass.

**5.59** The Town Strategy also identified further land that would be suitable for residential development to the north east of the town. The majority of this land lies, however, in Cheshire West and Chester Borough and cannot therefore be included in the Cheshire East Local Plan. Cheshire West and Chester will be requested to include this land as a development allocation in its Local Plan.



**5.60 Nantwich** – The town is one of two key historic towns in Cheshire East and its heritage and distinctiveness need to be maintained and enhanced.

**5.61** The draft Town Strategy recognises that growth is necessary to provide new infrastructure, new employment opportunities and to meet current and future housing needs, including high quality small homes and bungalows. To ensure that the town can grow in the future, land at North West Nantwich is identified as a mixed use site in the Development Strategy, to provide employment land and about 1,000 houses. This site is sustainably located in close proximity to the town centre and provides opportunities to extend the Riverside Park. The consultation responses to the draft Town Strategy indicated that there was more support for this site than for the development of land at South Nantwich.

**5.62** In addition, the former Stapeley Water Gardens site is identified to provide 2ha of employment land and 250 dwellings and the Snowhill area is identified for regeneration, to include retail, offices, leisure and about 50 dwellings. The identification of both of these sites reflects the support received during the consultation for the development of brownfield sites and the mixed use development of the former Stapeley Water Gardens site.

**5.63** Two new areas of Green Belt are proposed to the east and west of the town. This reflects the responses to the draft Nantwich Town Strategy which supported retaining the open land between Crewe and Nantwich and ensuring that Nantwich retains its rural setting.

**5.64** An employment improvement area has been identified at **Wardle** as having future potential for the expansion and consolidation of existing and new employers, to provide a range of future employment opportunities.

**5.65 Poynton** - is surrounded by Green Belt and adjacent to the former Woodford Aerodrome site (predominantly within Stockport Borough) which is proposed for residential development and supporting community facilities. Due to these factors, Poynton is expected to accommodate a limited number of new homes (200) and employment land (5 hectares). There are very few brownfield sites within the town to accommodate even this limited level of development and, whilst there are no strategic sites for Poynton identified in this document, it is most likely that small sites for development which are currently in the Green Belt will need to be identified in the Site Allocations document.

**5.66** The Poynton Bypass has been identified as a key piece of infrastructure in the Development Strategy. This is designed to improve links and connectivity to Greater Manchester which is considered as vital to support the strategy for sustainable development of the Borough and to ensure future economic prosperity.

**5.67 Sandbach** – a thriving market town, with a historic heart. The aims of the draft Town Strategy include ensuring that by 2030, the town has a vibrant economy, with growth appropriate to the scale of the town.

**5.68** To ensure that Sandbach has a vibrant economy, the Town Strategy recognises the need for additional employment development in the town including a new business park adjacent to Junction 17 of the M6. The Development Strategy identifies this area as a mixed use site, to include 20ha of employment land, a local centre, open space and about 700 new homes. The development of this site also reflects a key part of the overall Development Strategy which is to ensure that a range of new jobs are provided within the M6 corridor. The development of this site will also provide improvements to Junction 17 of the M6.



**5.69** A further site is proposed at the former Albion Chemical Works, where the Council has previously resolved to grant planning permission for a mixed development including 375 dwellings and employment land. The development of this site would also help to ensure that the town has a vibrant economy that will provide a variety of jobs in the future and a choice of high quality places for people to live.

**5.70** A 'Strategic Open Gap' is proposed to ensure that Sandbach does not merge with nearby settlements such as Crewe and retains its rural setting. This reflects the flavour of the town strategy.

**5.71** The draft **Wilmslow** Vision proposed objectives to deliver in the order of 1500 new homes and additional employment land in the town by 2030. Consultation on the draft Vision revealed significant concerns that the figure of 1500 was too high and the Wilmslow Town Strategy, as re-written by Wilmslow Town Council, advocates in the order of 400 new homes by 2030 with an appropriate level of employment land to encourage new and retain existing employers. In addition, the proposal for a new settlement to the east of Handforth will meet some of the needs of Wilmslow and justifies a lower housing figure. As such, the Development Strategy proposes a reduced housing requirement of 400 new dwellings and 10 hectares of new employment land.

**5.72** The Town Strategy does not identify any future sites for development but given the small number of available brownfield sites within the town, the Development Strategy has identified two strategic sites to accommodate some of the development requirement to 2030. The land at Adlington Road is a greenfield site which is not within the Green Belt and is identified in the existing Macclesfield Borough Local Plan as safeguarded land that may be required to serve development needs in the longer term. The Wilmslow Vision consultation did not reveal support for development on any of the alternative options identified, and this is the only strategic site in Wilmslow outside of the Green Belt which is available for development.

**5.73** In addition to the Adlington Road site. It is considered that another site is required to help meet the development requirement. Wilmslow Town Council's Wilmslow Town Strategy identifies that whilst all Green Belt land is highly valued, the "least worst" option for employment development is considered to be the Royal London site. To help meet the overall development requirement, the Development Strategy proposes that this is allocated for mixed-use development including employment. This site is currently within the Green Belt. When reviewing Green Belt boundaries through the Local Plan, the Council is required to have regard to the new boundaries' intended permanence in the long term so they should be capable of extending beyond the plan period (2030). As a result, it is also proposed to remove land to the west of Royal London from the Green Belt and designate it as safeguarded land that may be required to serve development needs in the longer term.

## New Settlements

**5.74** Whilst the bulk of new development will be within or on the edge of our existing towns together with new infrastructure to support that development, it is recognised that there is a limit to the scale of new development that can be provided in this way without impacting on the character of these towns and without imposing unacceptable impacts on their community and physical infrastructure.

**5.75** Accordingly three new settlements are planned – at Handforth, Bartholmley and Crewe Hall; these will provide jobs and homes in a planned environment with good infrastructure, rather than increasing the amount of development that would need to be located on the periphery existing constrained settlements.

**5.76** The Proposed settlement at Handforth will take some of the growth that otherwise might have had to have been accommodated in less suitable locations on the periphery of nearby towns. Rather than spreading the impact on the Green Belt, it seeks to minimize the take up of Green Belt land in a single sustainable location.



**5.77** The proposed settlements south east of Crewe will provide critical funding for the upgrading of the A500. This route is the strategic link between Crewe, the M6, The Potteries and the East Midlands. Consequently its improvement is a vital part of our strategy for Crewe.

5.53 These new settlements are intended to be highly sustainable developments that will be designed to the highest environmental standards and acting as best practice examples for future design and construction. They will embody development principles including:

- High quality amenities, including shops, schools and sports facilities
- A network of green open spaces, parks and gardens
- Employment opportunities close at hand
- Renewable on-site energy production capable of supplying heat and power to every home
- User-friendly public transport systems, encouraging people to use buses, cycles and walkways
- Efficient recycling and waste management

## Local Service Centres

**5.78** The Local Service Centres of Alderley Edge, Audlem, Bollington, Bunbury, Chelford, Disley, Goostrey, Haslington, Holmes Chapel, Mobberley, Prestbury, Shavington and Wrenbury provide a range of services and facilities which help meet the needs of local people, including those living in nearby settlements. Each has a primary school and, in the case of Holmes Chapel and Shavington, a secondary school; Alderley Edge has one private girls secondary school. They may also have a range of shops, health and leisure facilities, and employment opportunities. New development is required to meet local needs and help retain services and facilities so that residents can continue to enjoy these benefits and reduce the need to travel elsewhere.

**5.79** Our Vision for Local Service Centres is:

Within the Local Service Centres of Alderley Edge, Audlem, Bollington, Bunbury, Chelford, Disley, Goostrey, Haslington, Holmes Chapel, Mobberley, Prestbury, Shavington and Wrenbury, some modest growth in housing and employment will have taken place to meet local needs, to reduce the level of out-commuting and to secure their continuing vitality. This may require small scale alterations to the Green Belt in some circumstances.

## Sustainable Villages

**5.80** The more facilities that a village has, the less likely it will be that people will need to travel elsewhere for services. New development in these settlements could help to sustain these local services. Over the plan period, service provision in these villages could change so that some may no longer meet the requirements of 'Sustainable Villages'.

## Rural Villages and Rural Areas

**5.81** The remaining settlements have fewer facilities, if any. As a result, people living in these communities generally have to travel to larger centres for jobs, schools, health care and other services.

**5.82** Our Vision for Sustainable Villages and the Rural Areas is as follows:





The rural economy will have grown stronger and diversified, based primarily on agriculture but supplemented by appropriate small-scale tourism, food related businesses, recreation and other knowledge-based rural businesses, making use of ICT connectivity. At the same time, our many areas of landscape value, sites of nature conservation importance and heritage assets will have been protected from development, through such mechanisms as environmental and heritage designations placed on specific assets and Green Belt and Strategic Open Gaps designation which is intended to maintain openness and restrict urban sprawl.

## Policy CS 2

### Settlement Hierarchy and Spatial Distribution

#### Principal Towns

1. Within the Principal Towns of Crewe and Macclesfield significant development will be encouraged to support their revitalisation, recognising their roles as the most important settlements in the Borough. The Principal Towns will be expected to accommodate in the order of 120ha of employment land and 10,000 new homes. A Strategic Open Gap policy has also been created to protect areas around Crewe from development.

#### Key Service Centres

2. Within the Key Service Centres development of a scale, location and nature that recognises and reinforces the distinctiveness of each individual town will be supported. The Key Service Centres will be expected to accommodate in the order of 170ha of employment land and 10,500 new homes.

3. Outside of the Green Belt, substantial development may be appropriate, recognising the role of these towns in the provision of essential services. For Key Service Centres surrounded by Green Belt, the scale of development will be moderated to ensure that the fundamental objectives of the Green Belt is not compromised. A Strategic Open Gap policy has also been created to protect areas around a number of the Key Service Centres from development.

4. The Key Service Centres are Alsager, Congleton, Handforth, Knutsford, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow.

#### New Settlements

5 Three new settlements are proposed at Stowford (near Crewe Hall), Barthomley and Handforth East which together could accommodate in the region of 120 hectares of new employment land and 3,800 new homes together with new transport infrastructure, community facilities, open space and new local centres.



### Local Service Centres

6. Within the Local Service Centres small scale development to meet localised needs and priorities will be supported.
7. The Local Service Centres will be expected to accommodate in the order of 5ha of employment land and 2,000 new homes.
8. The general extent of Green Belt boundaries around these Local Service Centres will remain as existing, but with some re-assessment of boundaries to resolve minor anomalies or to meet specific development requirements within a settlement. A Strategic Open Gap policy has also been created which will protect some of the Local Service Centres from development.
9. The Local Service Centres are Alderley Edge, Audlem, Bollington, Bunbury, Chelford, Disley, Goostrey, Haslington, Holmes Chapel, Mobberley, Prestbury, Shavington and Wrenbury

### Sustainable Villages

10. In the interests of sustainable development, growth and investment in the Sustainable Villages should be confined to small scale infill and the change of use or conversion of existing buildings. Affordable housing development of an appropriate scale on the edge of a rural settlement to meet a particular local need may be justified, although local needs can also be met within larger settlements, dependent on location.
11. As of March 2012 there was planning permission for a total of 374 houses across the Sustainable Villages and between 2010-2012, 175 houses were built. Over the next 20 years the Sustainable Villages will be expected to accommodate in the order of 5 ha of employment land and 2,000 new homes.
12. The general extent of Green Belt boundaries around Sustainable Villages will remain the same. A Strategic Open Gap policy has been created which will protect some of the sustainable villages from development. Development will only be allowed within the Green Belt and Strategic Open Gap adjacent to those settlements where a local need can be demonstrated, which cannot be met within other locations or larger settlements.
13. Currently identified Sustainable Villages include Acton, Alpraham, Arclid, Aston, Barbridge, Brereton Green, Brereton Heath, Calveley, Cranage, Hankelow, Hassall Green, Hough, Mount Pleasant, Mow Cop, Rode Heath, Scholar Green, Spurstow, Weston, Winterley, Worleston and Wybunbury.

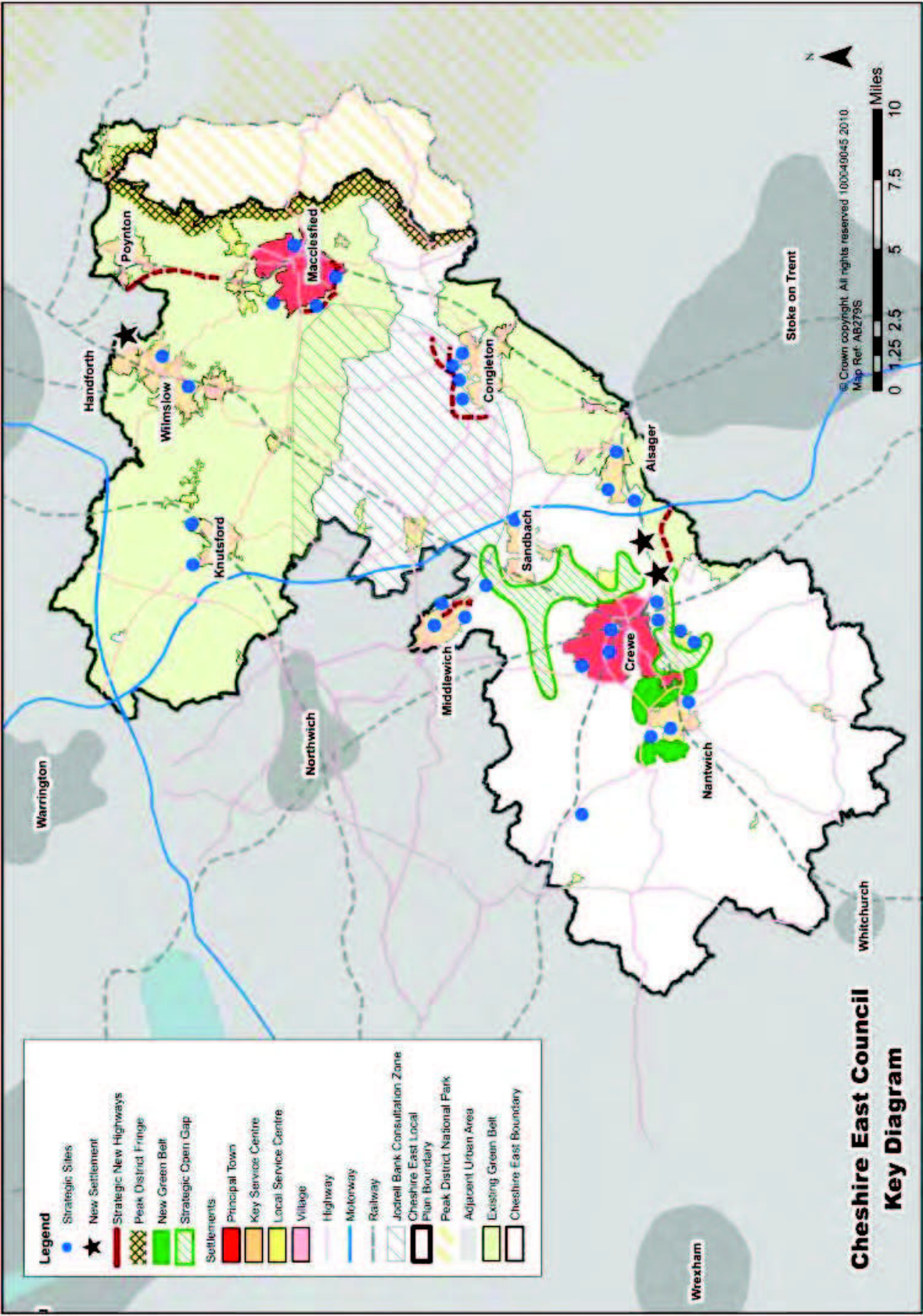


Figure 5.2 Key Diagram



## Justification

**5.83** Locating most new development needs within and on the edge of the Borough's Principal Towns and Key Service Centres will enable the maximum use of existing infrastructure and resources and allow homes, jobs and other facilities to be located close to each other. This has the potential to enable people to not be reliant on travel by car and can support existing public transport modes. The Principal Towns and our Key Service Centres also have the greatest potential to generate job growth.

**5.84** The distribution of development between the various towns of the Borough has therefore been broadly based on the Settlement Hierarchy outlined above, but taking into account also the Town Strategy work, known development opportunities, infrastructure capacity and environmental constraints.

**5.85** The distribution also takes into account the core planning principles set out in the National Planning Policy Framework which state that planning should take account of the different roles and character of different areas, and actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable.

**5.86** The National Planning Policy Framework also states '*the supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities*'. Working with the support of their communities, local planning authorities should consider whether such opportunities provide the best way of achieving sustainable development. In doing so, they should consider whether it is appropriate to establish Green Belt around or adjoining any such new development'.

**5.87** Whilst the range of options in the 2010 Issues and Options consultation did not consider the possibility of a new settlement. It has become apparent that this is an option that might benefit the Borough in terms of:

- Making a significant contribution to meeting the need for additional housing in the Borough
- Providing improved local infrastructure and community facilities including shops, schools, health facilities
- Reducing pressure to identify strategic sites on the edge of the Borough's towns particularly Crewe, Macclesfield, Wilmslow and Poynton
- Achieving a high quality of design including significant open spaces, landscaping and building design.

**5.88** Two new settlements are therefore proposed for the Borough at Handforth East and Crewe Hall

**5.89** The Handforth East proposed new settlement would:

- Provide strong access to services and employment opportunities located in Manchester
- Provide access to services and facilities within Handforth
- Effectively meet a significant proportion of the needs of the northern Green Belt towns, due to its proximity to a number of settlements
- Provide the funding to support the delivery of infrastructure improvements required to support the economic growth of Cheshire East.
- Reduce the impact of the release of Green Belt on existing communities.
- Allow the Council to reflect the opinions of the local communities within the north of the Borough who wish to see the general extent of the Green Belt around existing settlements to be maintained.
- Maximise opportunities for beneficial development, due to the limited number of physical constraints to the site.





### 5.90 The proposed new settlement at Crewe Hall would;

- Provide strong access to services and employment opportunities located in Crewe, Alsager and the Potteries
- Meet a significant proportion of the employment and housing needs of Crewe
- Complement the proposed development to the south east of Crewe at Basford
- Provide the funding to support the delivery of infrastructure improvements required to underpin the economic growth of the Crewe area, in particular improvements to the A500 and Junction 16 of the M6 Motorway
- Maximise opportunities for beneficial development, due to the limited number of physical constraints to the site

### 5.91 Alternative sites for new settlements have been considered at Wardle, Siddington and Chelford.

**5.92** Table 5.2 below provides further detail about the distribution of development within Cheshire East. It should be noted that the number of new homes proposed and the levels of employment land do not necessarily match exactly with the numbers proposed within the Overall Development Strategy or the Settlement Hierarchy policy, this is to allow for a proportion of slippage (such as developments occurring after the plan period, or for sites coming forward at lower densities than currently expected).

Town	New Homes		Employment Land		Comments
	Average each year	Total 2010 to 2030	Average each year	Total 2010 to 2030	
Principal Towns					
Crewe	325	6,500	5ha	100ha	This level of development would contribute to the town centre redevelopment, provide transport improvements and appropriate infrastructure.
Macclesfield	175	3,500	1ha	20ha	This level of development would contribute to the town centre redevelopment, provide transport improvements and appropriate infrastructure.
Key Service Centres					
Alsager	55	1,100	0.5ha	10ha	This development would contribute to the creation of a sports and leisure hub, support town centre public realm improvements and provide appropriate infrastructure.
Congleton	175	3,500	1ha	20ha	This development would provide new road infrastructure, contribute to the town centre redevelopment, provide other transport improvements and appropriate infrastructure.
Handforth	10	200	0.5ha	10ha	This development would provide for some of the local need and provide a limited amount of new infrastructure to support the town.
Knutsford	20	400	0.5ha	10ha	This development would contribute to improvements to sports and leisure facilities and provide appropriate infrastructure.
Middlewich	75	1,500	4ha	80ha	This development would contribute to improvements within the town centre, provide



Town	New Homes		Employment Land		Comments
	Average each year	Total 2010 to 2030	Average each year	Total 2010 to 2030	
					new transport links and other improvements and appropriate infrastructure.
Nantwich	75	1,500	0.25ha	5ha	This level of development would contribute to the town centre improvements, provide transport improvements and appropriate infrastructure.
Poynton	10	200	0.25ha	5ha	This level of development would provide for some of the local need and provide a limited amount of new infrastructure to support the town.
Sandbach	90	1,800	1ha	20ha	This development would contribute to improvements to Junction 17 of the M6 and provide appropriate infrastructure.
Wilmslow	20	400	0.5ha	10ha	This level of development would provide for some of the local need and provide a limited amount of new infrastructure to support the town.
Wardle Phase 1				22ha	This site would enable the intensification of employment and ancillary uses within the established employment area.
Wardle Phase 2				9ha	This site would enable the intensification of employment and ancillary uses within the established employment area.
Wardle Potential Future Phase				21ha	This site would enable the development of further employment and ancillary uses to take place on land adjacent to the established employment area.
New Settlements					
Handforth East	90	1,800	0.25ha	5ha	This development would meet a significant proportion of the housing needs of the towns in the northern Green Belt, alleviating pressure on peripheral development of existing settlements
South East Crewe	50	1,000	0	0	This level of development would provide for some of the local need and provide contributions to support highways and public transport infrastructure improvements, particularly at Junctions 16 and 17 of the M6.
Village A (Crewe Hall)					
South East Crewe Village B (Barthomley)	50	1000	0	0	This level of development would provide for some of the local need and provide contributions to support highways and public transport infrastructure improvements, particularly at Junctions 16 and 17 of the M6.



Town	New Homes		Employment Land		Comments
	Average each year	Total 2010 to 2030	Average each year	Total 2010 to 2030	
South East Crewe Employment 1	0	0	2ha	40ha	Development of this site will facilitate the expansion of the service area, adjacent to Junction 16 of the M6. This development would provide significant contributions to community, highways and green infrastructure.
South East Crewe Employment 2	0	0	2.25ha	45ha	The site will provide further employment, by enabling the expansion of Radway Green. This development would provide significant contributions to community, highways and green infrastructure.
South East Crewe Employment 3	0	0	1.5ha	30ha	The site would provide additional employment growth along the A500 corridor. This development would provide significant contributions to community, highways and green infrastructure.
Local Service Centres and Villages					
Local Service Centres	100	2,000	0.25ha	5ha	Small scale development to meet local needs and priorities will be supported.
Sustainable Villages	100	2,000	0.25ha	5ha	Development will be confined to small scale infill and the change of use or conversion of existing buildings

Table 5.2 Distribution of Development across Cheshire East

## Alternatives considered

**5.93** During the preparation of the Development Strategy a series of alternative options were considered for the distribution of development across Cheshire East between 2010 and 2030, these are covered in more detail in Appendix D.

## Green Belt and Safeguarded Land

**5.94** The Council recognises the important role of the Green Belt in the Borough, particularly in preserving its towns and settlements from merging into one another, safeguarding the countryside and concentrating development into its urban areas. The National Planning Policy Framework states 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 permanence."

**5.95** To achieve sustainable development over a period of several decades the Council recognises that some development may be necessary within the Green Belt in both the north and south of the Borough, however a review of the Green Belt also allows the potential of new Green Belt to be explored.

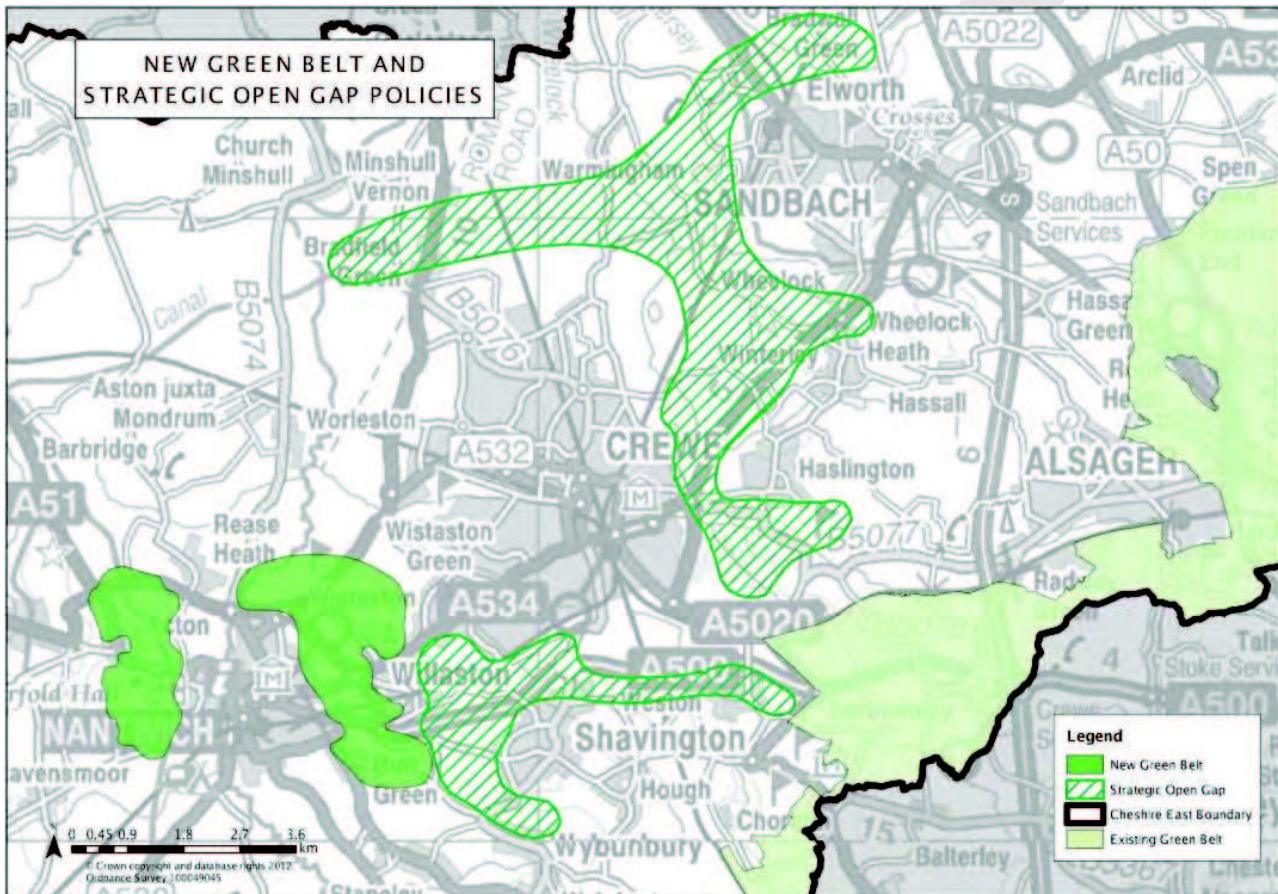


Figure 5.3 New Green Gap and Strategic Open Gap Policies

## Policy CS 3

### Green Belt

1. Green Belt is a designation for land around large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purpose of the Green Belt is to:
  - i. check the unrestricted sprawl of large built up areas prevent neighbouring towns from merging
  - ii. safeguard the countryside from encroachment
  - iii. preserve the setting and special character of historic towns
  - iv. assist urban regeneration by encouraging the recycling of derelict and other urban land
2. Green Belt boundaries will be identified on the Proposals Map of the Local Plan.
3. Within the Green Belt, planning permission will not be granted for inappropriate development, in accordance with national policy.
4. A new area of Green Belt will be designated around Nantwich to prevent its coalescence with Crewe and with neighbouring villages. This will be defined on the Proposals Map of the Local Plan.





## Policy CS 4

### Safeguarded Land

Safeguarded land is land between the existing urban area and the inner boundary of the Green Belt, safeguarded for future development beyond the period of the Local Plan. These areas are shown on the Proposals Map for the Local Plan.

1. Safeguarded land will be removed from the Green Belt but not allocated for development.
2. Within the Safeguarded Land, planning permission will not be granted for inappropriate development, in accordance with national policy for Green Belts.
3. Development of safeguarded land will require a review of the Local Plan and assessment of the land in relation to the need for development at that time and the identification of the most appropriate locations for development to take place.

### Justification

**5.96** The fundamental purpose of Green Belt is to prevent urban sprawl by keeping land permanently open. There are two areas of Green Belt in the Borough; the north Cheshire Green Belt around Greater Manchester, which covers much of the northern part of the Borough and the South Cheshire Green Belt, to the south of Congleton and Alsager which is intended to prevent the northward extension of the Potteries conurbation. The boundaries of the two Green Belt areas are currently defined in existing Local Plans.

**5.97** In order to avoid the need for future review of the Green Belt boundary, it is necessary to identify Safeguarded Land between urban areas and the Green Belt which may be required to meet longer term development needs beyond the end of the Plan period.

**5.98** The NPPF states that *'inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances'*. It goes on to state that *'a local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are:*

- *buildings for agriculture and forestry;*
- *provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;*
- *the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;*
- *the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;*
- *limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or*
- *limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development'*.



**5.99** For the avoidance of doubt, the extent of the Green Belt as defined in existing development plans will continue unchanged, unless an alteration is signalled within this strategy. Where there are alterations to Green Belt boundaries, either as a result of the designation of a development site in the Core Strategy or the Site Allocations Document or to correct an anomaly, these will be identified in the Local Plan Proposals Map.

**5.100** A new area of Green Belt will be designated around Nantwich to preserve the setting and special character of this historic town and to prevent it merging with Crewe and surrounding villages. Successive Councils have sought to preserve the different identities of the towns of Crewe and Nantwich and maintain an area of open land between them. This has led to the popular 'Green Gap' policy within the Crewe & Nantwich Local Plan. However with the expansion of Crewe in recent years there remains continued pressure on the narrow gap that now separates the two towns. This pressure looks set to continue into the future – especially as Crewe becomes the pre-eminent economic growth point in the south of Cheshire.

**5.101** This inevitably leads to questions as to whether the Green Gap is the right policy to deal with the planning challenges of the coming years – and whether that alone is sufficient to stem the slow erosion of openness between the two towns.

**5.102** The separation of Crewe & Nantwich by Green Belt will allow each town to grow in parallel and at a pace commensurate with its particular scale and identity. Sufficient space would need to be provided to the north and south of Nantwich, to allow the town to grow in future years. Equally Crewe retains capacity to grow and develop in other directions. Accordingly, if drawn up correctly, the Green Belt would reinforce the sustainable development of each town.

**5.103** If the Green Belt policy was confirmed within the Local Plan Core strategy, further work would be required, to establish detailed boundaries, within the subsequent Site Allocations document.

## Strategic Open Gaps and the Open Countryside

### Policy CS 5

#### Strategic Open Gaps

1. Strategic Open Gaps are a local designation that seek to maintain the definition and separation of existing communities. The following areas, which will be defined on the Proposals Map, are proposed as Strategic Open Gaps:

- Between, Crewe, Shavington, Weston, Willaston and Rope ;
- Between Crewe, Haslington, Sandbach and Middlewich
- Between Sandbach and Middlewich

2. Within these areas, approval will not be given for the construction of new buildings or the change of use of existing buildings or land that would:

- i. Result in erosion of the physical gaps between built up areas; or
- ii. Adversely affect the visual character of the landscape.

3. Exceptions to this policy will only be considered where it can be demonstrated that no suitable alternative location is available.



## Policy CS 6

### Open Countryside

1. The open countryside is defined as the area outside the settlement boundaries of those towns and villages in the Borough identified as Principal Towns, Key Service Centres, Local Services Centres or Sustainable Villages. Settlement boundaries will be shown on the Proposals Map of the Local Plan.
2. Within the open countryside only development that is essential for the purposes of agriculture, forestry, outdoor recreation, essential works undertaken by public service authorities or statutory undertakers, or for other uses appropriate to a rural area will be permitted.
3. An exception may be made where there is the opportunity for the infilling of a small gap with one or two dwellings in an otherwise built up frontage or where it can be demonstrated to be sustainable.
4. Subject to compliance with all other relevant policies in the Local Plan. In this regard particular attention should be paid to design and landscape character so the appearance and distinctiveness of the Cheshire countryside is preserved and enhanced.

### Justification

**5.104** The protection of the open countryside from inappropriate development is a principal objective of the Plan. The open countryside comprises that part of the Plan Area outside the Green Belt and outside identified settlements. Development in the open countryside will normally be unacceptable unless it can be shown to be essential to local needs and the rural economy and cannot be accommodated within existing settlements.

**5.105** Areas identified as Strategic Open Gap need additional protection in order to maintain the definition and separation of existing communities, and to indicate support for the longer term objectives of preventing the merging of Crewe with surrounding villages and the merging of Sandbach and Middlewich. The building of principal traffic routes through the narrow gaps between the settlements has the potential to increase pressure for new development up to and along those routes. That pressure is already manifest in these areas, justifying a stricter level of development management to ensure continuing separation of the settlements.

**5.106** The detailed boundaries of the Strategic Open Gaps will be defined in the Local Plan Proposals Map.

### Alternatives considered

**5.107** Two alternative approaches were considered including a review of the Green Belt and removal of the Green Gap designation, further details of which can be found in appendix D.



## 6 Planning for Sustainable Development

**6.1** The World Commission on Environment and Development defined sustainable development as 'development that meets the needs of the present without compromising the ability for future generations to meet their own needs' (Bruntland Commission, 1987). The concept of sustainable development acknowledges that we must develop both economically and physically, but in a way that can be in accordance with a whole range of environmental concerns including nature conservation, energy efficiency, conserving future resources, purity of air, earth and water, archaeology, agricultural land, landscape and countryside protection.

**6.2** The National Planning Policy Framework states that '*the purpose of planning is to help achieve sustainable development. **Sustainable** means ensuring that better lives for ourselves don't mean worse lives for future generations. **Development** means growth . . . So sustainable development is about positive growth - making economic, environmental and social progress for this and future generations*'.

**6.3** The Framework goes on to confirm that there should be a presumption in favour of sustainable development and that all plans should be based upon and reflect this presumption with clear policies to guide how the presumption will be applied locally.

### Policy CS 7

#### Presumption in Favour of Sustainable Development

1. When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions, which means that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
2. Planning applications that accord with the policies in the Development Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.
3. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission, unless material considerations indicate otherwise, taking into account whether:
  - i. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
  - ii. Specific policies in that Framework indicate that development should be restricted.





**6.4** Cheshire East has the exciting opportunity to deliver successful sustainable development and support the growth of vibrant sustainable communities through the envisaged growth within the Borough. The concept of sustainability is an extremely complicated one with many interwoven factors needing to be addressed to ensure a successful approach.

### Policy CS 8

#### Sustainable Development in Cheshire East

1. In order to achieve sustainable development in Cheshire East development will be expected to:
  - i. Contribute to creating a strong, responsive and competitive economy for Cheshire East.
  - ii. Prioritise investment and growth within the Principal Towns and Key Service Centres.
  - iii. Contribute to the creation of sustainable communities.
  - iv. Provide appropriate infrastructure to meet the needs of the local community including: education; health and social care; transport; communication technology; open space; leisure; community facilities; water; waste water and energy.
  - v. Provide access to local jobs, services and facilities, reflecting the community's needs.
  - vi. Ensure that development is accessible by public transport, walking and cycling.
  - vii. Support the health, safety, social and cultural well-being of the residents of Cheshire East.
  - viii. Provide a locally distinct, high quality, sustainable, well designed and durable environment.
  - ix. Contribute towards the achievement of equality and social inclusion through positive cooperation with the local community.
  - x. Use appropriate technologies to reduce carbon emissions and create a low carbon economy.
  - xi. Demonstrate how sustainable design and construction methods will be incorporated.
  - xii. Support the achievement of vibrant and prosperous town and village centres.
  - xiii. Contribute to protecting and enhancing the natural, built and historic environment.
  - xiv. Protect the best and most versatile agricultural land.
  - xv. Make efficient use of land and make best use of previously developed land where possible.
  - xvi. Prioritise the most accessible and sustainable locations.



## Policy CS 9

### Sustainable Development Principles

1. All development will be expected to:
  - i. Provide or contribute towards identified essential infrastructure, services or facilities, particularly where this need is intensified by the development. Such infrastructure should precede the delivery of other forms of development, wherever possible.
  - ii. Contribute positively to an area's character and identity, creating or reinforcing local distinctiveness in terms of:
    - a. Height, scale, form and grouping
    - b. Choice of materials
    - c. External design features
    - d. Massing of development - the balance between built form and green/public spaces; and
    - e. Relationship to neighbouring properties, street scene and the wider neighbourhood.
  - iii. Respect, and where possible enhance, the landscape character of the area. Particular attention will be paid toward significant landmarks and landscape features.
  - iv. Development upon greenfield sites should not occur on areas of agricultural land quality of 1, 2 or 3a, unless the strategic need overrides these issues.
  - v. Development should be socially inclusive and, where suitable, integrate into the local community.
  - vi. Avoid high risk flood areas, or where necessary provide appropriate mitigation measures.
  - vii. Use appropriate design, construction, insulation, layout and orientation to create developments that:
    - a. are resilient to climate change;
    - b. minimise energy use;
    - c. use natural resources prudently;
    - d. promote the use, recovery and recycling of materials;
    - e. integrate or allow future integration of renewable energy technologies;
    - f. discourage crime and anti-social behaviour;
    - g. minimise waste and pollution; and
    - h. are water efficient.
2. In addition to the above principles, residential development will be expected to:
  - i. Provide open space, of an extent, quality, design and location appropriate to the development and the local community.
  - ii. Provide access to a range<sup>(3)</sup> of forms of public transport, open space and key services and amenities<sup>(4)</sup>:
    - a. Public Transport - bus stop (500m), Public Right of Way (500m), Railway Station (2,000m where geographically possible).

3 a range is considered to be within the maximum recommended distance of a bus stop; a multi-functional open space; and a convenience store, in addition to four or more other services or amenities, dependent on location

4 maximum walking distance provided in brackets ( )



- b. Open Space - amenity open space (500m), children's playground (500m), outdoor sports (1,000m), public park or village green (1,000m); and
- c. Services and Amenities - convenience store (500m), supermarket (1000m), post box (500m), post office (1,000m), bank or cash machine (1,000m), pharmacy (1,000m), primary school (1,000m), secondary school (2000m), medical centre (1,000m), leisure facilities (1,000m), local meeting place/community centre (1,000m), public house (1,000m), child care facility (nursery or creche) (1,000m).

3. In addition to the above principles, employment development will be expected to:

- i. Provide an attractive setting to development in order to create an attractive and successful place to work, with minimum impact on the surrounding area.
- ii. Provide a flexible development that can serve a range of sizes and types of employment.
- iii. Maximise opportunities for access and deliveries by a range of forms of sustainable transport.

4. In addition to the above principles retail/town centre development will be expected to:

- i. Provide high quality pedestrian and cycle facilities, including secure cycle parking.
- ii. Be located so as to reduce the need to travel, especially by car, and to enable people as far as possible to meet their needs locally.
- iii. Provide good town centre linkages if the development is located on the edge or out of town.

### Justification

**6.5** Sustainable places are not only environmentally friendly, but also socially inclusive and economically vibrant for both their current inhabitants and for future generations.

**6.6** Planning, through the Local Plan, has a key role in addressing the impacts of climate change in terms of both mitigation and adaptation. The Plan's proposed increase of 27,000 new homes and the accommodation of 300ha of employment land by 2030 could considerably raise the amount of carbon emissions and impact on the wider environment unless adequate measures are introduced to combat this. Directing development to the most sustainable locations and thus improving accessibility and reducing the need to travel through the spatial strategy will have a significant impact on climate change at the local level. However, individual development proposals must themselves also play a key role in mitigating the causes and adapting to the effects of climate change.



## 7 Infrastructure

**7.1** A good, working infrastructure is crucial to the well-being of any society. From the roads, railways and cycle paths that cross the Borough to the pipes below ground that provide us with water, gas and telecommunications, a fully operational, well-planned and well-maintained infrastructure has to be at the heart of good planning now and into the future. Infrastructure is also essential for economic development; to underpin the jobs-led growth strategy.

**7.2** New development should not overburden existing infrastructure. It is important to ensure that development is adequately supported by appropriate infrastructure, whether existing or new. Delivering or improving infrastructure on time is therefore extremely important in ensuring that roads, local services and facilities can cope with added demand.

**7.3** Where new development creates a need for new or improved infrastructure, contributions from developers will be sought to make the development acceptable in planning terms.

### Policy CS 10

#### Infrastructure

1. Cheshire East Council will continue to work in partnership with infrastructure providers and other delivery agencies to provide essential infrastructure to deliver the Local Plan.
2. New and improved community facilities, utilities infrastructure and other infrastructure must be provided in a timely manner to meet the needs of new development, make a positive contribution towards safeguarding and creating sustainable communities, promote social inclusion and reduce deprivation.
3. Developer contributions will be sought to make sure that the necessary physical, social, economic and green infrastructure is in place to deliver development. Contributions will be used to mitigate the adverse impacts of development (including any cumulative impact). Where appropriate, contributions will be used to facilitate the infrastructure needed to support sustainable development.
4. Wherever possible, provision of infrastructure should precede the delivery of development.
5. The Community Infrastructure Levy (CIL), upon adoption of the Charging Schedule, will be used to pool developer contributions towards local and strategic infrastructure that will serve a wider area than any one development in particular.
6. The following infrastructure projects are seen as key to improved connectivity within the Borough:
  - Redevelopment of Crewe Railway Exchange
  - Dualling of the A500
  - Improvements to junctions 16 and 17 of the M6
  - Woodford-Poynton relief road
  - Congleton link road
  - Macclesfield Southern and South Western link road





## Justification

**7.4** The term infrastructure is broadly used for planning purposes to define all of the requirements that are needed to make places function efficiently and effectively and in a way that creates sustainable communities. Infrastructure is commonly split into three main categories, defined as:

1. Physical: the broad collection of systems and facilities that house and transport people and goods, and provide services e.g.
  - Transportation networks - including public transport, road networks, provisions for walking and cycling;
  - Water - including water supply and wastewater and its treatment;
  - Flood risk management;
  - Energy - including heat, gas, electricity;
  - Telecommunications networks - telephones, mobile phones, broadband and other new technologies for communications;
  - Waste provision - including domestic waste and recycling, commercial waste and construction;
  - public realm; and
  - historic legacy.
2. Green: the physical environment within and between our cities, towns and villages. A network of multi-functional open spaces, including formal parks, gardens, woodlands, green corridors, waterways, street trees and open countryside.
3. Social & Community: the range of activities, organisations and facilities supporting the formation, development and maintenance of social relationships in a community. It can include the provision of:
  - Health facilities - including hospitals, doctors and dentists;
  - Social care;
  - Education - including schools, colleges and skills training;
  - Community facilities - including community centres, support for community groups and projects;
  - Leisure facilities - indoor and outdoor, including sports pitches and changing facilities;
  - Cultural facilities - including libraries

**7.5** Improvements to infrastructure will be fundamental to achieving the vision for the development of Cheshire East up to 2030 and are necessary to deal with existing deficiencies and to cater for a growing population. The proposed growth of Cheshire East must be supported by improvements to physical, social and green infrastructure, and where necessary, be delivered in advance of development. This infrastructure will include facilities needed for development to function and to ensure the creation of sustainable communities.

**7.6** Improved connectivity forms a vital part of the Development Strategy in terms of assisting economic growth and improving the environment. As well as maximising the benefits of Crewe as a national rail hub, substantial new road infrastructure will be required to open up the east of Cheshire and connect the M6 with main settlements and surrounding major roads. For the road schemes, at this stage only corridors of interest for their routes are indicated. Detailed alignment will be detailed in the Site Allocations document.



**7.7** 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. Throughout the preparation of the Core Strategy, discussions have taken place with key infrastructure delivery partners and will continue to take place through the production of the Local Plan.

**7.8** The Community Infrastructure Levy (CIL) will largely replace planning obligations, under section 106 of the Town and County Planning Act 1990, as the mechanism that local planning authorities use to secure developer contributions for infrastructure to support development. Planning obligations should only be used to secure contributions towards infrastructure, or its provision, where there are site specific implications of development.

**7.9** Any planning obligations can only be taken into account in determining planning applications where they meet the following tests from regulation 122 of the CIL Regulations 2010:

- 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.

**7.10** Developer contributions secured through planning obligations will no longer be able to be pooled from more than 5 different obligations to deliver the provision of a certain project or type of infrastructure from April 2014 or the date of adoption of the CIL Charging Schedule, whichever comes first. This restriction, from regulation 123 of the CIL Regs 2010, is intended to ensure that local planning authorities use CIL instead of planning obligations to secure contributions for infrastructure that serves a wider area than just the specific development site or group of sites.

**7.11** The CIL is a locally set standard charge that can be applied to new development to fund infrastructure. It is calculated in £ per sq m of new buildings or extensions and is based on the fact that the value of land or property typically rises as a result of development. Whilst the charge can be varied by area and type of development on the basis of viability evidence, there are no other reasons for setting differential CIL charges.

**7.12** Cheshire East will need to identify what infrastructure is needed, how much it will cost, and then calculate the contribution that development should make to that cost. Before developer contributions can be sought through this method, then a charging schedule will need to be set out and published.

**7.13** CIL may be used to fund the provision, improvement, replacement, operation or maintenance of infrastructure. The Planning Act identifies the types of infrastructure that should be considered for funding through CIL, although the list is not definitive. These are:

- a. roads and other transport facilities,
- b. flood defences,
- c. schools and other educational facilities,
- d. medical facilities,
- e. sporting and recreational facilities, and
- f. open spaces.

**7.14** The provision of affordable housing or financial contributions towards it can not currently be secured through CIL.

**7.15** Work on the Cheshire East CIL will commence following the Submission stage of the Core Strategy, it is expected that at this stage the Council will have a greater understanding of the infrastructure requirements for Cheshire East. The examination and adoption of the CIL is expected to follow shortly after the Core Strategy adoption.



## Alternatives considered

**7.16** In terms of infrastructure delivery, the Local Plan must be accompanied by evidence of what infrastructure is needed, how much it will cost, when it will happen, who will pay for it and who will deliver it. If there is no such infrastructure delivery plan, the Local Plan will be found unsound. There is no alternative option at this stage.

**7.17** In relation to developer contributions options considered include:

### Option 1: Status Quo

#### Description:

This option would see the continuation of the existing system of S106s: using a variety of saved policies from the Congleton, Crewe and Nantwich and Macclesfield Local Plans.

#### Justification:

This option would only provide a limited range of infrastructure based on the varied range of saved policies and supporting documentation of the former authorities. It is possible that this option could lead to discrepancies in the availability of infrastructure across the Borough and it is not believed to be in the best interests of the community of Cheshire East to continue this policy in the long term.

### Option 2: Broader and more consistent contributions

#### Description:

This option would see the council maximising opportunities to obtain planning obligations by seeking to meet a wider range of infrastructure needs and by adopting a uniform approach to obtaining section 106 planning obligations across Cheshire East. This would be based upon infrastructure requirements set out in the Cheshire East Local Plan.

#### Justification:

This option would offer benefits over the status quo, as it would bring consistency across Cheshire East and would be based on more up to date evidence, used in the preparation of the Cheshire East Local Plan. However, the success of this option is likely to be limited due to restrictions on Section 106 agreements in terms of what can be achieved by pooled contributions.



### Option 3: Introduce the Community Infrastructure Levy

**Description:**

This option would see Cheshire East Council prepare a CIL Charging Schedule.

**Justification:**

This option would require Cheshire East to adopt a CIL Charging Schedule, however, it would bring consistency across Cheshire East, would be based on more up to date evidence and would allow more scope for collecting pooled contributions to fund infrastructure.





## 8 Strategic Sites

**8.1** From the results of public consultation it is clear that most people consider that if development is necessary preference should be given to the use of brownfield sites in our towns over greenfield locations. We agree that this is a sensible way forward, however our evidence shows that brownfield sites in our towns could accommodate only around 3,000<sup>(5)</sup> new dwellings up to 2030. In addition there are just over a 1,000 new dwellings that have already been built since 2010 and a further 5,700 dwellings that have planning permission but have not yet been built. Together this gives us a supply of 9,700 dwellings which we can take into account. We know however that we need to build at least 27,000 new homes as well as new employment land before 2030 and it is clear that just using brownfield sites alone will not be sufficient to achieve that.

**8.2** We need, therefore, to find sites to accommodate an additional 17,300 new dwellings and new employment land and in order to do that we are proposing a number of larger 'strategic' sites for development, many of which are greenfield sites. It makes sense for these strategic sites to be identified in the Core Strategy rather than the Site Allocations document as they demonstrate how the Council's objectives could be delivered.

**8.3** At this stage we are seeking your views on a number of options for the location of strategic sites around the Borough. It is important to ensure that all reasonable alternatives have been assessed. The assessment of a number of site options ensures that we have proposed the correct strategic sites and that they can be defended with robust evidence.

**8.4** This document has been produced during difficult economic times and for that reason, the Strategy has been designed to be flexible and to build in contingency.

**8.5** The sites are proposed in strategic locations that will contribute to providing balanced communities, where there are housing and job opportunities, supported by key infrastructure and a range of services. They consist of:

- Strategic Sites – Where the scale and location of development is defined
- Strategic Locations – Where the general location of development is known but greater definition is required
- Areas of Search – Where a concept needs to be explored, assessed and identified
- Corridors of Interest – Where the general route of a road is known but the specific alignment is yet to be safeguarded

**8.6** It should be noted that the Council will be preparing a Site Allocations document that will identify further smaller sites for different types of development that are not considered to be of a strategic nature.

**8.7** All sites proposed in this section are expected to be developed in line with the policies of the Local Plan unless it is otherwise specified in the relevant allocation policy. One of the key challenges for all of the strategic sites is connecting them into the existing urban and rural fabric. Communities already exist and the new developments, where appropriate, will take advantage of existing facilities and services. Where new services are provided on these sites, they need to be accessible to the existing communities, the integration of new and existing communities is essential.

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5 including around 800 homes identified for development on brownfield strategic sites such as Twyford at Alsager



**8.8** All developments will be required to submit appropriate information at the planning application stage to demonstrate no adverse environmental effects, including on hydrology and water quality. Drainage will be a key consideration in the progression of new developments and Sustainable Drainage Systems (SUDS) should be incorporated to ensure water is managed appropriately, ideally on-site. Construction Management Plans and Environmental Management Plans should be developed prior to commencement of works to ensure that the construction phase does not adversely impact on the water levels or quality. These will contain details on pollution prevention control measures, dust management techniques, mechanisms to deal with pollution incidents and mitigation to limit silt mobilization.

**8.9** An Air Quality Impact Assessment will be required for all developments, it will be expected to consider the impact of not only that development, but the effect of all other developments (proposed or likely) in the area.

**8.10** In order to mitigate the potential effects of increased transport emissions, we would look for the developments to incorporate a low emission approach such that all developers consider the likely increase in emissions, and propose measures which are aimed at reducing those increases. Such measures could be:

- Incorporation of Electric Vehicle Recharge technology into properties (to encourage the uptake of cleaner technology);
- Individual Travel Plans for each new householder/commercial travel plans - focusing away from private vehicle use;
- Investment in the Public Transport Infrastructure to reduce the need for private vehicles; or
- Incentivising cleaner HGV / LGV technologies as part of developments (delivery vehicles etc).

**8.11** All sites will be expected to give consideration to noise and vibration issues. Site design and layout is crucial to avoid incompatible uses being placed in close proximity and the potential for loss of amenity caused by noise and vibration. Commercial and industrial uses in close proximity to residential properties for example have the potential to cause issues at the detailed planning stage and may require expensive mitigation or redesign which could be avoided by careful early consideration.

**8.12** Please note all maps included within this section are indicative only.



## Preferred Strategic Sites

### Crewe

**8.13** When considering options for development, there is a need to consider Crewe in its wider context. From its inception, Cheshire East has identified Crewe as its biggest spatial priority and has developed the 'All Change for Crewe' strategy in response to this. This vision proposes to:

- Plan for significant growth in housing and jobs;
- Radically improve strategic transport links and create state-of-the-art broadband Internet network;
- Develop a more diversified 'knowledge economy' that attracts and keeps hi-tech firms and skilled workers;
- Enhance the attractiveness of Crewe as a place to live and work - including boosting schools and local transport;
- Develop key underutilised sites - including the Basford East and West investment sites, Crewe railway station and the town centre; and
- Improve the town's public image.

**8.14** The Council will be looking to strengthen linkages between the town centre, Grand Junction Retail Park, the University, Crewe Business Park and Crewe Railway Station including direct road access, pedestrian and cycle connectivity, accessible and efficient public transport service provision.

**8.15** The Council will also be looking to improve the physical environment of the town centre, drawing on and embracing Crewe's industrial and rail heritage. Encouraging retail-led redevelopment in the core of the town centre alongside a wider mix of uses to generate and protect footfall. The Council will also be supporting developments in key gateway locations such as the Crewe Strategic Regeneration Area, alongside support for the redevelopment of Crewe's Railway Station to provide a 'front door' to Crewe for commuters and visitors, and a transport interchange linking local public transport to national connectivity.

**8.16** The supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns; Figure 8.1 identifies a number of strategic sites in and around Crewe that may offer opportunities for growth in the future. Further information about each of the identified strategic sites can be found below.

#### Summary of Development Requirements:

As shown in Table 5.2, it is proposed that Crewe should deliver:

- 6,500 new homes between 2010 to 2030
- 100 hectares of employment land between 2010 to 2030

This level of development would contribute to the town centre redevelopment, provide transport improvements and appropriate infrastructure.



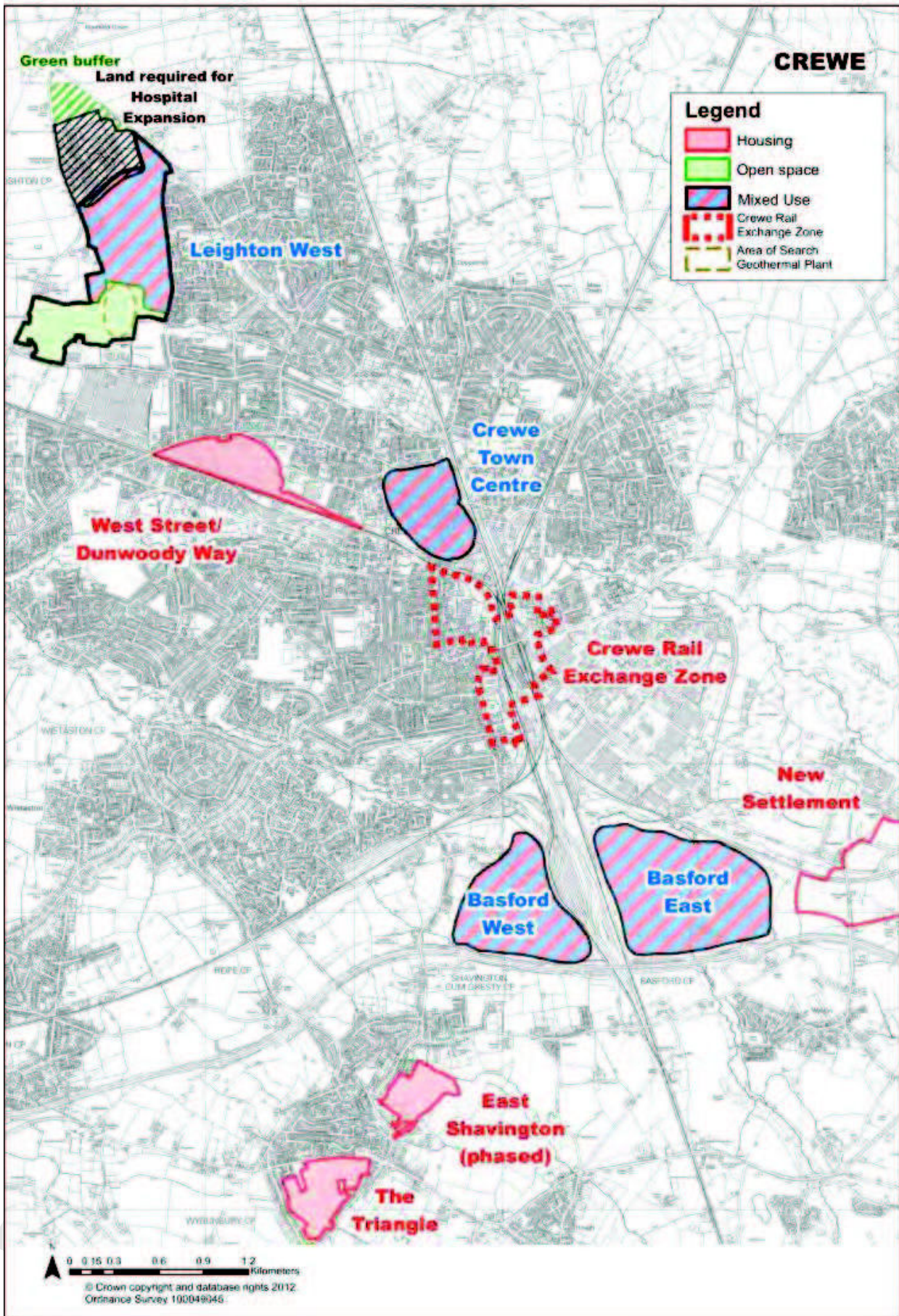


Figure 8.1 Preferred Strategic Sites around Crewe





## Site Crewe 1

### Crewe Town Centre

1. Provision of about 200 new homes (at approximately 40 dwellings per hectare, including both apartments and family homes);
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
4. Potential to include student accommodation;
5. Provision of comparison retail and leisure, including at least 1 anchor store or major leisure use;
6. Provision of other commercial uses including office;
7. Enhanced cultural offer;
8. Support for 24 hour town centre uses, including restaurants and cafes/bars;
9. Appropriately sited, rationalised and improved car parking to support town centre uses and the economy within the area;
10. A bus interchange with covered areas and public conveniences;
11. Promotion of the market with a unique theme;
12. A focus for Civic functions;
13. High quality design including integration of heritage within the public realm;
14. Delivery of landmark, well designed buildings;
15. Incorporation of Green Infrastructure, including:
  - i. Improvements to existing green infrastructure;
  - ii. Increased tree planting and the creation of tree lined boulevards; and
  - iii. The creation of greenspaces within new developments;
16. Stronger physical connections between the town centre and the Railway Station and Grand Junction, including the provision of better transport information between the Town Centre and Railway Station;
17. Provision of Flag Lane link to improve access and permeability of the town;
18. Provision of new and improvements to existing pedestrian, cycle and public transport links to existing and proposed residential areas, employment areas, schools and health facilities and within the town centre itself; and
19. On site provision, or where appropriate, relevant contributions towards transport and highways, education, health, Green Infrastructure, open space and community facilities.

<b>Site description</b>	Potential opportunity areas include the underutilised community facility buildings along West Street, the bus station and car parks for alternate uses.
<b>Surrounding Uses</b>	Surrounding uses include residential, retail, car parking and the railway line.



### Constraints

- Will need to work with existing developments in the area, redeveloping where necessary and enhancing where appropriate to increase vitality of the town centre.
- Tree Preservation Orders on site:
  - Crewe and Nantwich Borough Council (Jubilee Gardens and Land at rear of Jubilee Gardens, Crewe) TPO 2006
  - Crewe and Nantwich Borough Council (Eaton Street, Crewe) TPO 1985
  - Crewe and Nantwich Borough Council (Crewe No.1 - Town Centre) TPO 1975
- Area includes a significant number of listed and locally listed buildings. Crewe's railway heritage is of regional if not national significance. Cultural heritage desk-based assessment of the surviving fabric of the 19th century railway town required.
- Records show area of industrial history, comprising (but not limited to) various works, railway sidings, a depot, an abattoir, a coal wharf, mills and warehouses. Further work with respect to land contamination will be required for this area.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.

### Other Information

The Town Centre area was considered in the Crewe Town Strategy.

The town centre area is identified in the All Change for Crewe document and prospectus as an area of development potential.

Development should consider 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012)

### Phasing

- 2015-2020 - 50 homes
- 2020-2025 - 50 homes
- 2025-2030 - 100 homes



## Site Crewe 2

### West Street / Dunwoody Way

There is potential during the lifetime of the Local Plan for development on disused elements of employment land currently occupied by Bombardier with potential for:

1. Provision of up to 700 new homes (at approximately 40 dwelling per hectare) and / or appropriate employment uses;
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
4. Incorporation of Green Infrastructure, including open spaces;
5. Protection and enhancement of the local heritage value of the site, including the retention of historic structures, wherever possible;
6. Development on the site needs to ensure that it does not have any adverse impact on the setting of the two Listed Buildings, on adjacent land;
7. Improvements to existing and provision of new pedestrian and cycle links to existing and proposed residential areas, employment areas, shops, schools and health facilities;
8. On site provision, or where appropriate, relevant contributions towards transport and highways, education, health, Green Infrastructure, open space and community facilities.

#### Site description

West Street / Dunwoody Way is located within the urban area of Crewe, to the West of Crewe. The site is generally considered to be flat.

Currently, Bombardier's component repair and overhaul facility at Crewe applies in-depth knowledge of vehicle design and production with proven technical expertise to offer packages of engineering-led improvements. However, it is possible that during the plan period Bombardier will be looking to consolidate their use of this site. Therefore this site may offer opportunities for redevelopment.

#### Surrounding Uses

Surrounding uses include residential, the railway, retail and car parking.

#### Constraints

- Relocation of the existing business and / or consolidation of existing business in Crewe.
- Existing buildings on site, some of which have local heritage value.
- Potential for contamination.
- Proximity to the railway line.
- Two listed buildings (Church of St. Barnabas and St. Barnabas's Vicarage) lie immediately adjacent to the site.
- Cultural heritage desk-based assessment of the railway works required.
- Records show a significant industrial history, comprising (but not limited to) various works, railway sidings, former clay pits which may have been infilled, a coal wharf, a brick works and a gasometer. These former / current uses



pose a significant constraint to development and further work with respect to land contamination will be required for this area.

- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.

#### Other Information

This site was not considered within the Crewe Town Strategy.

Development should consider 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012)

#### Phasing

- 2015-2020 - 250 homes
- 2020-2025 - 250 homes
- 2025-2030 - 200 homes



### Site Crewe 3

#### Basford East

1. Delivery of about 4,000 jobs, on around 45ha of land, with a mix of B1 (70-80%) and B2 (20-30%) but no B8; this could include the creation of a fourth generation business park, with generous Green Infrastructure provision;
2. Provision of about 1,000 new homes (at approximately 30 dwelling per hectare);
3. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document; Housing must support and be subordinate to the delivery of employment
4. Creation of a new local centre including:
  - i. GP surgery;
  - ii. 1 new Primary School;
  - iii. Up to 1,000 square metres of retail, for local needs only; and
  - iv. Community facility / place of worship;
  - v. Public house / take away / restaurant;
  - vi. Sports and leisure facilities;
5. Hotel;
6. Petrol filling station;
7. The incorporation of the existing farm buildings on the site, potentially as part of the local centre;
8. Incorporation of Green Infrastructure, including:
  - i. a significant depth of native woodland and other semi-natural habitat screening along all boundaries to provide a buffer between the development and the railway line (at least 20m) and the A500 (at least 40m); to offset detrimental visual impact to the open countryside and the setting of Crewe Hall Registered Park and Garden, along with the creation of wildlife habitats, including those for protected species;
  - ii. the retention, where possible, of important hedgerows that have a cumulative screening impact on development and contribute to the habitat value of the site;
  - iii. the protection and enhancement of Basford Brook; and
  - iv. the creation of drainage ponds that have visual and habitat potential;
  - v. Allotments;
  - vi. Open space including sports pitches; Multi Use Games Area; outdoor gym; equipped children's play space and facilities for teenagers;
9. Improvements to existing and provision of new pedestrian, cycle and public transport links to existing and proposed residential areas, employment areas, shops, schools and health facilities;
10. A desk based archaeological assessment of the site, with further work and mitigation being carried out as required.
11. The development would be expected to contribute to improvements to existing and the provision of new public transport links to Crewe railway station, Crewe town centre and local villages;
12. On site provision, or where appropriate, relevant contributions towards transport and highways, education, health, Green Infrastructure, open space and community facilities;
13. The development would be expected to contribute towards road infrastructure improvements in the area, including the Crewe Green Link Road, A500 link capacity improvements, A5020 Weston Road junction and Junction 16 of the M6; and





#### 14. Continued access to and servicing of the adjacent railways;

<b>Site description</b>	<p>Basford East is a large greenfield site situated to the south east of Crewe, it covers approximately 92 hectares. The site itself is bordered by the West Coast Mainline (to the west) and Stoke-on-Trent / Nottingham rail line (to the north), and the A500 Hough-Shavington By Pass to the south.</p> <p>Basford East is a mix of arable, improved grassland, semi-improved grassland which also contains a river habitat. Basford Brook flows through the heart of the site alongside several groupings of ponds, which support interesting flora and fauna.</p>
<b>Surrounding Uses</b>	Surrounding uses include the railway, the A500, Crewe Hall Registered Park and Garden and open countryside.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• The area has a 'typical' Cheshire landscape, characterised by a flat topography broken up with a dense network of field hedges interspersed with mature hedgerow trees. The development of Basford East will need to respond to this sensitive landscape setting.</li> <li>• Basford Brook has been selected as a Local Wildlife Site.</li> <li>• There are several ponds located on the site and a range of mature trees and hedgerows which are of ecological value.</li> <li>• Protected species including barn owls, great crested newts, slow worm, white clawed crayfish and water vole have all been recorded on this site.</li> <li>• The site is located in close proximity to Crewe Hall Registered Park and Garden; any development on the site will need to ensure that it does not have an adverse impact upon its setting.</li> <li>• Public Right of Way on site, PROW: Route no.42 / Basford FP1.</li> <li>• The existing buildings of Crotia Mill Farm, on the site, are thought to lie on the site of a fourteenth century water mill. Archaeological investigations will be an important consideration across the site but particularly in relation to this farm complex.</li> <li>• Records show that there is potential for some areas of infill associated with former ponds and a mill lake, and there may be areas of localised contamination associated with Crotia Mill Farm (formerly a mill) on site.</li> <li>• The Crewe Green Link Road South will run through the site.</li> <li>• The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.</li> <li>• Existing farm buildings offer the potential for conversion to alternative uses.</li> </ul>
<b>Other Information</b>	<p>Basford East is allocated for strategic and major industrial and business related development within the Crewe and Nantwich Local Plan. Use Classes B1, B2 and B8 were considered to be appropriate on this site.</p> <p>This site was identified as Area D in the Crewe Town Strategy.</p> <p>Development should consider 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012)</p>
<b>Phasing</b>	<ul style="list-style-type: none"> <li>• Completion of housing will be linked to the provision of employment and infrastructure 2010-2015 - 100 homes</li> </ul>



- 2015-2020 - 500 homes
- 2020-2025 - 400 homes

DRAFT



## Site Crewe 4

### Basford West

1. Delivery of about 2,000 jobs on around 35ha of employment land, with a mix of B2 and B8 units;
2. Provision of about 300 new homes (at approximately 30 dwellings per hectare);
3. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
4. Creation of a new local centre including the provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
5. Hotel;
6. Car dealership;
7. Incorporation of Green Infrastructure, including:
  - i. a significant depth of native woodland screening and wildlife habitats along the southern and western boundaries, of a minimum width of 40 metres with an average width of 70 metres, to offset detrimental visual impact to the open countryside and residential amenity and to provide a habitat of ecological value;
  - ii. existing hedgerows and mature trees should be incorporated wherever possible;
  - iii. Allotments;
  - iv. Open space including Multi Use Games Area; outdoor gym; equipped children's play space;
8. Development must not have an adverse impact on the established Great Crested Newt habitat areas;
9. Improvements to existing and the provision of new pedestrian and cycle links to connect the site to existing and proposed residential areas, employment areas, shops, schools and health facilities;
10. Protection of the amenity of residential properties along Crewe Road and in the vicinity of the Cheshire Cheese public house;
11. A financial contribution will be sought from developers to fund tree planting at appropriate locations;
12. On site provision, or where appropriate, relevant contributions towards transport and highways, education, health, open space and community facilities;
13. The development would be expected to contribute to improvements to existing and the provision of new public transport links to Crewe railway station, Crewe town centre and local villages;
14. The development would be expected to contribute towards road infrastructure improvements, including the Crewe Green Link Road South and Junction 16 of the M6;
15. Continued access to and servicing of the adjacent railways; and
16. The site has potential for the provision of rail sidings with good rail access for the trans-shipment of freight between railway and road and/or rail connected warehousing and distribution. If this is not provided within the site, a larger contribution to road infrastructure improvements will be required.



<b>Site description</b>	Basford West is a large greenfield site situated in the south east of Crewe. The site is bordered by the West Coast Mainline (to the east) and Crewe Road / Gresty Road (to the north and west) and the A500 Hough-Shavington By Pass (to the south). It covers approximately 55 hectares. Basford West is a mix of arable, improved grassland and semi-improved grassland.
<b>Surrounding Uses</b>	Surrounding land uses include the railway, the A500, open countryside and residential.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• The Basford area has a 'typical' Cheshire landscape, characterised by a flat topography broken up with a dense network of field hedges interspersed with mature hedgerow trees. The development of Basford West will need to respond to this sensitive landscape setting.</li> <li>• There are no nature conservation designations on the site. However there are ponds and other features of ecological interest on the site. There is also potential for newts, bats and barn owls.</li> <li>• Tree Preservation Order: Crewe and Nantwich Borough Council (Basford West Wildlife Area, off Crewe Road, Shavington-cum-Gresty) TPO 2007</li> <li>• Public Right of Way on site, PROW: Route no.264 / Shavington-cum-Gresty FP2</li> <li>• Records show that there is the potential for some areas of infill associated with former ponds.</li> <li>• The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.</li> </ul>
<b>Other Information</b>	<p>Basford West has been previously identified within the Crewe and Nantwich Local Plan and was allocated as a regional warehousing and distribution park, which should include the provision of appropriate rail sidings.</p> <p>The majority of the core site is in a single ownership, although there are a few smaller independent ownerships at the fringes of the site.</p> <p>This site was identified as Area K in the Crewe Town Strategy.</p> <p>Development should consider 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012)</p>
<b>Phasing</b>	<ul style="list-style-type: none"> <li>• Completion of housing will be linked to the provision of employment and infrastructure</li> <li>• 2010-2015 - 100 homes</li> <li>• 2015-2020 - 200 homes</li> </ul>



## Site Crewe 5

### Leighton West

Within the area identified at Leighton West a new sustainable neighbourhood will be created to support and complement the adjacent Leighton Hospital including:

1. Provision of land adjacent to Leighton Hospital, for its future expansion, to ensure that the future health care needs of the area can be met;
2. Delivery of around 750 new homes (at a variety of densities);
3. 'Housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document and including older persons accommodation;
4. Key worker housing to be provided, for the employees of Leighton Hospital;
5. A new mixed-use local centre that will serve Leighton Hospital and nearby residents comprising:
  - i. 3,500 square metres retail, for local needs only;
  - ii. Community facility / place of worship;
  - iii. Public house / take away / restaurant;
  - iv. Sports and leisure facilities
  - v. Children's day nursery;
  - vi. Improvements to existing primary education
6. 5 hectares of additional employment land;
7. Provision of land adjacent to Leighton Hospital, for its future expansion, to ensure that the future health care needs of the area can be met;
8. Incorporation of Green Infrastructure, including:
  - i. Green corridor;
  - ii. Allotments;
  - iii. Open space including formal sports pitches; Multi Use Games Area; outdoor gym; equipped children's play space and facilities for teenagers;
9. Improved public transport links to Leighton Hospital, Crewe town centre and major employment areas;
10. A new bus interchange for the hospital;
11. Potential for a geothermal plant to the north of Pym's Lane;
12. The widening and/or realignment of Smithy Lane, to provide improved access to Leighton Hospital for emergency vehicles and suitable footpath and cycle lanes;
13. An improved 'emergency portal' for blue light vehicles being able to access the hospital's Accident and Emergency Department from Smithy Lane; and
14. Contributions to key enabling development, including improvements to the A530 corridor and Sydney Road Bridge and Crewe Green Roundabout corridor.
15. Improvements to existing and the provision of new pedestrian and cycle links to connect the site to existing and proposed residential areas, employment areas, shops, schools, health facilities, Crewe town centre and the Connect2 link to Nantwich;
16. On site provision, or where appropriate, relevant contributions towards transport and highways, education, health, Green Infrastructure, open space and community facilities;





**Site description** This site lies to the north west of Crewe and borders existing residential development to the east and Leighton Hospital to the west.

**Surrounding Uses** Surrounding land uses include residential, Leighton Hospital, open countryside, waste disposal site and Council depot.

- Constraints**
- There are no nature conservation designations affecting the site. However there are a range of mature trees and hedgerows which are of ecological value. There is also potential for bats and barn owls.
  - Great crested newts are known to be present on site and grass snakes are also reasonably likely, consequently there will be a requirement to deliver a significant area of habitat creation to compensate for the impacts of any development on this site.
  - Public Right of Way through the site, PROW: Route no. 181 / Leighton FP1 and FP3.
  - There are two high-voltage electricity power lines running through the site. An easement of 30metres is required to the nearest building.
  - Access to Leighton Hospital will be a key consideration in the development of this site and its improvement is part of the rationale for it
  - The provision of land adjacent to Leighton Hospital, for its future expansion, is of great importance, to ensure that the future health care needs of the area can be met
  - A desk-based assessment of archaeology on site has been completed and a geophysical survey for the eastern area, however, given the size of the area, targeted mitigation likely to be required in areas not subject to geophysical survey.
  - There are former ponds on site, which may have been infilled previously and may pose localised soil contamination and ground gas issues, depending on the nature of any infill. In addition, the Council are aware of a couple of former Foot and Mouth graves within the site. The presence of the former Pym's Lane landfill to the south of the masterplan area (identified as the country park) also poses a significant constraint.
  - The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.

**Other Information** Land adjacent to this site (known as land north of Parkers Road) has planning permission for up to 400 homes and is listed in the commitments section.

The site is in a number of ownerships, including Cheshire East Council; a couple of major house builders have options on the remainder.

This site was identified as Area A in the Crewe Town Strategy.

Development should consider 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012)

Work is being carried out by Keele University to determine the potential feasibility of using geothermal energy to power CHP. The Study notes that *'the highest temperature in the UK of almost 60° C was found at Wistaston Green, Crewe . . . Beneath one of the largest consumers of power in south Cheshire - Leighton Hospital.* This could therefore be a potential site for the location of a geothermal plant.



- Phasing**
- 2010-2015 - 400 homes (Phase 1)
  - 2015-2020 - 500 homes (Phase 2)
  - 2020-2025 - 250 homes (Phase 2)

## Site Crewe 6

### The Triangle

1. Provision of 300 new homes (at approximately 20-25 dwellings per hectare);
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. Small scale retail development in the region of 600-700sqm, for local needs;
4. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
5. Incorporation of green infrastructure;
6. Provision of appropriate Open Space including:
  - i. Village Green;
  - ii. Multi Use Games Area;
  - iii. Equipped children's play area;
  - iv. Outdoor gym; and
  - v. Allotments;
  - vi. Community woodland
7. Improvements to existing and the provision of new pedestrian and cycle links to connect the site to existing and proposed residential areas, employment areas, shops, schools and health facilities;
8. Consideration of any impact on the Wybunbury Moss Special Area of Conservation (SAC) and RAMSAR site; and
9. On site provision, or where appropriate, relevant contributions towards transport and highways, education, health, Green Infrastructure, open space and community facilities

### Site description

The Triangle site is located south of Newcastle Road between the villages of Shavington and Wybunbury, the site is approximately 4km (2.5 miles) to the south of Crewe. The site is 19ha of land and forms a distinctive triangular shape, hence its being known as the 'The Triangle'. The proposed development area is bounded by Newcastle Road to the north, the rear gardens of houses bounding Dig Lane to the south-west, and the rear gardens of houses bounding Stock Lane to the south-east. The proposed development area is relatively level.

The site is Greenfield, being used for agricultural purposes, and incorporates the upper section of the Cheer Brook. The field pattern is more intimate in the north-east part in comparison with larger fields in the west central and southern parts.



### Surrounding Uses

Surrounding land uses include residential and open countryside.

### Constraints

- A public footpath runs directly through the site north-south between Newcastle Road and Stock Lane.
- The existing landscape includes some hedgerows and hedgerow trees of landscape value and two ponds also exist in the southern half of the site and all of these features should be conserved, utilised and extended as part of the landscape framework and Green Infrastructure (GI) proposals for future development.
- The site contains some 'best and most versatile' agricultural land.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
- The site could have a potentially adverse impact on the Wybunbury Moss Special Area of Conservation (SAC) and RAMSAR site. Information will need to be provided to show what impact (if any) the development would have on this site and to show what mitigation measures are proposed.

### Other Information

This site was identified as Area F1 in the Crewe Town Strategy.

Development should consider 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012)

### Phasing

- 2010-2015 - 100 homes
- 2015-2020 - 200 homes



## Site Crewe 7

### East Shavington

This site will be phased to start to deliver housing in the period post-2020 in order to ensure the delivery of the strategic employment sites at Basford East and West which include residential development:

1. Provision of 300 new homes (at approximately 30 dwellings per hectare);
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. The provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
4. Incorporation of Green Infrastructure;
5. Provision of appropriate Open Space including:
  - i. Equipped children's play area;
  - ii. Outdoor gym;
  - iii. Allotments;
  - iv. Village Green;
  - v. Community woodland; and
  - vi. Multi Use Games Area;
6. Improvements to existing and the provision of new pedestrian and cycle links to connect the site to existing and proposed residential areas, employment areas, shops, schools and health facilities;
7. Consideration of any impact on the Wybunbury Moss Special Area of Conservation (SAC) and RAMSAR site; and
8. On site provision, or where appropriate, relevant contributions towards transport and highways, education, health, Green Infrastructure, open space and community facilities

**Site description** This site lies on the eastern edge of Shavington village. It comprises approximately 11ha of greenfield agricultural land. The site slopes downwards towards Swill Brook and up towards Weston Lane.

**Surrounding Uses** Surrounding land uses include residential and open countryside.

**Constraints**

- Trees and hedges within the site, including TPO trees.
- An overhead powerline crosses the site from south east to north.
- Swill Brook is to the northern boundary.
- Flood risk areas cover part of the site associated with Swill Brook.
- Water voles are believed to be present in Swill Brook.
- Public footpaths cross the site.
- Infill of sandpits on site.



### Other information

- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
- The site could have a potentially adverse impact on the Wybunbury Moss Special Area of Conservation (SAC) and RAMSAR site. Information will need to be provided to show what impact (if any) the development would have on this site and to show what mitigation measures are proposed.

This site was identified as Area F2 in the Crewe Town Strategy.

Development should consider 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012)

### Phasing

- 2020-2025 - 100 homes
- 2025-2030 - 200 homes

### 8.17 Alternatives considered:

- Coppenhall East Extension
- South West Crewe
- Land south of Gresty Lane

### 8.18 Further details of the alternatives considered can be found in Appendix E.





## Crewe Rail Exchange Zone

### Site Crewe 8

#### Crewe Rail Exchange Zone

Within the area identified as Crewe Strategic Regeneration Area the Council will look to maximise opportunities for improvement and regeneration, incorporating the introduction of new and improvement of existing Green Infrastructure; this could include:

Former Royal Mail site:

- New car parking;
- Improved facilities for Crewe Railway Station; and
- Ancillary development, related to Crewe Railway Station.

Crewe Railway Station:

- A new entrance to Crewe Railway Station;
- Improved signage;
- Improved concourse and station facilities;
- Creation of a public transport interchange; and
- Improved traffic arrangement to reduce congestion in the area.

Mill Street:

- Delivery of 53 new homes, including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
- Provision of 5,000 sq m of retail and further opportunities for housing provision; and
- Creation of pedestrian and cycle links to the train station and town centre.

Gresty Road / Crewe Alexandra Football Club:

- Potential for leisure development and the expansion of the existing sports and leisure hub.

Macon Way:

- Landmark developments in this key gateway location could include offices or other commercial uses (not retail)

On site provision, or where appropriate, relevant contributions towards transport and highways, education, health, Green Infrastructure, open space and community facilities

#### Site description

This area lies to the south of Crewe town centre. Comprising the station, the current Pedley Street surface level car park, the southern part of Macon Way, and the northern end of Weston Road including the Council-owned former Royal Mail sorting office. The area is characterised by a variety of uses, including traditional employment activities along Macon Way, but is generally noted to be underutilised and a poorly presented entry point to the town for rail passengers and those accessing Crewe by car from the M6 junctions 16 and 17.



Crewe Railway Station offers an opportunity to establish a high quality gateway into Crewe, with a new station entrance, radically improved concourse and station facilities, a new public transport interchange and improved access arrangements that will relieve traffic congestion. There is also potential to introduce a complementary mix of ancillary commercial uses to the area to support the interchange aspirations, alongside strategic car parking provision.

#### **Surrounding Uses**

Surrounding land uses include residential, employment, retail and the railway line.

#### **Constraints**

- Existing development within the site.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.

#### **Other Information**

This site was identified as Zone 4 in the Crewe Town Strategy.

Development should consider 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012).

Current planning application at Mill Street (P07/0639) for mixed use development comprising residential, employment and retail, new pedestrian/cycle link and associated car parking, landscaping, servicing and access.

#### **Phasing**

- 2010-2015 - 53 homes
- 2015-2020 - 50 homes
- 2020-2025 - 50 homes
- 2052-2030 - 50 homes



## Macclesfield

**8.19** Macclesfield is one of the Principal Towns in Cheshire East and as such significant development will be encouraged to support its role as one of the most important settlements in the Borough. The Macclesfield Town Strategy seeks to create a sustainable, diverse and prosperous economy, with a vibrant town centre and good quality homes. It also looks to improve connectivity with convenient and affordable transport choice and the delivery of new road infrastructure. The strategy also looks to ensure that development provides appropriate infrastructure, services and facilities and that areas of special historic and natural value in and around the town are preserved or enhanced.

**8.20** The strategic sites proposed for development in Macclesfield seek to deliver the vision of this document and to meet the objectives as set out in the Town Strategy through the provision of employment land and new homes alongside the provision of new infrastructure such as schools and community facilities, which will aid the economy, help to create sustainable communities and provide additional support for the town centre. Along with improved connectivity through the provision of new pedestrian and cycle links to local shops, schools and health facilities and a new link road.

**8.21** The supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns; Figure 8.2 identifies a number of strategic sites in and around Macclesfield that may offer opportunities for growth in the future. Further information about each of the identified strategic sites can be found below.

### Summary of Development Requirements:

As shown in Table 5.2, it is proposed that Macclesfield should deliver:

- 3,500 new homes between 2010 and 2030 (175 per year)
- 20 hectares of employment land between 2010 and 2030 (1 hectare per year)

This level of development would contribute to the town centre redevelopment, provide transport improvements and associated infrastructure.

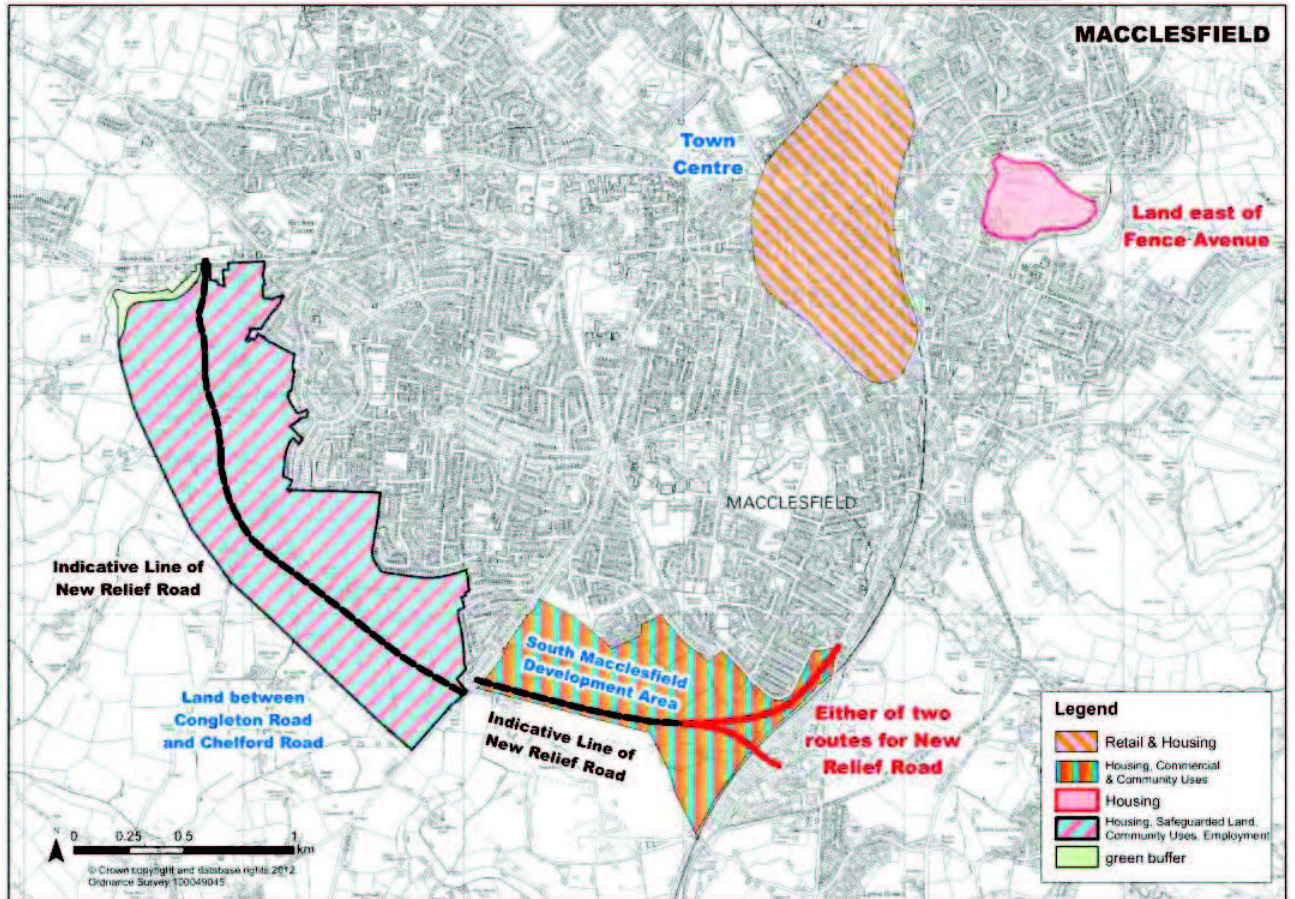


Figure 8.2 Preferred Strategic Sites around Macclesfield





## Site Macclesfield 1

### Macclesfield Town Centre

1. Delivery of between 300 and 400 dwellings;
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. Support for new and improved retail and leisure developments, that improve the quality of the shopping experience;
4. Provision of other commercial uses including office;
5. Enhanced cultural offer;
6. Support for new restaurants and cafés, to increase footfall throughout the evening;
7. Delivery of landmark, well designed buildings;
8. Heritage Walk created along Churchill Way linking Heritage Centre with Silk Museum;
9. Appropriate car parking;
10. Promotion of the local markets;
11. Improvements to the public realm;
12. Incorporation of Green Infrastructure, including:
  - i. Improvements to existing green infrastructure;
  - ii. Increased tree planting and the creation of tree lined boulevards; and
  - iii. The creation of greenspaces within new developments;
13. Improved pedestrian and cycle links to the railway station and bus station;
14. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
15. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities.

#### Site description

This site covers the town centre of Macclesfield, it covers the existing primary shopping area and its surrounds.

#### Surrounding Uses

Surrounding uses include residential, retail, sports facilities and commercial uses.

#### Constraints

- Buildings on site.
- Conservation Area.
- Listed Buildings.
- Trees within the site.

#### Other Information

The Town Centre area was considered in the Macclesfield Town Strategy.

There is a current planning application for this site (12/1212/M).

#### Phasing

- Development ongoing throughout the plan period.
- 2010-2015 - 0 homes
- 2015-2020 - 50 homes





- 2020-2025 - 75 homes
- 2025-2030 - 75 homes

## Site Macclesfield 2

### South Macclesfield Development Area

1. Delivery of around 900 dwellings;
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. Provision of:
  - i. Community facility/ place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Health club / gym
4. In the region of 5,000 square metres of retail, the majority of which should be for convenience goods;
5. 5ha employment land and employment related uses;
6. Potential relocation of Macclesfield Town Football Club
7. Green Infrastructure;
8. Contribution to Macclesfield link road;
9. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
10. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities.

#### Site description

South Macclesfield Development Area is a large site that lies on the southern edge of Macclesfield's urban area, much of which is open fields and scrub land with hedgerow boundaries. Some existing usage is on site, for example, small business use off Turf Lane, Council Depot and playing fields with changing rooms.

Adjacent neighbouring uses include one and two storey residential properties on Congleton Road (A536) and recent new residential development off Moss Lane. The eastern boundary runs along the rail line and opposite Lyme Green Business Park. The southern boundary is onto farm land and the Council's waste recycling centre and Dane Moss Landfill Site. Macclesfield Town Football Club is in close proximity to the site and its relocation could present potential new opportunities for land assembly and development.

#### Surrounding Uses

Surrounding uses include residential, Danes Moss Land Reclamation area, Macclesfield Town Football Club, agricultural uses and Lyme Green Business Park.

#### Constraints

- South Macclesfield Development Area is approximately 1.5 miles from the centre of the town. Access and linkages from the town centre to South Macclesfield Development Area would need to be improved.
- This site is adjacent to the Danes Moss SSSI.
- The site is on former peatland and provides a valuable buffer for the SSSI.



- The site supports habitats that have previously been assessed as being worthy of retention. Development of the site must seek to identify, retain and enhance the most important habitats on site.
- Tree Preservation Orders on site:
  - MBC (Macclesfield - Park End Farm, Moss Lane No1) TPO 1998
  - MBC (Macclesfield - Weston Park Nursing Homes / Moss Lane Farm, Moss Lane) TPO 1998
- Public Right of Way within site (PROW: Sutton FP1)
- This site has significant potential for contamination to be present it is located adjacent to Danes Moss Landfill site and it includes waste transfer stations and depots. Further investigation is required to assess contamination issues.
- A masterplan for the site will be required to ensure that the site is planned for in a cohesive manner.
- The development should be supported by an appropriate Travel Plan including measure to monitor its implementation.

#### Other Information

This site was identified as Area H in the Macclesfield Town Strategy.

#### Phasing

- 2010-2015 - 100 homes and retail development
- 2015-2020 - 500 homes, retail development and employment land
- 2020-2025 - 300 homes

### Site Macclesfield 3

#### Land between Congleton Road and Chelford Road

1. Phased delivery of between 750 - 1,500 dwellings (at an average of 30 dwellings per hectare);
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. A new mixed-use local centre comprising:
  - i. Up to 1,000 square metres retail;
  - ii. 1 new primary school;
  - iii. Community facility / place of worship;
  - iv. Public house/ take-away / restaurant; and
  - v. Health club / gym;
4. 5ha employment land;
5. Green Infrastructure;
6. Provision of South West Link Road;
7. Safeguarded land;
8. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
9. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities.



### Site description

The area lies to the south west of Macclesfield, and incorporates a large greenfield area from Chelford Road in the north to Congleton Road in the south. Although the entire area is not required it is important to ensure that, over the long term, space remains for future growth.

### Surrounding Uses

Surrounding uses include mainly residential and agricultural land.

### Constraints

- A Site of Biological Importance is included within the site.
- The site is adjacent to Ancient Woodland - Cock Wood.
- Cock Wood SBI would need to be set within an appropriate 'buffer zone' of open space or semi-natural habitat to safeguard it from the adverse influences of development.
- Great crested newts are also likely to be present and would require the provision of substantial areas of compensatory habitat to be provided.
- The site incorporates a number of buildings.
- There are a number of trees and hedges within the site.
- Tree Preservation Order: MBC (Henbury House, Pexhill Road) TPO
- Public Right of Way within site (PROW: FP18, FP19 and FP29)
- This site is within 250m of landfills on the southern boundary. Former petrol station located on Chelford Road may pose localised risk to development. Otherwise issues limited to backfilled former ponds and made ground / localised contamination arising from farming activities.
- A masterplan for the site will be required to ensure that the site is planned for in a cohesive manner.
- The development should be supported by an appropriate Travel Plan including measure to monitor its implementation.

### Other Information

This site was identified as Area I in the Macclesfield Town Strategy.

### Phasing

- 2015-2020 - 500 homes
- 2020-2025 - 500 homes
- 2025-2030 - 400 homes



## Site Macclesfield 4

### Land east of Fence Avenue

1. Provision of around 300 new homes (at an average of 25-30 dwellings per hectare);
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Health club / gym
4. Incorporation of green infrastructure;
5. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
6. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities.

<b>Site description</b>	This site is located to the east of Macclesfield, between the current urban area and the Macclesfield Canal. The site is currently occupied by part of the Kings School and covers an area of around 14ha.
<b>Surrounding Uses</b>	Surrounding uses include residential, open countryside, the canal and agricultural uses. The full site extends to around 14ha, however all of the land would only become available if there was a future consolidation or new location of the school facilities.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• Continued use of the site by the Kings School.</li> <li>• The site is adjacent to a Conservation Area</li> <li>• The site is adjacent to an Existing Employment Area</li> <li>• There are buildings on site.</li> <li>• The provision of equivalent or improved playing pitches.</li> <li>• There are trees and hedges on site.</li> <li>• The development should be supported by an appropriate Travel Plan including measure to monitor its implementation.</li> </ul>
<b>Other Information</b>	This site was identified as part of Area E in the Macclesfield Town Strategy.
<b>Phasing</b>	<ul style="list-style-type: none"> <li>• 2020-2025 - 150 homes</li> <li>• 2025-2030 - 150 homes</li> </ul>

### 8.22 Alternatives considered:

- Land west of Priory Lane
- Land to the north of Birtles Road
- Land east of London Road
- Land north of Prestbury Road
- Land at Gaw End Lane



**8.23** Further details of the alternatives considered can be found in Appendix E.





## Alsager

**8.24** Alsager has been identified as one of the Key Service Centres for Cheshire East, and as such the vitality and growth of this town is key to the prosperity of the Borough as a whole. The Alsager Town Strategy looks for growth in the town to be accommodated in a manner to help Alsager become a sustainable, thriving and prosperous town where people can live, shop and take part in leisure, sporting and sociable activities.

**8.25** The development of the following sites aim to meet the objectives set out in the Town Strategy for Alsager by creating sustainable communities, contributing to improvements to the town centre, providing appropriate infrastructure, creating a Sports and Leisure Hub, providing new and improved pedestrian and cycle linkages and retaining the village character.

**8.26** The supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns; Figure 8.3 identifies a number of strategic sites in and around Alsager that may offer opportunities for growth in the future. Further information about each of the identified strategic sites can be found below:

### Summary of Development Requirements:

As shown in Table 5.2, it is proposed that Alsager should deliver:

- 1,100 new homes between 2010 and 2030 (55 per year)
- 10 hectares of employment land between 2010 and 2030 (0.5 hectare per year)

This level of development would contribute to the creation of a sports and leisure hub, support town centre public realm improvements and provide appropriate infrastructure.

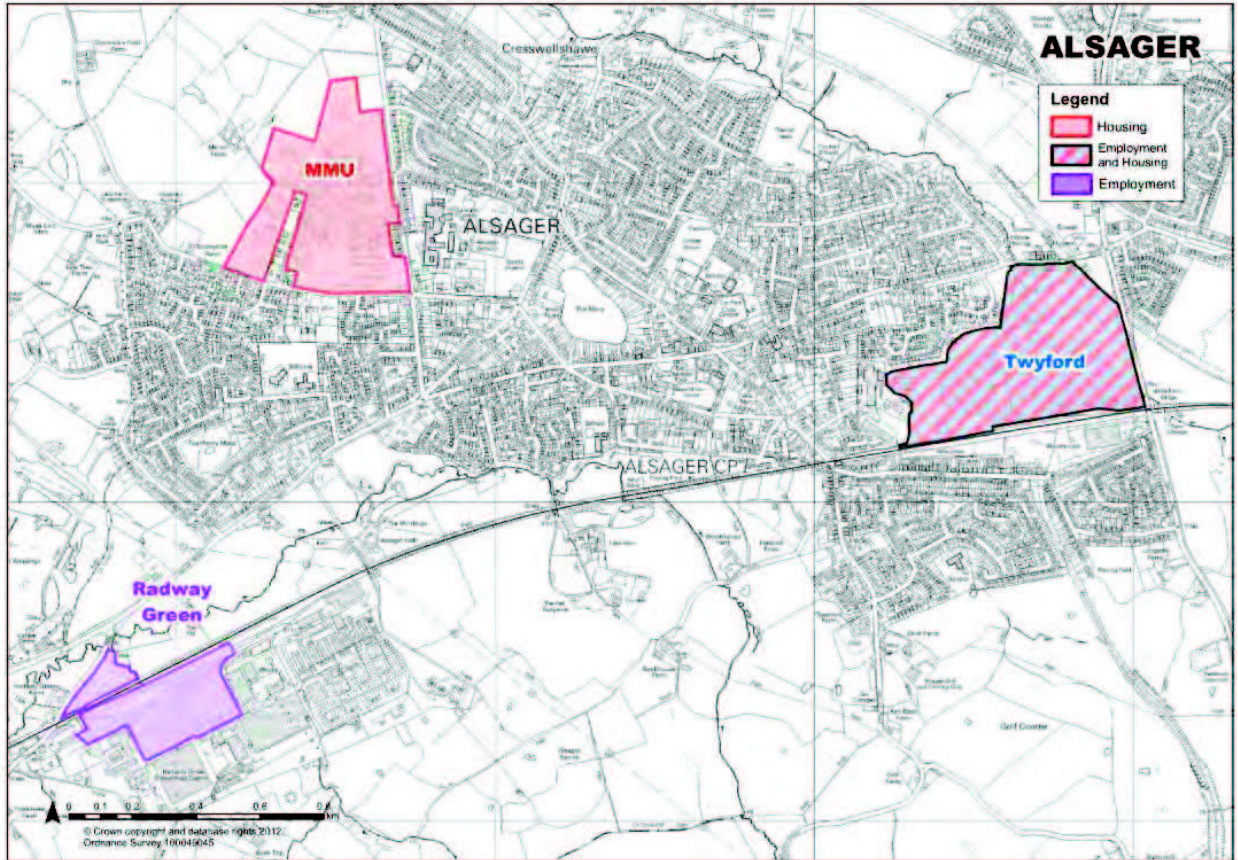


Figure 8.3 Preferred Strategic Sites around Alsager



## Site Alsager 1

### Twyfords

1. Provision of about 450 new homes (at approximately 30 dwellings per hectare);
2. Including 30% of new homes to be 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. Retention of existing office development (approx. 3,000 square metres);
4. Incorporation of green infrastructure;
5. An appropriate level of amenity open space and children's play space;
6. Contributions to improvements to the town centre street scene;
7. The retention of the Green Belt designation in the north east corner;
8. Retention of the woodland areas to the north and east of the site;
9. Further archaeological investigation on the site in relation to the heritage asset in the north east area of the site;
10. Potential to include:
  - i. An extra care development providing housing for the older population.
  - ii. Small scale local retail development in the region of 200-300sqm.
  - iii. Employment development including office and B1 starter units.
  - iv. Retention of rail access to the site.
  - v. Community facility / place of worship;
  - vi. Public house / take away / restaurant;
  - vii. Sports and leisure facilities.
11. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities, including:
  - i. Improved pedestrian links to the town centre, the railway station and Talke Road; and
12. On site provision, or where appropriate, relevant contributions towards transport and highways, education, health, open space and community facilities.

### Site description

This site has accommodated the headquarters of Twyford's Bathrooms since 1950s including the company's administration, production and warehousing facilities. The relocation of Twyfords now presents an opportunity for redevelopment of the site.

The Twyfords site covers an area of approximately 26 hectares. It lies within the south eastern part of Alsager with extensive road frontages onto both Crewe Road and Linley Lane. This is, in the main, brownfield land within the built-up area of the town although the curtilage does encompass part of a disused railway line and also greenfield land to the north east, which is within the Green Belt. There is good access to the site by road from the town and the A50 and by public transport services along Crewe Road.

The majority of the site is currently developed with the predominant uses including a warehouse, factory space delivery areas and car parking for staff. The north eastern corner of the site is within the Green Belt, this area also includes a number of valued trees.



**Surrounding Uses** Surrounding uses include industry, residential and open countryside

- Constraints**
- Adjacent to the railway.
  - Buildings on site.
  - Protected species present, however, this species can most likely be accommodated within the development of the site.
  - Tree Preservation Order: Congleton Borough Council (Crewe Road / Linley Lane, Alsager) TPO 2007
  - Public Right of Way route no. 011/FP26.
  - A pre-determination evaluation of archaeology on site has been completed, however, further mitigation will be required on the line of the stream and township boundary. There will also be the need to protect and interpret the Church Lawton South Barrow.
  - This site is a former factory and waste tip and limited environmental investigations have been undertaken. Further intrusive investigation works are required in order to more fully address identified contaminant linkages.
  - The development should be supported by an appropriate Travel Plan including measure to monitor its implementation.

**Other Information** There is a current planning application (11/4109C) for outline planning permission on this site for up to 335 dwellings.

This site was known as Area B within the Alsager Town Strategy.

- Phasing**
- 2010-2015 - 50 homes
  - 2015-2020 - 400 homes



## Site Alsager 2

### Former Manchester Metropolitan University Campus

1. Provision of about 400 new homes (at approximately 30 dwellings per hectare);
2. Including 30% of new homes to be 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. Creation of a Sports and Leisure Hub;
4. Contributions to improvements to the town centre street scene;
5. Development of this site could also include:
  - i. An extra care development providing housing for the older population;
  - ii. Small scale local retail development in the region of 200-300sqm;
  - iii. Community facility / place of worship;
  - iv. Public house / take away / restaurant;
  - v. Sports and leisure facilities;
  - vi. Commercial sport and health related facilities, potentially including small scale sports science and sports therapy related development;
6. Incorporation of green infrastructure;
7. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
8. On site provision, or where appropriate, relevant contributions towards transport and highways, education, health, open space and community facilities.

#### Site description

The Former Manchester Metropolitan University Campus is located to the north west of Alsager and within the established urban area. It covers an area of approximately 22 hectares. The original buildings on the site date from the 1940s and were built to accommodate munitions workers from the Royal Ordnance factory, however the majority of buildings date from the 1960s. The Campus had been occupied by MMU since 1992 and had evolved in response to the operational needs and functions of the University. The site currently comprises various unused buildings including teaching facilities, a gymnasium, dance studios and a swimming pool. Manchester Metropolitan University is the current owner of the Campus and has made a formal decision to withdraw its facilities and operations from Alsager and relocate them at Crewe.

The site is bounded to the north and west by countryside, and to the east by Hassall Road, beyond which is a school, leisure centre complex and associated recreational land set within a predominantly residential area. To the south, the site is bounded by Dunnockfold Road, beyond which is an area of residential properties.

#### Surrounding Uses

Surrounding uses include residential development, school, leisure centre, and open countryside.

#### Constraints

- Buildings on site.
- Retention or replacement of existing sports pitches.
- Tree Preservation Order: Congleton Borough Council (Manchester Metropolitan University, Alsager Campus) Interim TPO 2008.





- A desk-based assessment of archaeology on site has been completed, however, recording of World War II buildings will be required.
- A Phase I Preliminary Risk Assessment report has been previously submitted for a mixed use development and it is recommended a Phase II site investigation is undertaken on the site in order to more address identified contaminant linkages. There are areas of potentially infilled ground on site, and as the site forms part of an educational facility there is the potential for localised contamination associated with boilers, sub-stations, ASTs, etc.
- The development should be supported by an appropriate Travel Plan including measure to monitor its implementation.

**Other Information**

The site is currently allocated in the Congleton Local Plan for residential development including 150 dwellings. There is also a Development Brief SPD for the site, this identifies potential for 300 homes. There is also a current planning application for the site which looks to provide 300 homes.

This site was known as Area A within the Alsager Town Strategy.

**Phasing**

- 2010-2015 - 50 homes
- 2015-2020 - 250 homes

**Site Alsager 3**

**Radway Green**

1. 10ha of employment land;
2. Contributions to improvements to the town centre street scene;
3. Incorporation of green infrastructure;
4. Pedestrian and cycle links to new and existing residential areas and shops; and
5. On site provision, or where appropriate, relevant contributions towards transport and highways, open space and community facilities.

**Site description**

Radway Green is located to the south west of Alsager and to the north east of Junction 16 of the M6 motorway.

BAE Systems' Radway Green site has supplied ammunition to the UK MOD since 1940. Radway Green currently manufactures approx a million rounds of small arms ammunition a day and is Global Combat Systems Munitions' centre of excellence for the design, manufacture, proofing and supply of small arms ammunition.

BAE Systems has recently invested in a brand new 22,000m<sup>2</sup> facility at Radway Green allowing for part of its site to now be redeveloped. This is the area identified on figure 8.1.

**Surrounding Uses**

Surrounding uses include employment and open countryside.

**Constraints**

- Buildings on site.



- Remediation of site.
- Improvements to access to the site.
- Adjacent site uses (BAE - ordnance factory)
- The development should be supported by an appropriate Travel Plan including measure to monitor its implementation.

**Other Information** Part of this site was identified as Site H1 within the Alsager Town Strategy, whilst the remainder had been identified as part of an existing employment area.

**Phasing**

- Ongoing

#### 8.27 Alternatives considered:

- Fanny's Croft
- MMU Extension

**8.28** Further details of the alternatives considered can be found in Appendix E.



## Congleton

**8.29** The Congleton Town Strategy states that Congleton will deliver in the order of 3,500 new homes by 2030 as part of a balanced and integrated portfolio of development that includes new jobs, a prosperous town centre, improved infrastructure and, subject to appraisal, a northern link road of the town.

**8.30** The supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns; Figure 8.4 identifies a number of strategic sites in and around Congleton that may offer opportunities for growth in the future. Further information about each of the identified strategic sites can be found below:

### Summary of Development Requirements:

As shown in Table 5.2, it is proposed that Congleton should deliver:

- 3,500 new homes between 2010 and 2030 (175 per year)
- 20 hectares of employment land between 2010 and 2030 (1 hectare per year)

This development would provide new road infrastructure, contribute to the town centre redevelopment, provide other transport improvements and appropriate infrastructure.

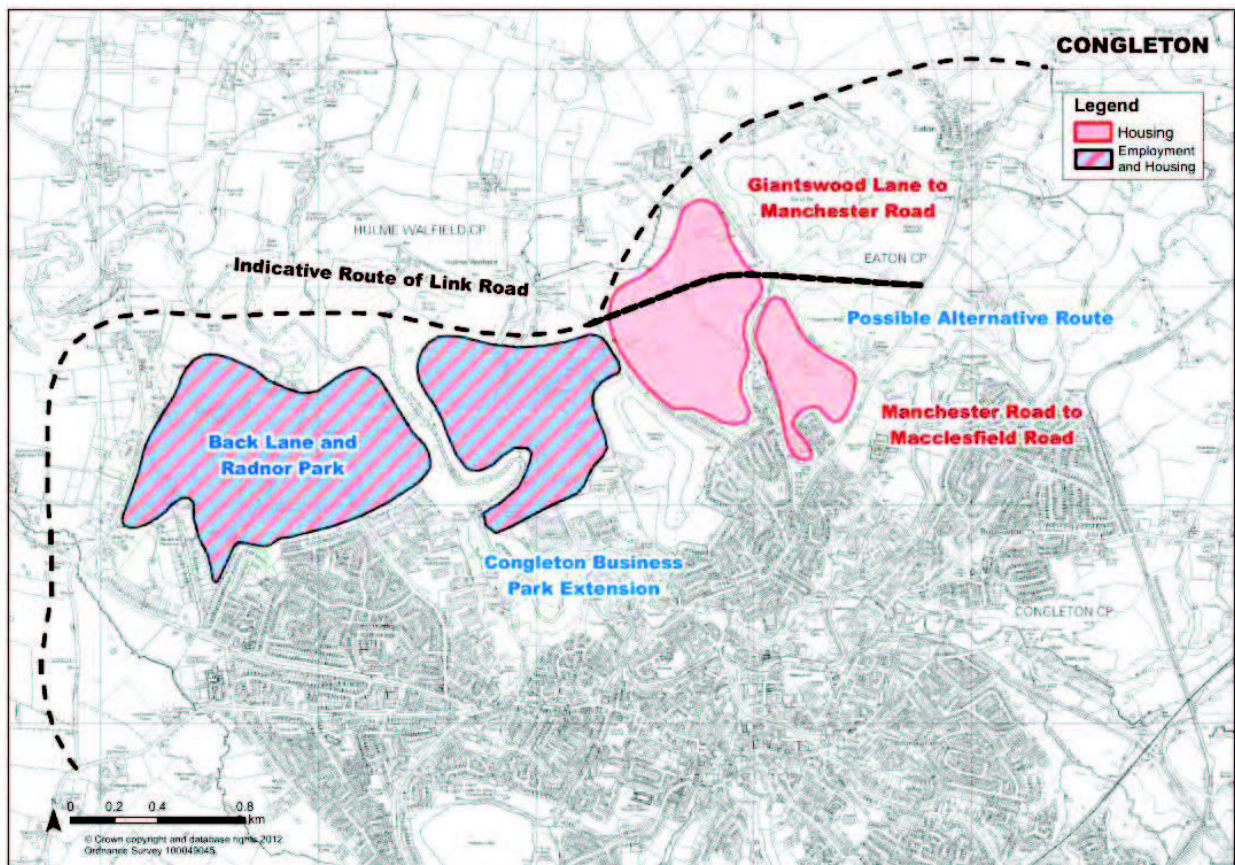


Figure 8.4 Preferred Strategic Sites around Congleton



## Site Congleton 1

### Back Lane and Radnor Park

1. Provision of, or a contribution to, the Congleton link road;
2. Provision of 1,000 new homes (at approximately 30 dwellings per hectare) with delivery expected to continue beyond the plan period (approximately 500 homes expected within the plan period);
3. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
4. 10ha of employment land;
5. Small scale local retail development in the region of 200-300 sqm;
6. Incorporation of green infrastructure
7. Provision of:
  - i. 1 new primary school
  - ii. Community facility / place of worship;
  - iii. Public house / take away / restaurant;
  - iv. Sports and leisure facilities
8. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities;
9. On site provision, or where appropriate, relevant contributions towards transport and highways, education, health, open space and community facilities; and
10. Retention of playing fields and provision of new facilities.

<b>Site description</b>	The Back Lane and Radnor Park site is a greenfield area located to the north of the west of Congleton, and stretches from Black Firs Lane and Chelford Road to the River Dane.
<b>Surrounding Uses</b>	Surrounding uses include the Radnor Park Trading Estate, residential, play fields, open countryside, agricultural land, woodland and the River Dane.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• Potential for flood risk in the area adjacent to the River Dane.</li> <li>• Adjacent to the River Dane SBI.</li> <li>• Access to the site.</li> <li>• Trees and hedges on site.</li> <li>• Tree Preservation Orders on site:               <ul style="list-style-type: none"> <li>• Congleton Borough Council (Blackfirs Lane, Somerford No.2) TPO 1985</li> <li>• Congleton Borough Council (Blackfirs Lane, Congleton) TPO 1980.</li> </ul> </li> <li>• Public Rights of Way, PROW: Congleton FP1.</li> <li>• Cultural heritage desk-based assessment and evaluation is advised.</li> <li>• Records show that there is the potential for some areas of infill associated with former ponds, and there may be areas of localised contamination associated with a current farm on site.</li> <li>• The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.</li> </ul>





**Other Information** This site was known as Areas A and B in the Congleton Town Strategy.

- Phasing**
- 2020-2025 - 150
  - 2025-2030 - 350

## Site Congleton 2

### Congleton Business Park Extension

1. Provision of, or contribution to, the Congleton Link Road;
2. 10ha of land for employment and commercial uses;
3. Provision of 900 new homes (at approximately 30 dwellings per hectare) with delivery expected to continue beyond the plan period (approximately 400 homes expected within the plan period);
4. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
5. Small scale local retail development in the region of 200-300 sqm;
6. Provision of:
  - i. 1 new primary school (expected to be provided in line with new housing provision);
  - ii. Community facility / place of worship;
  - iii. Public house / take away / restaurant;
  - iv. Sports and leisure facilities
7. Incorporation of green infrastructure;
8. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
9. On site provision, or where appropriate, relevant contributions towards transport and highways, education, health, open space and community facilities.

**Site description** The site has an area of around 40 hectares and is located on the north western edge of Congleton. It is a greenfield site within the valley of the River Dane that is bounded to the south east by the existing Congleton Business Park. The Dane Valley is characterised by pastureland in small fields through which the river meanders with mature trees along its banks. To the east the land rises sharply and there are views across the valley from public vantage points. The attractive river valley makes an important contribution to the landscape setting of the town.

**Surrounding Uses** Surrounding land uses include Congleton Business Park, open countryside, Westlow Mere and the River Dane.

- Constraints**
- Potential for flood risk in the area adjacent to the River Dane.
  - Adjacent to the River Dane SBI. No development should be undertaken within the boundary of the SBI and the SBI will require a suitable buffer zone of semi-natural habitat to safeguard it from the influence of nearby development.
  - Access to the site.
  - Trees and hedges on site.
  - Public Right of Way on site, PROW: Hulme Walfield FP7.





- Cultural heritage desk-based assessment and evaluation is advised.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.

**Other Information**

This site was known as Area C in the Congleton Town Strategy.

**Phasing**

- 2020-2025 - 150 homes and employment land
- 2025-2030 - 250 homes and continuation of employment land

### Site Congleton 3

#### Giantswood Lane to Manchester Road

1. Provision of, or contribution to, the Congleton Link Road;
2. Provision of 850 new homes (at approximately 30 dwellings per hectare) with delivery expected to continue beyond the plan period (approximately 650 homes expected within the plan period);
3. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
4. Small scale local retail development in the region of 200-300 sqm
5. Provision of:
  - i. 1 new primary school;
  - ii. Community facility / place of worship;
  - iii. Public house / take away / restaurant;
  - iv. Sports and leisure facilities
6. Incorporation of green infrastructure;
7. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
8. On site provision, or where appropriate, relevant contributions towards transport and highways, education, health, open space and community facilities.

**Site description**

This site is located to the north of Congleton, covering an area from Giantswood Lane to Manchester Road.

**Surrounding Uses**

Surrounding land uses include open countryside, Cranberry Moss and a Sand Quarry.

**Constraints**

- There are a number of ponds on this site.
- Great crested newts are likely to be present. A substantial area of compensatory habitat is therefore likely to be required to address any adverse impacts on this species.
- Trees and hedges on site.
- Tree Preservation Order: MBC (Eaton - Manchester Road) TPO 1996.
- Cultural heritage desk-based assessment and evaluation is advised.



- Records show that there is potential for some areas of infill associated with former ponds, and there may be areas of localised contamination associated with a current farm on site.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.

**Other Information** This site was known as Area D in the Congleton Town Strategy.

**Phasing**

- 2015-2020 - 100 homes
- 2020-2025 - 300 homes
- 2025-2030 - 350 homes

## Site Congleton 4

### Manchester Road to Macclesfield Road

1. Provision of, or contribution to, the Congleton Link Road;
2. Provision of 500 new homes (at approximately 30 dwellings per hectare);
3. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
4. Small scale local retail development in the region of 200-300 sqm;
5. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
6. Incorporation of green infrastructure;
7. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
8. On site provision, or where appropriate, relevant contributions towards transport and highways, education, health, open space and community facilities.

**Site description** This site is located to the north of Congleton, covering an area from Manchester Road to Macclesfield Road.

**Surrounding Uses** Surrounding land uses include residential, open countryside, Cranberry Moss and a Sand Quarry.

**Constraints**

- There are a number of ponds on this site.
- Great crested newts are likely to be present. A substantial area of compensatory habitat is therefore likely to be required to address any adverse impacts on this species.
- Trees and hedges on site.
- Cultural heritage desk-based assessment and evaluation is advised.



- Records show that there is potential for some areas of infill associated with former ponds, and there may be areas of localised contamination associated with a current farm on site.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.

**Other Information** This site was known as Area D in the Congleton Town Strategy.

**Phasing**

- 2010-2015 - 100 homes
- 2015-2020 - 400 homes

### 8.31 Alternatives considered:

- Congleton West
- Land north of Lamberts Lane

**8.32** Further details of the alternatives considered can be found in Appendix E.



## Handforth

**8.33** Strategic sites and around Handforth that may offer opportunities for growth in the future have been identified within the New Settlements Section.

**8.34** In addition to the new settlement, it is proposed that Handforth provides for a small amount of new development within the existing settlement. This would be on small, non-strategic sites.

### Summary of Development Requirements

As shown in Table 5.2, it is proposed that Handforth should deliver:

- 200 new homes between 2010 and 2030 (10 per year)
- 10 hectares of employment land between 2010 and 2030 (0.5 hectare per year)

This development would provide for some of the local need and provide a limited amount of new infrastructure to support the town.

**8.35** Alternatives considered:

- Land between Clay Lane and the proposed Airport Link Road (A555)

**8.36** Further details of the alternatives considered can be found in Appendix E.



## Knutsford

**8.37** Knutsford has been identified as one of the Key Service Centres for Cheshire East, and as such the vitality and growth of this town is key to the prosperity of the Borough as a whole. The Knutsford Town Strategy looks for growth in the town to be accommodated in a manner to retain Knutsford as a historic town with a unique and distinctive character, with a strong community spirit, rich in heritage and brimming with variety. It seeks to ensure that the community has a high quality of life with good access to education, jobs, services and shops, and that they will lead healthy and active lifestyles.

**8.38** The development of the following sites aim to meet the objectives set out in the Town Strategy for Knutsford by strengthening the sustainable community, promoting the economic potential of the town, improving links between the town centre and residential and employment areas, whilst retaining the distinctive character of the town.

**8.39** The supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns; Figure 8.4 identifies a number of strategic sites in and around Knutsford that may offer opportunities for growth in the future. Further information about each of the identified strategic sites can be found below:

### Summary of Development Requirements:

As shown in Table 5.2, it is proposed that Knutsford should deliver:

- 400 new homes between 2010 and 2030 (20 per year)
- 10 hectares of employment land between 2010 and 2030 (0.5 hectare per year)

This development would contribute to improvements to sports and leisure facilities and provide appropriate infrastructure.



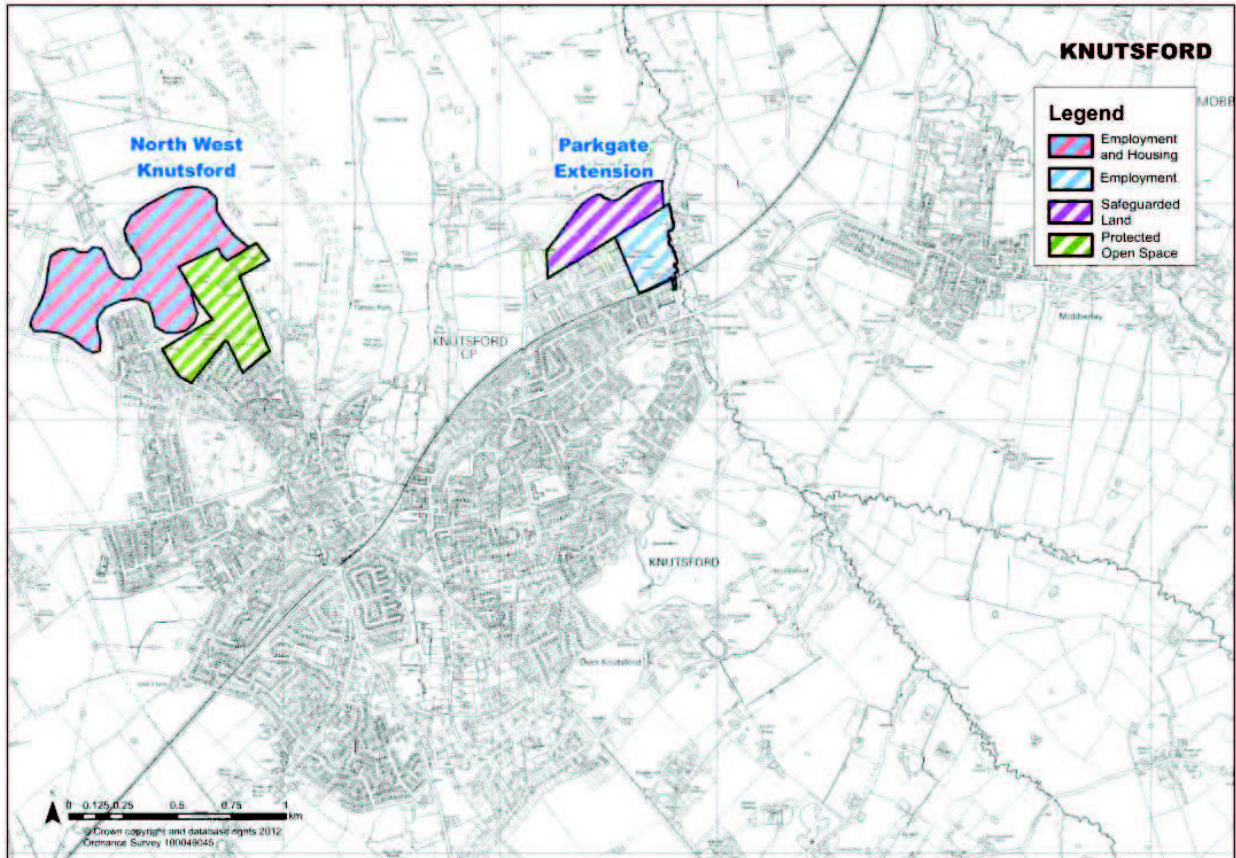


Figure 8.5 Preferred Strategic Sites around Knutsford

## Site Knutsford 1

### Parkgate Extension

1. 6ha of employment land;
2. 11ha land to be safeguarded for future development, including a landscape buffer;
3. Improvements to access to the site;
4. Incorporation of green infrastructure;
5. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
6. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities.

**Site description** This site is located to the north and east of Parkgate Trading Estate, the site is predominantly greenfield and covers an area of around 20ha.

**Surrounding Uses** Surrounding land uses include Tatton Park, Parkgate, the railway line and the waste water treatment plant.

**Constraints**

- The western boundary of the site is within a flood risk area.
- The site is adjacent to Tatton Park.
- There is a pond on site.



- Great crested newts are present on this site. Previous permissions on this site required the provision of an area of terrestrial habitat and pond creation towards the northern boundary of the site.
- There is an SBI to the north of the site, which needs to be safeguarded by means of an appropriate buffer of semi-natural habitat, which could be the same area as used for the newt mitigation.
- Access to the site would need to be improved.
- Waste water treatment plan in close proximity to the site.
- Public Rights of Way on site, PROW: Knutsford FP11.
- A Contaminated Land report for the northern section of this site recommends that intrusive investigation is required. Further Investigation will be required.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.

#### Other information

The landowners of this site support development.

This site was identified as Area G in the Knutsford Town Strategy.

#### Phasing

- 2015-2020 - 6ha employment land

### Site Knutsford 2

#### North West Knutsford

1. Phased provision of 350 new homes (at approximately 25 dwellings per hectare);
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. 5ha of employment land;
4. 15ha of land to be safeguarded for future development;
5. Small scale local retail development in the region of 200-300sqm;
6. Provision of:
  - i. 1 new primary school;
  - ii. Community facility / place of worship;
  - iii. Public house / take away / restaurant;
  - iv. Sports and leisure facilities
7. Incorporation of green infrastructure, including:
  - i. Allotments; and
  - ii. Community orchard or community gardens;
8. Retention of existing fishery;
9. Protection and enhancement of the setting of Tatton Park;
10. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
11. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities.



<b>Site description</b>	This site is located to the north west of Knutsford and covers an area of around 45ha. It is a greenfield site that includes agricultural land.
<b>Surrounding Uses</b>	Surrounding land uses include residential properties, open countryside, the Land Rover Car Sales Showroom, the Brookdale Centre and Tatton Park.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• Existing fishery that would need to be retained.</li> <li>• Ponds on site.</li> <li>• Likely that great crested newt will be present, a substantial area of replacement compensatory habitat may therefore be required.</li> <li>• Sports and leisure facilities that would need to be retained or replaced.</li> <li>• Allotments that would need to be retained or replaced.</li> <li>• Trees and hedgerows within the site.</li> <li>• Public Rights of Way on site, PROW: Knutsford FP1 and FP2.</li> <li>• Part of the site is within a brine subsidence consultation area.</li> <li>• Proximity to sand quarry.</li> <li>• No significant contaminated land issues identified. Some potential for made ground due to infilling of ponds and farming activities.</li> <li>• The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.</li> </ul>
<b>Other information</b>	<p>This site was identified as Areas B, C, D and E in the Knutsford Town Strategy.</p> <p>There is an area of Protected Open Space to the south of this site which is to be removed from the Green Belt and protected for open space and sports uses.</p>
<b>Phasing</b>	<ul style="list-style-type: none"> <li>• 2015-2020 - 150 homes and employment land</li> <li>• 2020-2025 - 200 homes</li> </ul>

#### 8.40 Alternatives considered:

- Land to the south of Longridge
- Land to the west of Parkgate Lane
- Land between Gough's Lane and Chelford Road
- Land to the south and west of Beggarman's Lane
- Land to the west of Blackhill Lane
- Land to west of Knutsford High School
- Land between Northwich Road and Tabley Road

#### 8.41 Further details of the alternatives considered can be found in Appendix E.



## Middlewich

**8.42** Middlewich has been identified as one of the Key Service Centres for Cheshire East, and as such the vitality and growth of this town is key to the prosperity of the Borough as a whole. The Middlewich Town Strategy looks for Middlewich to be sustainable, vibrant and prosperous town in which people can enjoy living, working and following leisure pursuits. The potential development of a new Cheshire Enterprise Hub at Midpoint 18 can support this aim and the Town Strategy seeks to achieve a critical mass to improve infrastructure, create more skilled jobs across a range of employment types, enhance the town centre and support the provision of new housing.

**8.43** The development of the following sites aim to meet the objectives set out in the Town Strategy for Middlewich by providing good quality well designed housing in appropriate locations, providing further employment land opportunities, increasing connectivity in the town and contributing to the necessary infrastructure.

**8.44** The supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns; Figure 8.5 identifies a number of strategic sites in and around Middlewich that may offer opportunities for growth in the future. Further information about each of the identified strategic sites can be found below:

### Summary of Development Requirements:

As shown in Table 5.2, it is proposed that Middlewich should provide:

- 1,500 new homes between 2010 and 2030 (75 per year)
- 80 hectares of employment land between 2010 and 2030 (4 hectares per year)

This development would contribute to improvements within the town centre, provide new transport links and other improvements and appropriate infrastructure.



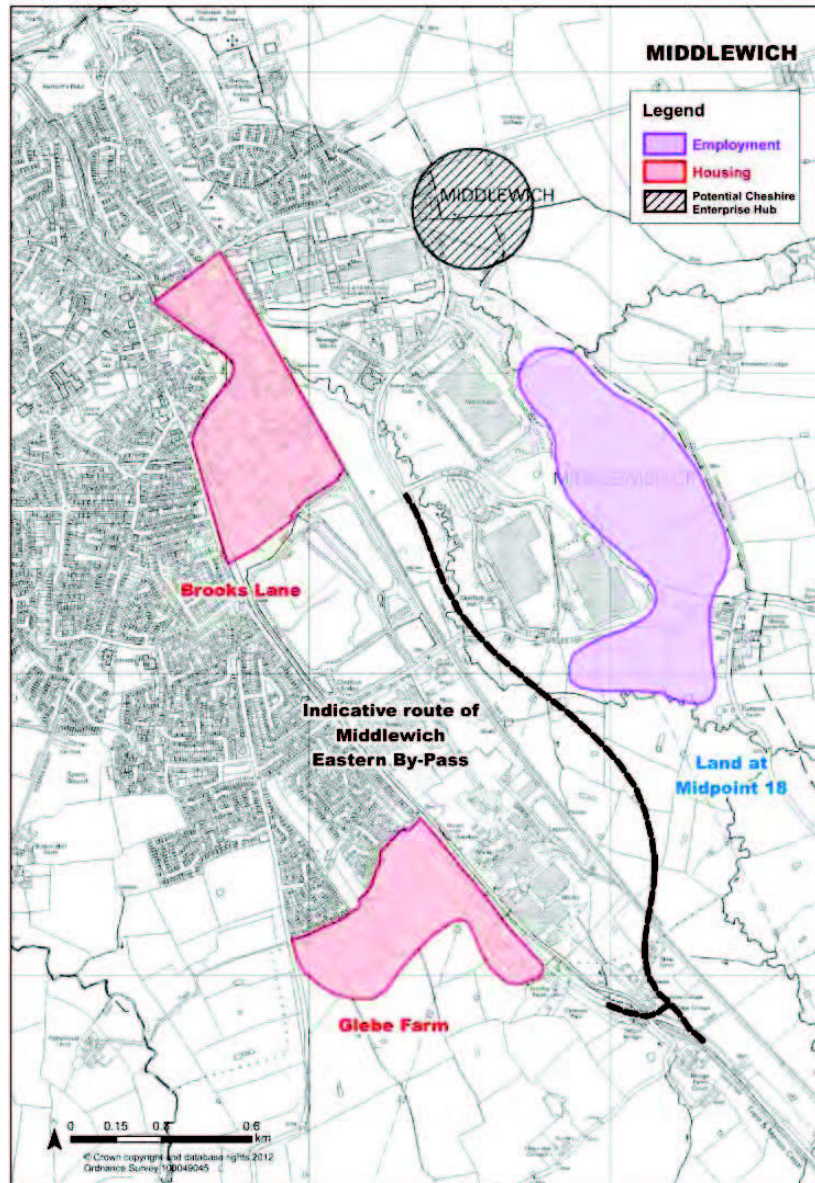


Figure 8.6 Preferred Strategic Sites around Middlewich





## Site Middlewich 1

### Brooks Lane

1. Provision of around 200-300 dwellings with the marina or around 400 dwellings without the marina;
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
4. Small scale local retail development in the region of 200-300sqm;
5. Enhancement of the canal corridor;
6. Incorporation of green infrastructure;
7. Provision of appropriate contributions towards accessibility improvements along the canal;
8. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
9. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities.

<b>Site description</b>	<p>The site comprises around 23 hectares of land currently occupied by employment premises and unused/under used areas around 0.5 kilometre to the south of Middlewich town centre.</p> <p>Regeneration of the part of the site close to the canal would have the potential to bring significant benefit in terms of enhancement of the conservation area and its setting.</p>
<b>Surrounding Uses</b>	The overall site is bounded by the Trent and Mersey Canal to the west, a residential area to the north, the Sandbach to Northwich railway line to the east and the British Salt settling lagoons to the south.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• Existing businesses on site, that would need to be relocated.</li> <li>• Existing buildings on site.</li> <li>• Part of the site is within a flood risk area.</li> <li>• Northern part of this site is within an Area of Archaeological Potential.</li> <li>• Site includes a Scheduled Monument.</li> <li>• Cultural heritage desk-based assessment and evaluation is advised.</li> <li>• The adjacent canal is a Conservation Area - Trent and Mersey Canal.</li> <li>• Public Right of Way on site, PROW: Middlewich FP18, FP19 and FP21.</li> <li>• Records show a significant industrial history, comprising (but not limited to) smithies, various kinds of works, former ponds, railway land, depots, areas of industrial estate, a saw mill, scrap yard and shafts and tanks. These former / current uses pose a significant constraint to redevelopment and further work with respect to land contamination will be required for this area.</li> <li>• The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.</li> </ul>



## Other information

This site was identified as Areas H6 and C2 in the Middlewich Town Strategy.

## Phasing

- 2025-2030 - 200 homes

### Site Middlewich 2

#### Glebe Farm

1. Provision of 500 new homes (at approximately 30 dwellings per hectare);
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
4. Incorporation of green infrastructure;
5. Contribution towards the completion of Middlewich Eastern Link Road;
6. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
7. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities.

#### Site description

This is a greenfield site to the south of Middlewich, it covers an area of around 17ha.

#### Surrounding Uses

Surrounding uses include residential, employment and open countryside.

#### Constraints

- There is a pond within this site.
- Reptiles and great crested newts are likely to be present, therefore compensatory habitat is likely to be required.
- There are trees and hedges within the site.
- There is a overhead wire (pylon) crossing the site.
- Cultural heritage desk-based assessment and evaluation is advised.
- Records show that the north of this area is within 250m of a landfill site and there are some areas of potential infilling associated with former ponds.
- This site is located within a brine subsidence consultation area.
- Tata (previously British Salt) pipeline runs through this site.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.

#### Other Information

The majority of this site was identified as Area H2 in the Middlewich Town Strategy.



- Phasing**
- 2015-2020 - 300 homes
  - 2020-2025 - 200 homes

### Site Middlewich 3

#### Mid-point 18 extension

1. Provision of, and if necessary contribution to, the completion of the Middlewich Eastern Bypass; and
2. Phased delivery of up to 70ha of employment land, following the development of committed site: Midpoint 18 (Phase 3), with provision expected to continue beyond the plan period.

**Site description** This site is located to the east of Middlewich and two miles west of the M6, junction 18 at the edge of Middlewich.

The M6 corridor gives this site the potential to serve Cheshire, Merseyside, Greater Manchester and the Potteries within a one hour drive time.

**Surrounding Uses** Surrounding uses include employment and open countryside.

- Constraints**
- There are footpaths through this site.
  - There is a Grade II Listed Building adjacent to this site.
  - This site supports a number of protected species and a significant habitat creation scheme will be required.
  - Public Right of Way on site, PROW: Middlewich FP19.
  - Cultural heritage desk-based assessment and evaluation is advised.
  - There may be some area of potential infilling associated with former ponds.
  - The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.

**Other Information** This site was identified as Areas E1, E2 and E3 in the Middlewich Town Strategy.

- Phasing**
- Ongoing throughout, and beyond, the plan period.

#### 8.45 Alternatives considered:

- Land within Cheshire West and Chester

8.46 Further details of the alternatives considered can be found in Appendix E.



## Nantwich

**8.47** Nantwich has been identified as one of the Key Service Centres for Cheshire East, and as such the vitality and growth of this town is key to the prosperity of the Borough as a whole. The Nantwich Town Strategy looks for growth to be carefully planned and well designed to provide the necessary infrastructure to support the current and future community. Whilst the town will continue to be a traditional market town with a caring community and unique heritage.

**8.48** The development of the following sites aim to meet the objectives set out in the Town Strategy for Nantwich through improvements to the town centre and the redevelopment of Snow Hill, provision of additional employment land and housing opportunities, increasing leisure and tourism opportunities such as extending the riverside walk and provision of appropriate infrastructure.

**8.49** The supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns; Figure 8.6 identifies a number of strategic sites in and around Nantwich that may offer opportunities for growth in the future. Further information about each of the identified strategic sites can be found below:

### Summary of Development Requirements:

As shown in Table 5.2, it is proposed that Nantwich should deliver:

- 1,500 new homes between 2010 and 2030 (75 per year)
- 5 hectares of employment land between 2010 and 2030 (0.25 hectare per year)

This level of development would contribute to the town centre improvements, provide transport improvements and appropriate infrastructure.

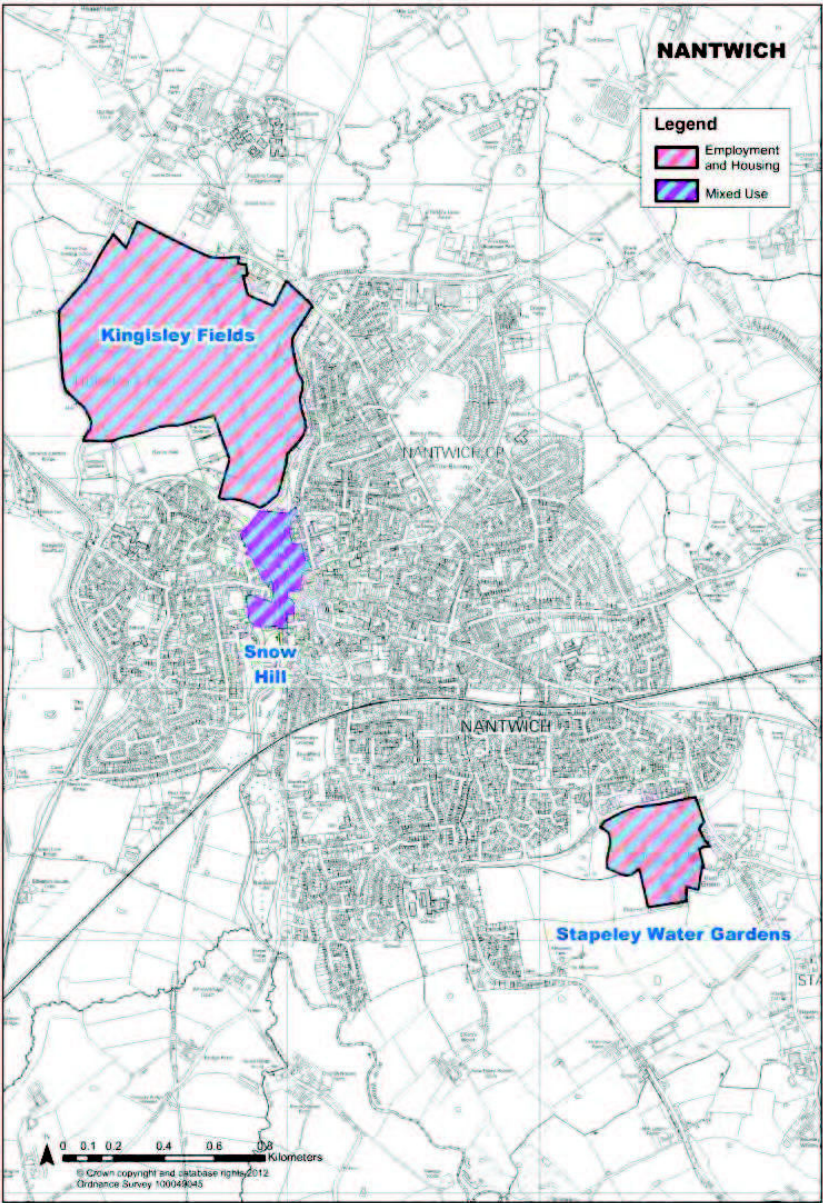


Figure 8.7 Preferred Strategic Sites around Nantwich





## Site Nantwich 1

### Kingsley Fields

1. Provision of 1,000 new homes (at approximately 30 dwellings per hectare);
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. A new mixed-use local centre comprising:
  - i. Retail to meet local needs;
  - ii. 1 new primary school or financial contribution; and
  - iii. Community facility / place of worship;
  - iv. Public house / take away / restaurant;
  - v. Sports and leisure facilities
4. 2-3ha of employment land;
5. Incorporation of green infrastructure, including:
  - i. An extension of the riverside park between Reaseheath College and the Town Centre, including both the floodplain and the valley shoulder, with substantial native woodland tree planting on the higher land, above the floodplain; the area adjacent to the river should be treated as a wetland landscape buffer zone, with public access, including formal footpaths and cycleways;
  - ii. Allotments;
  - iii. Open space provision, including sports pitches; Multi-Use Games Area; children's equipped play space; outdoor gym and facilities for teenagers;
6. Improvements to existing and the provision of new pedestrian and cycle links to new and existing residential areas, employment areas, shops, education and health facilities. This may involve the need to provide new crossing points over the River Weaver. Cycle routes should ensure that the site and Reaseheath College are connected to the Connect 2 Greenway route (this may be partly achieved by contributions);
7. Provision of a new highway link to Waterlode and the re-alignment of the A51 through the site;
8. Contributions towards the highway improvements at Burford Cross Roads;
9. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, Green Infrastructure, open space and community facilities;
10. A desk based archaeological assessment, with further work and mitigation being carried out as required; and
11. The design of the development should minimise any adverse impact on the English Heritage Registered Battlefield, lying on adjacent land.

**Site description** Kingsley Fields is located to the north west of Nantwich, the site is bounded by the A51 to the north, the River Weaver to the east, playing fields and Nantwich Football Club stadium to the south and Welshman's Lane to the west. The site is predominantly greenfield and covers an area of around 70ha.

**Surrounding Uses** Surrounding land uses include open countryside; leisure facilities and open space; housing; employment and education.

**Constraints**

- Part of the site is located within an area of flood risk.



- The site is identified as an area of archaeological potential. The site is adjacent to an English Heritage Registered Battlefield and has a significant archaeological potential.
- The site is adjacent to the Reaseheath Conservation Area.
- Public Right of Way on site, PROW: Henhull FP3 and Worleston FP3 and FP4.
- Site is adjacent to the River Weaver.
- The River Weaver is a key site in Cheshire for both water vole and otter and so the river corridor should be safeguarded and enhanced as part of any development.
- Records show that there is potential for some areas of infill associated with former ponds, and there may be areas of localised contamination associated with a current farm on site.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.

#### Other Information

The site is currently being promoted for development by the landowners.

This site was identified as Area B in the Nantwich Town Strategy.

#### Phasing

- 2015-2020 - 400 homes
- 2020-2025 - 400 homes
- 2025-2030 - 200 homes



## Site Nantwich 2

### Snow Hill

The comprehensive mixed use regeneration of this important site, adjacent to the River Weaver, to ensure that the town centre is strengthened and enhanced; the site is suitable for a number of uses including:

1. Retail, including opportunities for small, independent retailers;
2. Provision of around 60 new homes;
3. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
4. Community facility / place of worship;
5. Public house / take away / restaurant;
6. Sports and leisure facilities
7. Offices;
8. Hotel
9. Parking;

Any development on the site will need to provide:

1. The design should ensure that the site is seen as being part of the town centre, by the creation of strong links between Snow Hill and the existing town centre; the establishment of active new frontages; high quality urban design; clear and easy to use pedestrian and cycle routes, both throughout the site and between the site and the town centre and an enhanced and regenerated Swinemarket;
2. Retail provision to include small units, to ensure opportunities are given to independent retailers;
3. Improvements to existing and the provision of new pedestrian and cycle links to the town centre and new and existing residential areas, employment areas, shops, education and health facilities;
4. Sufficient parking provision;
5. Incorporation and retention of the swimming baths within the overall design for the site;
6. Incorporation of Green Infrastructure, including:
  - i. An extension of the riverside park between Reaseheath College and the town centre (on both sides of the river), including both the floodplain and the valley shoulder, with substantial native woodland tree planting and a wetland landscape buffer zone, with public access, including formal footpaths and cycleways;
  - ii. Open space provision;
7. The design of new buildings to be of a very high standard, reflecting the site's location within and adjacent to the Nantwich Conservation Area;
8. A desk based archaeological assessment, with further work and mitigation being carried out as required; and
9. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, Green Infrastructure, open space and community facilities.

### Site description

The site is predominantly brownfield and is located within the existing urban area and has good links with the town centre. The site covers an area of about 8ha.



The site acts as a key gateway into the town centre and occupies a prominent position on the banks of the River Weaver and Nantwich Riverside.

### Surrounding Uses

The surrounding land uses include the River Weaver, retailing, residential, open space and open countryside.

### Constraints

- Site includes the River Weaver.
- The River Weaver is a key site in Cheshire for both water vole and otter and so the river corridor should be safeguarded and enhanced as part of any development.
- Part of the site is located within an area of flood risk.
- The site is within and adjacent to the Nantwich Conservation Area.
- The site is within an Area of Archaeological Potential and the Area of Special Archaeological Potential.
- The Nantwich brine swimming pool is located on part of the site and will need to be retained and included within any future development.
- There is a hazardous installations consultation zone running through the site.
- There is a cycle route to the edge of the site.
- Records show a former gas works on the south of the site and a former saw pit / builders yard on the east. These former land uses pose constraints on site development.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.

### Other Information

Part of the site was allocated for development within the Crewe and Nantwich Local Plan for car parking and as a mixed use regeneration area.

This site was identified as Area C in the Nantwich Town Strategy.

### Phasing

- 2015-2020 - 20 homes
- 2020-2025 - 20 homes
- 2025-2030 - 20 homes



### Site Nantwich 3

#### Stapeley Water Gardens

1. Provision of 250 new homes (at approximately 30 dwellings per hectare);
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. 2ha of employment land, to include a new garden centre, to replace Stapeley Water Gardens;
4. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
5. Incorporation of green infrastructure, including:
  - i. Landscape buffer;
  - ii. Newt mitigation areas;
  - iii. Open space provision, including sports pitches; children's equipped play space and facilities for teenagers;
  - iv. Allotments;
6. Improvements to existing and the provision of new pedestrian and cycle links to new and existing residential areas, employment areas, shops, schools and health facilities;
7. Development must not have an adverse impact on the established and proposed Great Crested Newt habitat areas;
8. Provision of appropriate contributions towards improvements to the A51 Nantwich bypass corridor; and
9. On site provision or where appropriate, the provision of appropriate contributions towards highways and transport, education, health, Green Infrastructure, open space and community facilities.

**Site description** This site is located approximately 1.5km south east of Nantwich town centre. The site is bounded to the east by London Road (A51) and to the north by Peter Destaplegh Way (A5301).

The site was previously utilised solely for the operation of the Stapeley Water Gardens but ceased use in 2011 with only the Angling Centre remaining open.

**Surrounding Uses** Surrounding land uses include residential, open countryside and mitigation ponds for great crested newts.

**Constraints**

- Great crested newts are on site and a significant area of compensatory habitat will need to be provided.
- Existing buildings on site.
- Angling Centre still on site.
- Provision of an appropriate access to the site.
- Stapeley Public Footpath No. 1, crosses the proposed development site. The existing public right of way should be regarded as an opportunity to improve





the connectivity of the development site with the rest of Stapeley and Nantwich communities and facilities.

- The site contains a large number of trees which are covered by the Stapeley Manor Nantwich (No. 200) Tree Preservation Order 2006, therefore the proposed development needs to ensure that the impact on these trees is acceptable.
- Tree Preservation Order: Crewe and Nantwich Borough Council (Nantwich) TPO No.5 1976.
- Public Rights of Way on site, PROW: Stapeley FP1.
- This site is a former garden centre and limited environmental investigations have taken place. Further intrusive investigation works are required in order to more fully address identified contaminant linkages.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.

#### Other Information

Currently this site has outline planning permission (P06/1001) for up to 150 dwellings. Part of this site is also subject to a full planning application (12/1381N) for the erection of 146 Dwellings, Public Open Space, Access and Associated Works .

This site was allocated as a Mixed Use Regeneration Area under policy S12.5 of the Crewe and Nantwich Replacement Local Plan 2011.

This site was identified as Area I in the Nantwich Town Strategy.

#### Phasing

- 2010-2015 - 50
- 2015-2020 - 200

#### 8.50 Alternatives considered:

- Land to the south of Nantwich
- Land south of Queens Drive
- Land bounded by the Railway line to the west and River Weaver to the east

#### 8.51 Further details of the alternatives considered can be found in Appendix E.



## Poynton

**8.52** No strategic sites have been identified in and around Poynton to offer opportunities for growth in the future, instead non-strategic sites will be identified within the Site Allocations Document. It should be noted however, that these sites are still likely to require small amendments to the Green Belt.

### Summary of Development Requirements

As shown in Table 5.2, it is proposed that Poynton should deliver:

- 200 new homes between 2010 and 2030 (10 per year)
- 5 hectares of employment land (0.25 hectare per year)

This level of development would provide for some of the local need and provide a limited amount of new infrastructure to support the town.

**8.53** Strategic Site Alternatives considered:

- Land to the west of Poynton
- Land at Lower Park
- Land to the west of Poynton Coppice
- Land to the east of Poynton Industrial Estate
- Land to the north of Middlewood Road and east of Towers Road

**8.54** Further details of the alternatives considered can be found in Appendix E.



## Sandbach

**8.55** Sandbach has been identified as one of the Key Service Centres for Cheshire East, and as such the vitality and growth of this town is key to the prosperity of the Borough as a whole. The Sandbach Town Strategy aims to maintain Sandbach as a traditional, family friendly, well-connected market town. With a vibrant economy will be vibrant and the environment protected. There will have been measured growth appropriate to the scale of the town delivered through a range of businesses and tourism. Development will have been well designed to maintain a unique sense of place and to create sustainable, safe, healthy and stable communities, with a high quality of life.

**8.56** The development of the following sites aim to meet the objectives set out in the Town Strategy for Sandbach by providing an adequate supply of suitably located employment land in order to attract new businesses and allow existing businesses to grow, creating sustainable links within and beyond the town and providing the opportunity for everyone to live in a good quality home.

**8.57** The supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns; Figure 8.7 identifies a number of strategic sites in and around Sandbach that may offer opportunities for growth in the future. Further information about each of the identified strategic sites can be found below:

### Summary of Development Requirements:

As shown in Table 5.2, it is proposed that Sandbach should deliver:

- 1,800 new homes between 2010 and 2030 (90 per year)
- 20 hectares of employment land between 2010 and 2030 (1 hectare per year)

This development would contribute to improvements to junction 17 of the M6 and provide appropriate infrastructure.

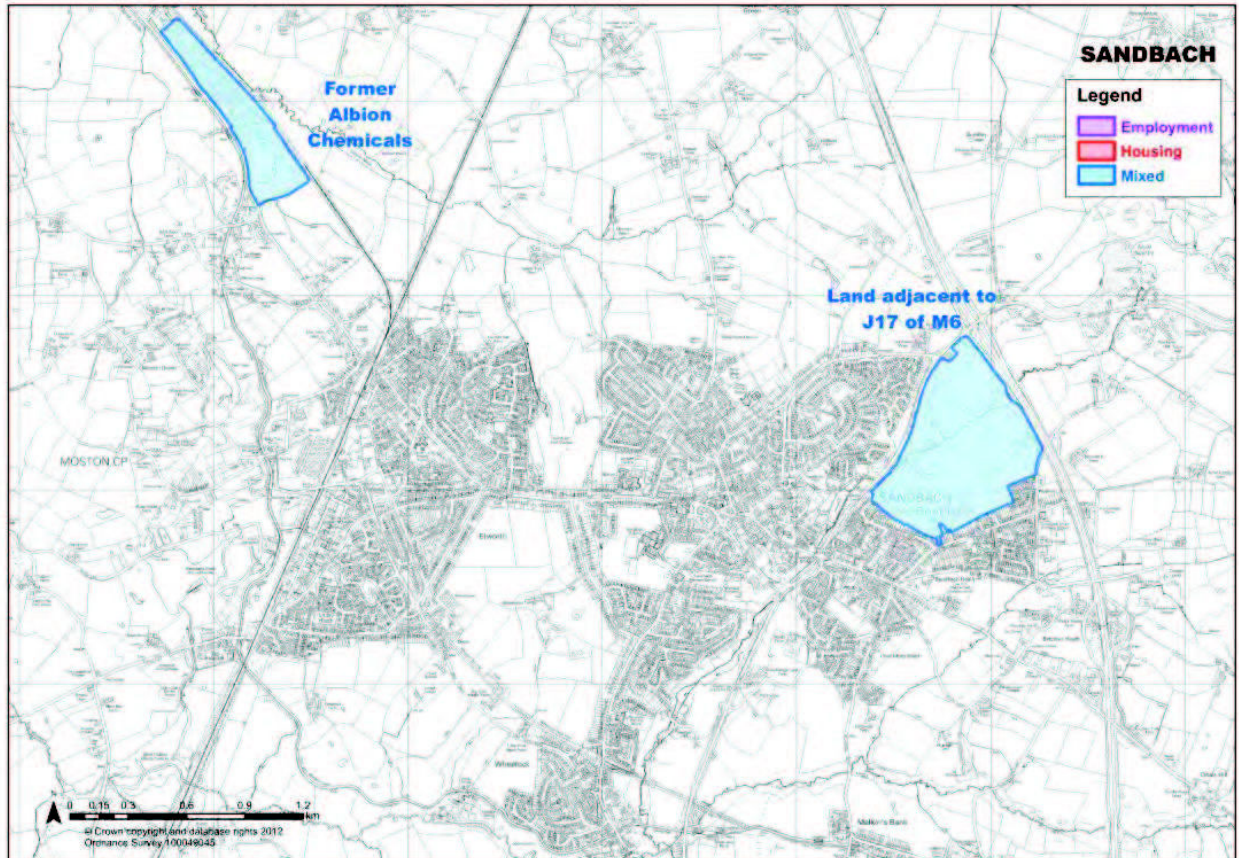


Figure 8.8 Preferred Strategic Sites around Sandbach



## Site Sandbach 1

### Land adjacent to J17 of M6, south east of Congleton Road

1. Development of the site would be dependent on the prior delivery of improvements to junction 17 of the M6 and demonstration to the Highways Agency and the Council that the impact of development traffic continues to allow the efficient and safe operation of the junction.
2. Provision of about 700 new homes (at approximately 30 dwellings per hectare);
3. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
4. 20ha of employment land, including:
  - i. Hotel; and
  - ii. Other uses complimentary to a business / science park;
5. A new local centre, including:
  - i. Small scale local retail development in the region of 200-300sqm;
  - ii. 1 new primary school;
  - iii. Community facility / place of worship;
  - iv. Public house / take away / restaurant;
  - v. Sports and leisure facilities
6. Incorporation of green infrastructure including:
  - i. Retention and enhancement of the wildlife corridor; and
  - ii. Allotments;
7. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
8. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities.

**Site description** The site is greenfield and is currently in agricultural use.

**Surrounding Uses** Surrounding uses include agricultural land, residential and the M6 motorway.

- Constraints**
- The site contains an area of flood risk.
  - The site contains a Site of Biological Importance.
  - The site includes Sandbach Wildlife Corridor.
  - To maintain the integrity of the SBI and wildlife corridor both will need to be set within a buffer zone of semi-natural habitat and a commitment towards ongoing maintenance will be required to ensure they do not lose their ecological value.
  - There are Tree Preservation Orders on site:
    - Congleton Borough Council (Offley Wood, Sandbach) TPO 1989
    - Congleton Borough Council (Sandbach Heath) TPO 1989





- There are public footpaths across the site:
  - PROW: Route No. 262 / FP11.
- Archaeological desk-based assessment required.
- Records show that there is potential for some areas of infill associated with former ponds, and there may be areas of localised contamination associated with a current farm on site. In addition, there is a former waste tip on the south west of this area which may pose a constraint to development.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.

**Other Information**

The Council will expect a masterplan to be produced for this site, prior to any planning application being submitted.

This site was identified as Area B in the Sandbach Town Strategy.

**Phasing**

- 2015-2020 - 400 homes
- 2020-2025 - 300 homes

## Site Sandbach 2

### Former Albion Chemicals

1. Provision of up to 375 new homes (at approximately 30 dwellings per hectare);
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document<sup>(6)</sup>;
3. Provision of employment land, including:
  - i. 12,000 sqm of office floorspace (Class B1); and
  - ii. 3810 sqm of general industrial (Class B2) or warehousing (Class B8);
4. Small scale local retail development in the region of 200-300sqm;
5. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities (potentially including a hotel and a health club)
6. Incorporation of green infrastructure;
7. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities;
8. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities; and
9. Contribution to Junction 17 of M6 improvements.

<sup>6</sup> subject to viability of scheme



<b>Site description</b>	<p>The Albion Chemicals sites covers an area of approximately 19ha and is situated 3.6km north west of Sandbach Town Centre, and is 4.5km south east of Middlewich. The site comprises two distinct areas, an intensively developed chemical manufacturing facility extending to approximately 11.2ha, and a former sports ground affiliated to the chemicals factory extending to approximately 7.8ha. The former factory site has recently been cleared and now comprises a hardcore surface. The former sports ground was predominantly undeveloped but does include the Grade II listed, Yew Tree Farm House, which dates from the 16th century, with 19th century additions.</p> <p>The character of the surrounding area is determined by its location within the Cheshire Plain and predominantly open countryside.</p>
<b>Surrounding Uses</b>	<p>An area of semi-national ancient woodland, Hollins Wood, comprises native tree species is located to the south east of the site beyond the railway line. In addition Sandbach Flashes Site of Special Scientific Interest (SSSI) is located to the west of the site beyond the Trent and Mersey Canal. On the west, the site has a long frontage to the A533, and it is bounded by the Sandbach to Middlewich railway line to the south.</p>
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• The site includes a pedestrian footpath, which provides links through the site to the wider countryside to the north.</li> <li>• The site includes an electricity substation.</li> <li>• The site also lies adjacent to the Trent and Mersey Canal which is a designated Conservation Area.</li> <li>• There will be a requirement to provide an area of habitat creation to compensate for the ecological impacts of the development.</li> <li>• A desk-based assessment of archaeology on site has been completed, however, further mitigation is advised on open land around Yew Tree Farm.</li> <li>• This site is a former chemical works and waste tip / lagoon and environmental investigations and some remediation has already been undertaken. Further intrusive investigation works and remedial works are required in order to more fully address identified contaminant linkages.</li> <li>• The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.</li> </ul>
<b>Other Information</b>	<p>The site currently has outline permission for comprehensive redevelopment comprising of up to 375 residential units (Class 3); 12,000 sqm of office floorspace (Class B1); 3810 sqm of general industrial (Class B2), warehousing (Class B8), car dealerships and petrol stations (Sui Generis) and fast food restaurant (Class A5) uses; 2600 sqm of commercial leisure uses incorporating hotel (Class C1), restaurant/pub uses (Class A3/A4) and health club (Class D2); retention and change of use of Yew Tree Farm Complex for residential use (Classes C3); public open space; together with access and associated infrastructure.</p> <p>This site was identified as an area that already has planning permission in the Sandbach Town Strategy.</p>
<b>Phasing</b>	<ul style="list-style-type: none"> <li>• 2015-2020 - 200 homes</li> <li>• 2020-2025 - 175 homes</li> </ul>

**8.58** Alternatives considered:

- Land north of Marsh Green Road
- Abbeyfields
- Hind Heath
- Yeowood Farm
- Land to the south west of A533
- Land off Houdings Lane
- Land to the west of A534 Wheelock Bypass

**8.59** Further details of the alternatives considered can be found in Appendix E.



## Wilmslow

**8.60** Wilmslow has been identified as one of the Key Service Centres for Cheshire East, and as such the vitality and growth of this town is key to the prosperity of the Borough as a whole. The Wilmslow Vision looks for Wilmslow to be a forward thinking, dynamic and welcoming town with a strong community spirit, that will provide for the needs of the whole community in all aspects of life. The Vision seeks to ensure that Wilmslow attracts sustainable, economic investment and provides a wide range of employment opportunities and that it has a distinctive, attractive and thriving town centre.

**8.61** The development of the following sites aim to meet the objectives set out in the Wilmslow Vision by providing a range of high quality, well designed, sustainable housing in appropriate locations, by providing a range of employment opportunities that reflects the skills and aspirations of the local community and contributing to improvements to key community assets in leisure, health, culture and education.

**8.62** The supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns; Figure 8.9 identifies a number of strategic sites in and around Wilmslow that may offer opportunities for growth in the future. Further information about each of the identified strategic sites can be found below:

### Summary of Development Requirements:

As shown in Table 5.2, it is proposed that Wilmslow should deliver:

- 400 new homes between 2010 and 2030 (20 per year)
- 10 hectares of employment land between 2010 and 2030 (0.5 hectare per year)

This level of development would provide for some of the local need and provide a limited amount of new infrastructure to support the town.

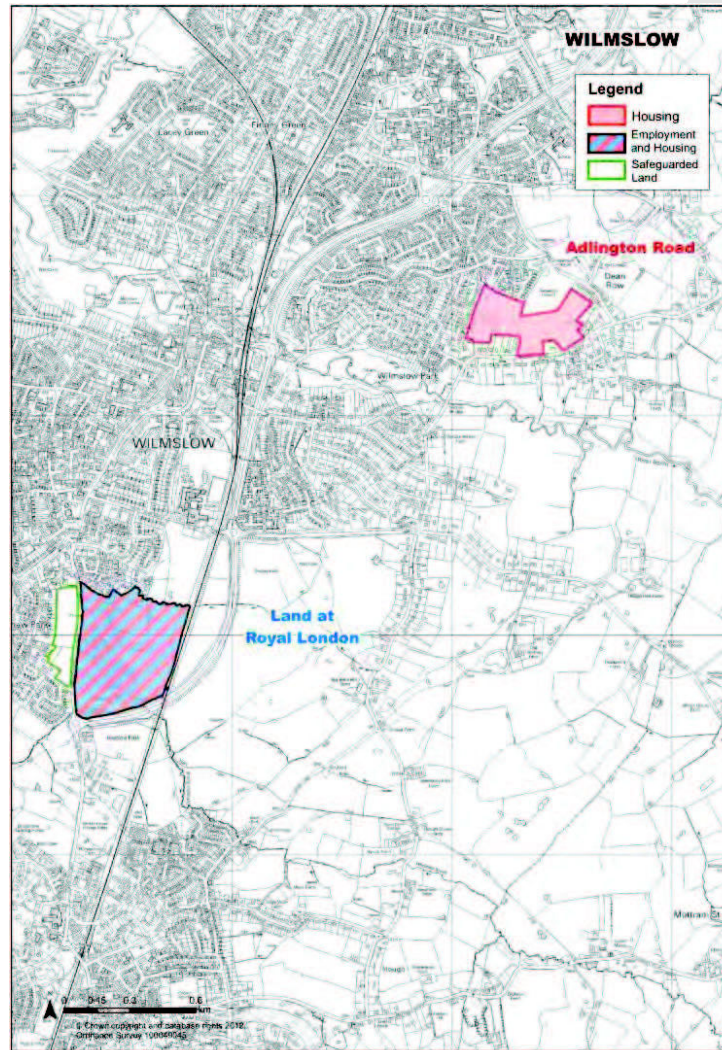


Figure 8.9 Preferred Strategic Sites around Wilmslow

## Site Wilmslow 1

### Adlington Road

1. Provision of 225 new homes (at approximately 30 dwellings per hectare);
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. Provision of:
  - i. Community facilities/ place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
4. Protection of amenity of existing properties;
5. Incorporation of green infrastructure;
6. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
7. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities.





<b>Site description</b>	This site is located to the east of Wilmslow to the north of Adlington Road. The site is a mix of greenfield and existing residential properties.
<b>Surrounding Uses</b>	Surrounding land uses include residential and a recreation ground.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>Residential properties included within site, amenity of existing properties would need to be maintained.</li> <li>There is a pond on site.</li> <li>Tree Preservation Orders within the site: <ul style="list-style-type: none"> <li>MBC (Wilmslow Park No.2 Wilmslow) TPO 1974</li> <li>MBC (Wilmslow Park No.2 Wilmslow) TPO 1974</li> <li>MBC (Wilmslow - Browns Lane) TPO 2007</li> </ul> </li> <li>Public Right of Way within site (PROW: Wilmslow FP72)</li> <li>Western end of this site includes a farm and former Brickfield (potential for infilled ground). Potential for made ground at the site and localised contamination from farming activities.</li> <li>The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.</li> </ul>
<b>Other Information</b>	<p>This site was been allocated in the Macclesfield Local Plan as 'Safeguarded Land', that may be required to serve development needs in the future.</p> <p>This site was identified as Area Bc in the draft Wilmslow Vision.</p>
<b>Phasing</b>	<ul style="list-style-type: none"> <li>2015-2020 - 200 homes</li> </ul>



## Site Wilmslow 2

### Land at Royal London

1. Provision of 75 new homes (at approximately 30 dwellings per hectare);
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. Provision of around 2ha of employment land (B1 Business), to create in the region of 1,000 new, high value, jobs;
4. Provision of:
  - i. Community facilities/ place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
5. Potential for delivery of a hotel;
6. Retention of existing Royal London development;
7. Safeguarded land;
8. Incorporation of green infrastructure;
9. Safeguarded land to the west of Alderley Road
10. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
11. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities.

<b>Site description</b>	This is a greenfield site, with a currently developable area of around 12.5ha to the east of Royal London's office campus. The site is also bound to east by the West Coast mainline and the A34 bypass. Approximately 4ha of land to the west of Royal London across Alderley Road is safeguarded for future development.
<b>Surrounding Uses</b>	Surrounding land uses include the railway line, the A34 bypass, playing fields for Wilmslow High School, and a small number of residential properties.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• Trees and hedges within the site.</li> <li>• Ponds within the site.</li> <li>• A small area within the site is within flood zone 3, due to the presence of the Whitehall Brook, in the south western corner of the site.</li> <li>• Noise from the railway and the A34 bypass.</li> <li>• Retention of existing development.</li> <li>• The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.</li> </ul>
<b>Other Information</b>	This site was identified as Area F in the draft Wilmslow Vision and the safeguarded area was Area D.
<b>Phasing</b>	<ul style="list-style-type: none"> <li>• 2015-2020 - 75 homes and employment land</li> </ul>

### 8.63 Alternatives considered:

- Land off Prestbury Road
- Land off Dean Row Road (Western parcel)
- Land off Dean Row Road (Eastern parcel)
- Land off Upcast lane and to the rear of Cumber Lane

**8.64** Further details of the alternatives considered can be found in Appendix E.

## Other Strategic Sites

### Wardle

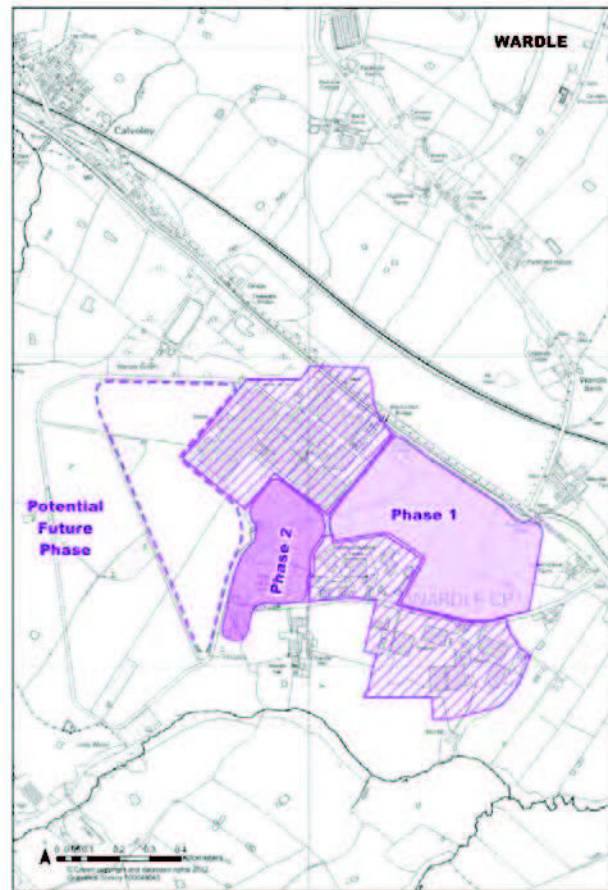


Figure 8.10 Strategic Site at Wardle

#### Site 1

##### Wardle Employment Improvement Area

1. Proposals to enhance the appearance, access and landscape character of the area will be supported.
2. Intensify employment and ancillary uses within the area, of an appropriate scale, design and character.

**Site description**

This area is located in Wardle, it is a mix of existing businesses and open countryside.

Existing employment development is focused around the Wardle Industrial Estate (along Green Lane) and the North West Farmers (Boughey's distribution) complex accessed directly from the A51. The built form of the area comprises a variety of large industrial units and storage and distribution uses.

Phase 1 comprises 22ha of land; Phase 2 comprises 9ha of land and the Potential Future Phase comprises 21ha of land.

**Surrounding Uses**

Surrounding uses include open countryside.

**Constraints**

- Existing buildings on site.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.

**Other Information**

Consideration should be given to the Green Infrastructure Action Plan for Crewe (TEP, 2012).

New Settlements

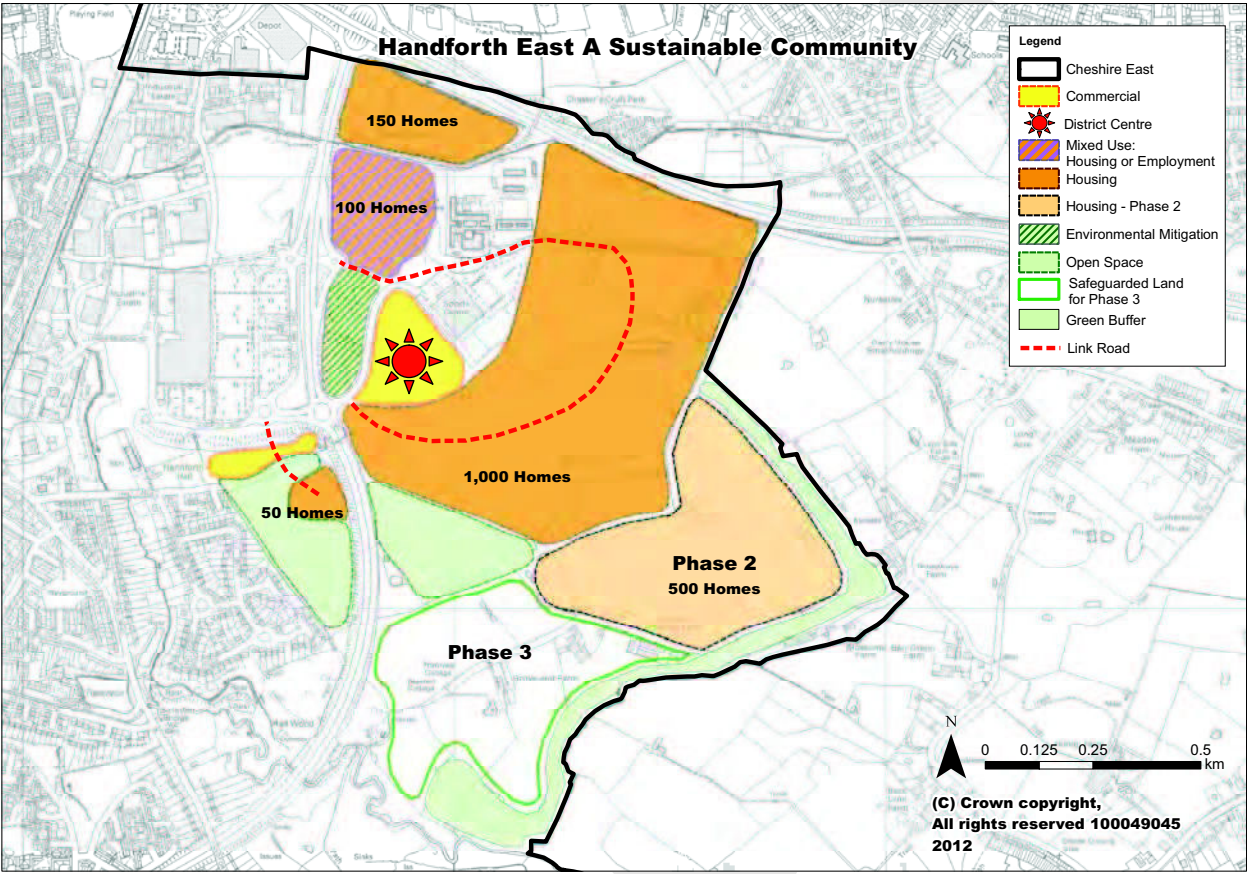


Figure 8.11 Potential Concept for a New Settlement at Handforth East





## Site New Settlement 1

### Handforth East

Within the area identified at Handforth East a new sustainable settlement will be delivered including:

1. Phased delivery of around 2,300 new homes (at an average of 30 dwellings per hectare) expected to continue beyond the plan period (1,800 homes in the plan period and 500 homes (Phase 3) safeguarded for future development);
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. A new mixed-use local centre comprising:
  - i. 3,500 square metres retail including a mix of shops to meet local needs;
  - ii. 2 new primary schools;
  - iii. Potential additional secondary school facilities;
  - iv. community facilities/ place of worship;
  - v. Public house / take away / restaurant;
  - vi. Sports and leisure facilities
4. 5 hectares of additional employment land;
5. Formal sports pitches;
6. Protection and enhancement of the Listed Handforth Hall;
7. Incorporation of Green Infrastructure, including:
  - i. A country park
  - ii. Green corridor
  - iii. Allotments
  - iv. Community orchard
8. Contributions to improvements to the accessibility of Handforth Railway Station;
9. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
10. Provision of appropriate contributions towards education, health, open space and community facilities.

#### Site description

This is a greenfield site, located to the east of Handforth and to the south of the A555 and a short distance south of Cheadle Hulme and Bramhall. The NPPF suggests that a good means of achieving sustainable development is through new settlements with self contained facilities and properly planned infrastructure. This contrasts with loading development on to restricted locations with constrained infrastructure and an absence of local facilities. It is therefore proposed that a proportion of development in the northern Green Belt towns be consolidated into a single, sustainable settlement at Handforth East. Sometimes termed a 'Green Belt swap' this concept seeks to minimise the impact on the Green Belt – whilst still locating development sufficiently close to support and sustain nearby towns.

#### Surrounding Uses

Surrounding land uses are open countryside, the A34, a leisure complex and offices. Across the A34 are retail uses at Handforth Dean.



### Constraints

- Access would need to be taken from the A34.
- There are footpaths across this site.
- There are mature trees around the boundaries of the site.
- The site is in close proximity to a listed building (Handforth Hall).
- The ponds on site support a great crested newt population that was translocated there to allow the development of the A34 bypass and Handforth Dean development. Part of this site is therefore already an ecological mitigation area and so no development should take place that would compromise this part of the site.
- The ponds also support an assemblage of dragonflies species which meets the criteria for selection as a Local Wildlife Site. They are also Biodiversity Action Plan priority species of birds breeding here which are associated with the open grassland habitats.
- The very large open fields and associated ponds to the south and west of the 'Total Fitness' centre potentially have the most ecological value and so this may be the most appropriate area for habitat retention / enhancement or for the inclusion in a 'country park' type open space.
- The fields in the eastern part of the site - immediately west of Diary House Lane are potentially of less ecological value and so more suited to 'harder' development.
- Public Right of Way within site (PROW: FP127 and FP89)
- The site is also currently used for informal angling, motorbike riding and by a model airplane club.
- The majority of this site is a former Ministry of Defence Storage Depot (61MU). Associated with the repair of Tanks (military) and maintenance and RAF. Extensive depot and storage areas, potential for underground fuel tanks, munitions etc. Site cleared in the early 1980s and no information is available on exactly what this work entailed.
- Site also subject to filling / raising due to use a golf course.
- An area to the north east of the site includes two licenced landfills, one known to be gassing and licence still extant. Both landfills associated with construction of A34 and A555 bypasses.
- Potential made ground associated with former farming activities.
- A Contaminated Land report for part of this site recommends intrusive investigation and gas monitoring.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.

### Other

The majority of this site was known as M1 and M2 in the Handforth Town Strategy.

Part of this site is identified as Safeguarded Land in the Macclesfield Local Plan 2004. This site was known as Area A in the Handforth Town Strategy.

### Phasing

- 2015-2020 - 600 homes
- 2020-2025 - 600 homes
- 2025-2030 - 600 homes

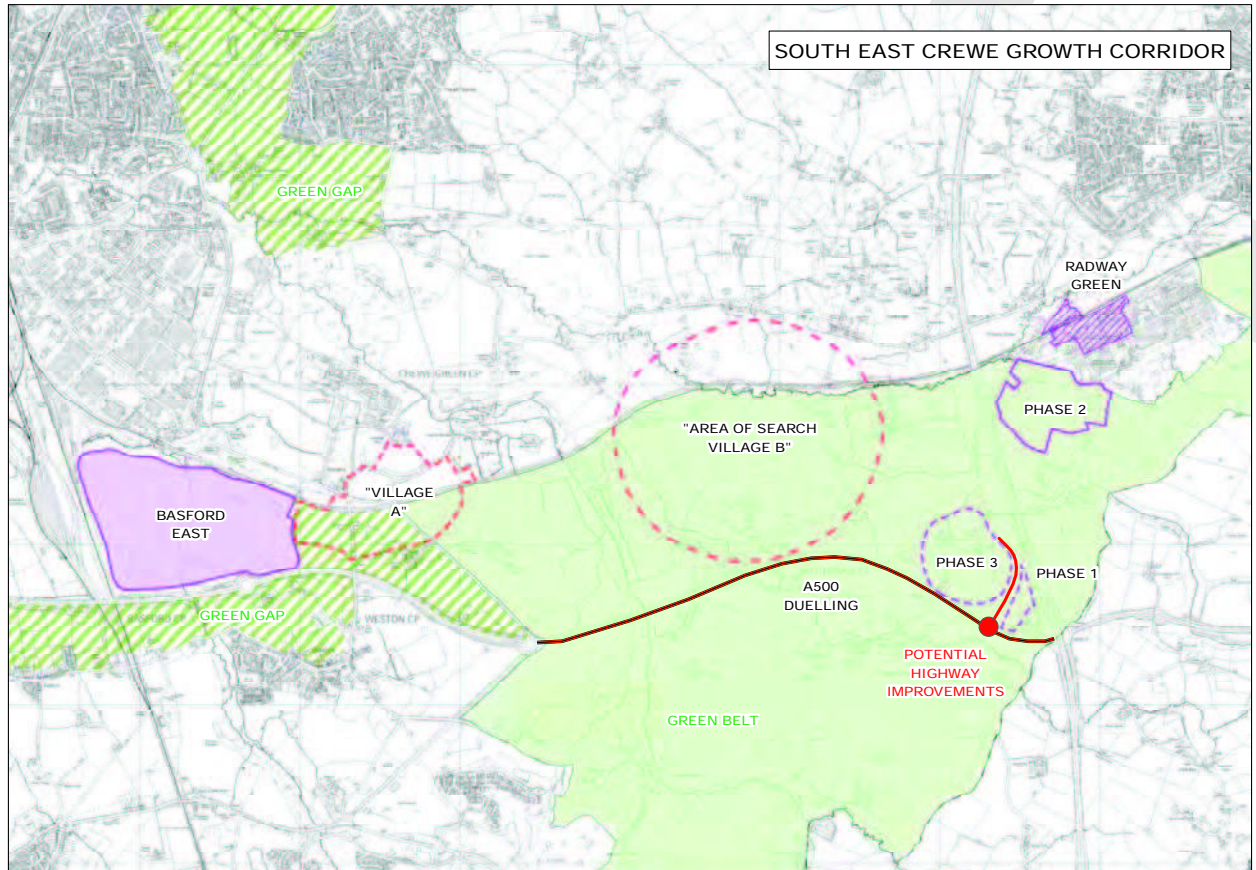


Figure 8.12 South East Crewe



## Site New Settlement 2

### South East Crewe

#### Village A: Crewe Hall / Stowford

Within the area identified at Crewe East a new sustainable settlement will be delivered including:

1. Phased delivery of around 1,000 new homes (at an average of 30 dwellings per hectare);
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. A new mixed-use local centre comprising:
  - i. 1,500 square metres retail including a mix of shops to meet local needs;
  - ii. 1 new primary school;
  - iii. Community facilities / place of worship;
  - iv. Public house / take away / restaurant;
  - v. Sports and leisure facilities
4. Open space including sports pitches; Multi Use Games Area; outdoor gym; equipped children's play space and facilities for teenagers;
5. Incorporation of Green Infrastructure, including:
  - i. a significant depth of native woodland and other semi-natural habitat screening along the southern, eastern and northern boundaries to offset detrimental visual impact to the open countryside and the setting of Crewe Hall Registered Park and Garden, along with the creation of wildlife habitats, including those for protected species;
  - ii. the retention, where possible, of important hedgerows and trees that have a cumulative screening impact on development and contribute to the habitat value of the site;
  - iii. the creation of drainage ponds that have visual and habitat potential;
  - iv. Allotments;
  - v. Community orchard;
6. Improvements to existing and provision of new pedestrian and cycle links to new and existing residential and employment areas, shops, schools and health facilities;
7. On site provision, or where appropriate, relevant contributions towards transport and highways, education, health, Green Infrastructure, open space and community facilities;
8. Contributions to improvements to existing and the provision of new public transport links to Crewe railway station, Crewe town centre and local villages; and
9. The development would be expected to contribute towards road infrastructure improvements in the area, including the Crewe Green Link Road, A500 link capacity improvements, A5020 Weston Road junction and Crewe Green Junction 16 of the M6.

#### Village B (Area of Search): Barthomley

Within the area identified at Crewe East a new sustainable settlement will be delivered including:

1. Phased delivery of around 1,000 new homes (at an average of 30 dwellings per hectare) expected to continue beyond the plan period;
2. Including 'housing to meet local needs', in line with Policy SC4;
3. A new mixed-use local centre comprising:
  - i. 1,500 square metres retail including a mix of shops to meet local needs;



- ii. 1 new primary school;
  - iii. Community facilities / place of worship;
  - iv. Public house / take away / restaurant;
  - v. Sports and leisure facilities
4. Open space including sports pitches; Multi Use Games Area; outdoor gym; equipped children's play space and facilities for teenagers;
  5. Incorporation of Green Infrastructure, including:
    - i. the creation of wildlife habitats, including those for protected species;
    - ii. the retention, where possible, of important hedgerows and trees that have a cumulative screening impact on development and contribute to the habitat value of the site;
    - iii. the creation of drainage ponds that have visual and habitat potential;
    - iv. Allotments; and
    - v. Community orchard
  6. Improvements to existing and provision of new pedestrian and cycle links to new and existing residential and employment areas, shops, schools and health facilities;
  7. On site provision, or where appropriate, relevant contributions towards transport and highways, education, health, Green Infrastructure, open space and community facilities;
  8. Contributions to improvements to existing and the provision of new public transport links to Crewe railway station (including the potential for construction of a new halt), Crewe town centre and local villages; and
  9. The development would be expected to contribute towards road infrastructure improvements in the area, including the Crewe Green Link Road, A500 link capacity improvements, A5020 Weston Road junction and Crewe Green Junction 16 of the M6.

#### Employment Area 1

1. Extension of existing service area to enable a 'gateway' to Crewe, South Cheshire and the North West
2. Provision of around 3ha of additional land linked to improvements to J16
3. Incorporation of Green Infrastructure, including:
  - i. the creation of wildlife habitats, including those for protected species;
  - ii. the retention, where possible, of important hedgerows and trees that have a cumulative screening impact on development and contribute to the habitat value of the site; and
  - iii. the creation of drainage ponds that have visual and habitat potential.

-

#### Employment Area 2





1. Commencement of development not expected to start until the employment development at the Radway Green Strategic Site have been completed;
2. Phased delivery of 25ha of employment land expected to continue beyond the plan period that will complement development at Radway Green and enhance this as a strategic employment location
3. Incorporation of Green Infrastructure, including:
  - i. the creation of wildlife habitats, including those for protected species;
  - ii. the retention, where possible, of important hedgerows and trees that have a cumulative screening impact on development and contribute to the habitat value of the site;
4. Improvements to site access, potentially to allow for better access to the site as a whole as well as improvements to existing access and provision of new pedestrian and cycle links to new and existing residential and employment areas, shops, schools and health facilities;
5. On site provision, or where appropriate, relevant contributions towards transport and highways, education, health, Green Infrastructure, open space and community facilities;
6. Contributions to improvements to existing and the provision of new public transport links to Crewe railway station, Crewe town centre and local villages; and
7. The development would be expected to contribute towards road infrastructure improvements in the area, including the Crewe Green Link Road, A500 link capacity improvements, A5020 Weston Road junction and Crewe Green Junction 16 of the M6.

#### Employment Area 3

1. Commencement of development not expected to start until the employment developments on Employment Area 1 and 2 has been completed;
2. Phased delivery of 25ha of employment land expected to continue beyond the plan period;
3. Incorporation of Green Infrastructure, including:
  - i. the creation of wildlife habitats, including those for protected species;
  - ii. the retention, where possible, of important hedgerows and trees that have a cumulative screening impact on development and contribute to the habitat value of the site;
4. Improvements to existing and provision of new pedestrian and cycle links to new and existing residential and employment areas, shops, schools and health facilities;
5. On site provision, or where appropriate, relevant contributions towards transport and highways, education, health, Green Infrastructure, open space and community facilities;
6. Contributions to improvements to existing and the provision of new public transport links to Crewe railway station, Crewe town centre and local villages; and
7. The development would be expected to contribute towards road infrastructure improvements in the area, including the Crewe Green Link Road, A500 link capacity improvements, A5020 Weston Road junction and Crewe Green Junction 16 of the M6.

#### **Site description**

Village A is located to the south east of Crewe adjacent to the Basford East site and Crewe Hall.

Village B is currently an Area of Search to the east of Crewe and west of the M6 motorway.

Both are greenfield.



## Surrounding Uses

Surrounding land uses include the Basford East site, Crewe Hall Registered Park and Garden, open countryside, the railway line and the A500.

## Constraints

- The area has a 'typical' Cheshire landscape, characterised by a flat topography broken up with a dense network of field hedges interspersed with mature hedgerow trees. The development of Land to the east of Basford East will need to respond to this sensitive landscape setting.
- Public Right of Way on site, PROW: 310 / Weston FP10 and FP12.
- The site is in close proximity to Crewe Hall Registered Park and Garden; any development on the site will need to ensure that it does not have an adverse impact upon its setting.
- Railway line.
- Records show that there is the potential for some areas of infill associated with former ponds on this area.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.

## Other

Village A is currently identified as Green Gap in the Crewe and Nantwich Local Plan.

Village B includes land identified as within Green Belt in the Crewe and Nantwich Local Plan.

Part of Village A was identified as Area D1 in the Crewe Town Strategy.

Development should consider 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012).

## Phasing

- Village A:
  - 2015-2020 - 200 homes
  - 2020-2025 - 600 homes
  - 2025-2030 - 600 homes
- Village B:
  - 2015-2020 - 200 homes
  - 2020-2025 - 500 homes
  - 2025-2030 - 500 homes



## Committed Strategic Sites

### Crewe

#### Site Crewe 8

##### Coppenhall East and Maw Green

1. Phased delivery of around 815 new homes (at an average of 30-40 dwellings per hectare);
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. A new mixed-use local centre comprising:
  - i. Small scale local retail development; and
  - ii. 1 new Primary school;
  - iii. Community facilities / place of worship;
  - iv. Public house / take away / restaurant;
  - v. Sports and leisure facilities
4. Incorporation of green infrastructure;
5. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
6. Provision of appropriate contributions towards education, health, open space and community facilities.

#### Site description

Coppenhall East is a greenfield site situated to the north of Remer Street, Coppenhall between the railway lines to the north east of Crewe. The landscape character of the areas is characterised as predominantly flat, large scale landscape with relatively few hedgerow trees or dominant hedgerows. The site is generally in agricultural use.

The Maw Green site measures approximately 9.5ha and is located in the suburb of Maw Green. The site is situated on the residential edge of maw green and is on the north eastern edge of Crewe. The site comprises an irregularly shaped piece of land, divided into two areas, located the north and south of Maw Green Road.

The southern site predominantly comprises open rough pasture consisting of a number of fields with hedgerow boundaries. Areas of mature trees are present in the south west corner.

The northern site comprises two distinct portions in the west and east. The western portion comprises further areas of rough pasture and paddocks. An area of mature trees and a pond is present in the south east corner, together with a number of barn type structures. The eastern portion of the site comprises a former landfill site.

#### Surrounding Uses

Surrounding land uses include residential, a school, the railway, landfill and open countryside.

#### Constraints

- There are no nature conservation designations affecting the site.



- Great Crested Newts are present on site within some of the ponds to the north of the Coppenhall East site.
- Protected species are present on the Maw Green site and will require habitat creation.
- At present there is no spare capacity within Scottish Power's existing primary sub-station serving the North Crewe area to provide the site with electricity. Therefore any proposed development would need to be served by a new sub-station.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.

**Other Information** Parts of this site are within the control of major house builders, one part of this site has permission for 650 dwellings and another part for 165 dwellings.

**Phasing**

- 2010 - 2015 - 200 homes
- 2015 - 2020 - 500 homes
- 2020 - 2025 - 115 homes

## Site Crewe 9

### Parkers Road

1. Phased delivery of around 400 new homes (at an average of 30 dwellings per hectare);
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. Incorporation of Green Infrastructure including open space, to include an equipped children's play area;
4. Provision of appropriate contributions towards green infrastructure, education, health, open space and community facilities; and
5. Provision of contribution towards highway improvements to the Remer Street corridor.

**Site description** The Parkers Road site comprises 15.1ha of agricultural land (plus highway land) located on the north western edge of Crewe. The site is defined by Parkers Road to the south, Moss Lane to the east, existing development to the west and a public footpath along part of its northern boundary. It is bisected by a network of existing hedgerows, some of which contain trees. In addition, there are a small number of free standing trees within fields.

Existing residential development lies to the east, south and south west of the site. Leighton Hospital lies to the west of the site. The wider site context includes Crewe Town Centre and railway station to the south west, Bentley Cars to the south on Pym's Lane and the village of Bradfield Green to the North West.

**Surrounding Uses** Surrounding land uses include residential, Leighton Hospital and open countryside.

**Constraints**

- There are no nature conservation designations affecting the site.



- Great crested newts are known to be present on site
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.

#### Other Information

Planning application 11/1879N is a “hybrid” application (i.e. part outline and part full planning permission). Full planning permission is sought for 131 dwellings in Phase A to the south of the site close to Parkers Road and outline planning permission is sought for up to an additional 269 dwellings of the remainder of the site (Phase B). Planning permission has been granted, subject to the signing of a S106 Agreement which has yet to be signed.

#### Phasing

- 2010 - 2015 - 131 homes
- 2015 - 2020 - 269 homes

## Middlewich

### Site Middlewich 4

#### Warmingham Lane

1. Provision of 350 new homes (at approximately 30 dwellings per hectare);
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. Provision of:
  - i. Community facilities / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
4. Incorporation of green infrastructure;
5. Development of the site is dependent upon the provision of a link road from the A533 through to the site;
6. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
7. Provision of appropriate contributions towards education, health, open space and community facilities.

#### Site description

This site is located to the west of Warmingham Lane, Middlewich, approximately 2km to the south of Middlewich town centre, and to the north east of the Wheelock valley, sitting centrally within the Middlewich Open Plain. It is a relatively flat site is currently in part-arable and part-grazing use.

#### Surrounding Uses

Surrounding land uses include open countryside and residential.

#### Constraints

- Great crested newts are present on site.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.





**Other Information** Part of this site is has outline permission (12/2685C) with some matters reserved for proposed residential development of up to 194 dwellings, site access, highway works, landscaping, open space and associated works.

Part of this site has full planning permission subject to Section 106 (12/2584C) for the erection of 149 Dwellings with Associated Access and Landscaping Arrangements Alongside a Newt Relocation Strategy.

**Phasing**

- 2010-2015 - 200 homes
- 2015-2020 - 150 homes

### Site Middlewich 5

#### Midpoint 18 (Phase 3)

1. Provision of approximately 91ha of employment land, providing around 133,000sq m of B1, B2 and B8 employment development;
2. Appropriate leisure and tourism development, including a hotel;
3. Incorporation of green infrastructure, including:
  - i. associated landscaping mitigation and enhancement works;
4. Development of the site is dependent upon the completion of the southern section of the Middlewich eastern bypass;
5. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
6. Provision of appropriate contributions towards education, health, open space and community facilities.

**Site description** This site is located to the east of Middlewich. To the east the site boundary is generally defined by Sandersons Brook and Small Brook.

Midpoint 18 Phase 3 is located to the south of the existing Midpoint 18 development, to the south of Pochin Way and Cledford Lane. The site is bisected by the Railway line, the area to the east of the railway line is grade 3 agricultural land, whilst the land to the west is a mix of brownfield and greenfield land, with Centura Food previously occupying the northern part of this area.

**Surrounding Uses** Surrounding uses include open countryside and employment.

**Constraints**

- The site includes a number of plant and animal species and habitats which vary in their conservation value and interest.
- A network of ponds on the site was originally identified as a habitat for Lesser Silver Water Beetles which are considered of regional



importance. These ponds were also identified as supporting a number of Great Crested Newt Colonies.

- Other species of county value using the site include Barn Owls and Green Sandpipers.

- Archaeological Watching Brief and Survey Dig will be required.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.

#### Other Information

Current planning permission (11/0899C) for an Extension to Time Limit for previous application 07/0323/OUT (Midpoint 18 Phase 3: Proposed development for B1, B2 and B8, appropriate leisure and tourism (including hotel) uses, the completion of the Southern section of the Middlewich Eastern bypass & associated landscaping mitigation and enhancement works.)

#### Phasing

- Ongoing

## Sandbach

### Site Sandbach 3

#### Sandbach South West (Fodens Factory and Test Track and Canal Fields)

1. Provision of about 500 new homes (120 - test track, 269 - factory, 102 - canal fields) (at approximately 30 dwellings per hectare);
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. Provision of:
  - i. Community facilities / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
4. Incorporation of green infrastructure;
5. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
6. Provision of appropriate contributions towards education, health, open space and community facilities.

#### Site description

The site is relatively open, the former factory buildings which stood on the site have now been demolished and the site is currently undergoing extensive decontamination works.

#### Surrounding Uses

The site is bound to the west by the Trent and Mersey Canal, which is a conservation area, and to the east by the Crewe to Manchester railway.

#### Constraints

- Protected species on land adjacent to the Fodens Factory site and the Test Track site.



- Reptiles are present on the Canal Fields site.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.

**Other Information** Site under construction.

**Phasing**

- 2010-2015 - 200 homes
- 2015-2020 - 300 homes

## Holmes Chapel

### Site Holmes Chapel 1

#### Former Fisons (Sanofi Aventis / Rhodia)

1. Provision of about 230 new homes (at approximately 30 dwellings per hectare);
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. Retail to meet local needs;
4. Potential to include:
  - i. A care development providing housing for the older population.
  - ii. Employment development including office and B1 starter units.
  - iii. Childcare facilities.
  - iv. Medical facilities.
  - v. Community facilities / place of worship;
  - vi. Public house / take away / restaurant;
  - vii. Sports and leisure facilities
5. Incorporation of green infrastructure;
6. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
7. Provision of appropriate contributions towards education, health, open space and community facilities.

**Site description** The former Fisons site is located on the south-eastern edge of Holmes Chapel and accessed off London Road. The site was previously occupied by Sanofi Aventis, a company manufacturing pharmaceutical products. They still occupy the adjacent premises to the south. The site occupies an area of approximately 12ha. The topography is generally flat. However, the site rises towards the north-eastern boundary, sloping gently towards the southwest. The majority of the site is previously developed. However, many of the buildings towards the western portion of the site have now been removed.

**Surrounding Uses** The site is adjoined to the west by London Road and the Manchester to Crewe railway line, recreational facilities to the north, Marsh Lane to the north east, and open countryside to the south east. Retained offices / industrial facilities in the ownership of Sanofi Aventis adjoin boundaries to the south.



<b>Constraints</b>	<ul style="list-style-type: none"> <li>Protected species are on site.</li> <li>The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.</li> </ul>
<b>Other information</b>	<p>This site currently has outline planning permission for up to 231 Residential Units, Local Needs Retail Foodstore (A1), Commercial Development Comprising B1(a) Offices, B1(c) Light Industrial, Medical Facility (D1), Care Home (C2) and Children's Day Care Facility (D1), Part Retention of the Former Fisons Building (frontage), demolition of rear wings and Change of Use to Public House (A4), Restaurant (A3), Care Home (C2) and Hotel (C1) in addition to Provision of Public Open Space, Landscaping and other ancillary works.</p> <p>This site is currently subject to a reserved matters planning application (12/2217C) pursuant to Outline planning permission 11/1682C proposing full details for the appearance, landscaping, layout and scale for a residential development comprising 224 dwellings, internal access road, open space and landscaping on the Former Fisons site, Marsh Lane, Holmes Chapel</p>
<b>Phasing</b>	<ul style="list-style-type: none"> <li>2010-2015 - 100 homes</li> <li>2015-2020 - 130 homes</li> </ul>



## Proposed Growth Distribution

**8.65** The Tables below illustrate the proposed distribution of growth across Cheshire East as distributed across Principal Towns, Key Service Centres, New Settlements, Local Service Centres and Sustainable Villages.

### 8.66 Principal Towns

Area	Completions 2010-2012	Commitments 31.3.12	Strategic Sites		Site Allocations	Total
Crewe	124	1194	West Street / Dunwoody Way	700	1732	6650
			Basford East	1000		
			Basford West	300		
			Leighton West	750		
			The Triangle	300		
			East Shavington	300		
			Crewe Strategic Regeneration Area	50		
			Crewe Town Centre	200		
			Total	3600		
Macclesfield	246	251	South Macclesfield Development Area	900	0	3597
			Congleton Road and Chelford Road	1500		
			Land off Fence Avenue	300		
			Macclesfield Town Centre	400		
			Total	3100		
Total	370	1,445	Total	6,200	1732	9,747

Table 8.1 Principal Towns





### 8.67 Key Service Centres

Area	Completions 2010-2012	Commitments 31.3.12	Strategic Sites		Site Allocations	Total
Alsager	13	13	Former MMU Campus	400	224	1100
			Twyfords	450		
			Total	850		
Congleton	148	552	Congleton Business Park	400	600	3350
			Giantswood Lane to Manchester Road	650		
			Manchester Road/ Macclesfield Road	500		
			Back Lane/Radnor Park	500		
			Total	2050		
Handforth	29	48	N/A	N/A	223	300
Knutsford	10	33	North West Knutsford	350	7	400
			Total	350		
Middlewich	76	691	Glebe Farm	500	0	1667
			Brooks Lane	400		
			Total	900		
Nantwich	34	200	Snow Hill	60	0	1544
			Stapeley Water Gardens	250		



Area	Completions 2010-2012	Commitments 31.3.12	Strategic Sites		Site Allocations	Total
			Kingsley Fields	1000		
			Total	1310		
Poynton	-36	74	N/A	N/A	162	200
Sandbach	124	573	Albion Chemical Works	375	28	1800
			Old Mill Road/Junction 17	700		
			Total	1075		
Wilmslow	39	50	Royal London	75	36	425
			Adlington Road	225		
			Total	300		
Total	437	2,234		6,835	1280	10,786

Table 8.2

### 8.68 New Settlements

Area	Completions 2010-2012	Commitments 31.3.12	Strategic Sites		Site Allocations	Total
South East Crewe (Village A)	0	0	Village A	1000		1000
South East Crewe (Village A)	0	0	Village B	1000		1000
Handforth East	0	0	Handforth East	1800		1800
Total				3800		3800

Table 8.3



### 8.69 Local Service Centres

Area	Completions 2010-2012	Commitments 31.3.12	Strategic Sites		Site Allocations	Total
Local Service Centres	61	760	N/A	N/A	1179	2000

Table 8.4

### 8.70 Sustainable Villages

Area	Completions 2010-2012	Commitments 31.3.12	Strategic Site		Site Allocations	Total
Sustainable Villages	175	1000	N/A	N/A	825	2000

Table 8.5

### 8.71 Totals:

Area	Completions 2010-2012	Commitments 31.3.12	Strategic Sites	Site Allocations	Total
All areas	1, 043	5, 439	16,835	5, 016	28,333

Table 8.6



## 9 Your Views

**9.1** Your comments will help us to develop the Local Plan. The policies and proposals in the final Local Plan will affect everyone that lives, works or visits Cheshire East; this is your opportunity to get involved and have your say on shaping the future of Cheshire East.

**9.2** We want to know what you think. We want to know whether you agree with the development strategy we have set out in this document and whether you agree with the emerging policies set out in the Emerging Policy Principles document.

**9.3** This consultation...

**9.4** This document is available to view in our libraries and on our website at [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan) and can be inspected at our Customer Service Centres and at the Council Offices in Westfields, Middlewich Road, Sandbach.

**9.5** The consultation period runs from xxx January 2013 to xx February 2013.

**9.6** The development strategy is an important part of the Local Plan and will affect everyone that lives, works or visits Cheshire East; this is your opportunity to get involved, have your say and help us shape the future of the borough.

**9.7** Your contribution to this consultation will help establish where growth will go and what type of growth is required. It will also help establish the allocation of strategic development sites which will deliver the vision for the future of Cheshire East.

**9.8** We want to know what you think. We want to know whether you agree with the development strategy we have set out in this document and whether you agree with the emerging policies set out in the Emerging Policy Principles document.

**9.9** To make your views count, go to [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan) to view the documents and complete a questionnaire on the issues via our Consultation Portal. You can also join the debate through twitter (@PlaceShaping) and facebook ([www.facebook.com/CECSpatialPlanning](http://www.facebook.com/CECSpatialPlanning)).

**9.10** Consultation on the development strategy will be covered extensively across Cheshire East so look out for coverage in Cheshire East News; the Cheshire East Council web site and across local print and radio media.

**9.11** If you would like to view copies of the documents you can do so at our Customer Service Centres, libraries and Council Offices in Westfields, Middlewich Road, Sandbach; you can also pick up and complete a questionnaire from your local library and put the completed copy in a box at any of the locations already referred to.

**9.12** Email:

**9.13** Tel:

**9.14** Post: Spatial Planning, Cheshire East Council, Middlewich Road, Sandbach, Cheshire, CW11 1HZ



## 10 Glossary

<b>Affordable housing</b>	Housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing.
<b>Aggregate</b>	Materials used for construction purposes such as sand, gravel, crushed rock and other bulk material.
<b>Annual Monitoring Report (AMR)</b>	A report submitted to the Government by Local Planning Authorities assessing progress with and the effectiveness of a Local Plan.
<b>Area of Search</b>	A technique used to identify areas of land that are considered to contain mineral resources and are generally free from major mappable constraints.
<b>Best and most versatile agricultural land</b>	Land in grades 1, 2 and 3a of the Agricultural Land Classification.
<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.
<b>Climate change adaptation</b>	Adjustment to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.
<b>Climate change mitigation</b>	Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.
<b>Community Infrastructure</b>	The basic facilities, services and installations needed for the functioning of a community or society. It includes community buildings and halls, leisure facilities, education services, healthcare facilities and renewable energy installations.
<b>Community Infrastructure Levy (CIL)</b>	A levy allowing Local Authorities to raise funds from owners or developers of land undertaking new building projects in their area.
<b>Community Strategy</b>	A strategy prepared by a Local Authority to improve local quality of life and aspirations, under the Local Government Act 2000.
<b>Conservation</b>	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
<b>Conservation Area</b>	Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.
<b>Core Strategy</b>	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>Development</b>	Defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land." Most forms of development require planning permission.
<b>Development Plan</b>	<p>This includes adopted Local Plans and Neighbourhood Plans and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.</p> <p>Regional Spatial Strategies also remain part of the Development Plan until they are abolished by Government.</p>
<b>Economic Development</b>	Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).
<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.
<b>Employment Land Review (ELR)</b>	A review of the employment land portfolio within the Borough to form part of the evidence base for the Local Plan.
<b>Environmental Impact Assessment (EIA)</b>	A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.
<b>European site</b>	This includes candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in regulation 8 of the Conservation of Habitats and Species Regulations 2010.
<b>Geodiversity</b>	The range of rocks, minerals, fossils, soils and landforms.
<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 is to:</p> <ul style="list-style-type: none"> <li>• check the unrestricted sprawl of large built up areas 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>
<b>Greenfield</b>	Land, or a defined site, usually farmland, that has not previously been developed.



<b>Green Gap</b>	A local designation that seeks to maintain the definition and separation of existing communities, and to indicate support for the longer term objective of preventing Crewe, Willaston, Wistaston, Nantwich, Haslington and Shavington from merging into each other.
<b>Green Infrastructure (GI)</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>Habitats Directive</b>	European Directive to conserve natural habitats and wild flora and fauna.
<b>Heritage Asset</b>	A building, monument, site, place, area of landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets such as Scheduled Monuments, Listed Buildings, Registered Parks and Gardens, Registered Battlefields and Conservation Areas. Heritage Assets also include local listed buildings and places.
<b>Housing to meet local needs</b>	Affordable housing - housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing.
<b>Historic Environment</b>	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.
<b>Historic Park and Garden</b>	English Heritage compile a register of 'Historic Parks and Gardens'.  Historic parks and gardens are a fragile and finite resource: they can easily be damaged beyond repair or lost forever. From town gardens and public parks to the great country estates, such places are an important, distinctive, and much cherished part of our inheritance.
<b>Inclusive design</b>	Designing the built environment, including buildings and their surrounding spaces, to ensure that they can be accessed and used by everyone.
<b>Infill development</b>	The development of a relatively small gap between existing buildings.
<b>Infrastructure</b>	Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.
<b>Infrastructure Plan</b>	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.
<b>Key Service Centre (KSC)</b>	Towns with a range of employment, retail and education opportunities and services, with good public transport. The KSCs are Alsager, Congleton, Handforth, Knutsford, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow.



<b>Landbank (Mineral)</b>	Quantity of mineral remaining to be worked at sites with planning permission. Usually expressed as the number of years that permitted reserves will last at an indicated level of supply or given rate of extraction.
<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 wells within its curtilage. English Heritage is responsible for designating buildings for listing in England.
<b>Local Development Order (LDO)</b>	An order made by a Local Planning Authority extending permitted development rights for certain forms of development, with regard to a relevant Local Development Document.
<b>Local Enterprise Partnership (LEP)</b>	A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.
<b>Local Plan</b>	<p>Through the Localism Act 2011 the Government refers to the statutory development plan as the 'Local Plan'. To reflect this it is proposed that in future the Cheshire East Local Development Framework will be renamed the Cheshire East Local Plan.</p> <p>The term is used to describe a folder of documents, which includes all the Local Planning Authority's Local Development Documents. A Local Plan is comprised of:</p> <ul style="list-style-type: none"> <li>• Development Plan Documents, which form part of the statutory Development Plan; and</li> <li>• Supplementary Planning Documents.</li> </ul> <p>The Local Plan will also comprise of:</p> <ul style="list-style-type: none"> <li>• the Statement of Community Involvement</li> <li>• the Local Development Scheme</li> <li>• the Annual Monitoring Report</li> <li>• any Local Development Orders or Simplified Planning Zones that may have been added</li> </ul> <p>Alternatively it is also an old-style development plan prepared by District and other Local Planning Authorities. These plans will continue to operate for a time after the commencement of the new development plan system, by virtue of specific transitional provisions.</p>
<b>Local Planning Authority (LPA)</b>	The Local Authority or Council that is empowered by law to exercise planning functions. Often the local borough or district council. National parks and the Broads authority are also considered to be Local Planning Authorities.
<b>Local Service Centre (LSC)</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 LSCs are Alderley Edge, Audlem, Bollington,



Bunbury, Chelford, Disley, Goostrey, Haslington, Holmes Chapel, Mobberley, Prestbury, Shavington and Wrenbury

<b>Main town centre uses</b>	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities 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).
<b>Mineral Resources</b>	Potentially valuable minerals for which reasonable prospects exist for eventual extraction.
<b>Mineral Reserve</b>	Mineral resources with planning permission for extraction.
<b>Mineral Safeguarding Area</b>	An area designated by Minerals Planning Authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.
<b>Neighbourhood Plan</b>	A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
<b>Open Countryside</b>	The open countryside is defined as the area outside the settlement boundaries of those towns and villages in the Borough identified as Principal Towns, Key Service Centres, Local Services Centres or Sustainable Villages. Settlement boundaries will be shown on the Proposals Map of the Local Plan.
<b>Open Space</b>	All space of public value, including public landscaped areas, playing fields, parks and play areas, and also including not just land, but also areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity and a haven for wildlife.
<b>Place Shaping Consultation</b>	A stage in preparing new plans for places in Cheshire East. It looks at the challenges facing each town or village and ideas about how each place can be improved. It will then look at the options for the plan for each place. From this a Strategy for each town or village will be produced and the proposals will be incorporated into the draft Cheshire East Local Plan Core Strategy.
<b>Pollution</b>	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.
<b>Preferred Area</b>	Areas containing known mineral resources largely unaffected by substantial planning constraints where planning permission might reasonably be anticipated providing proposals are environmentally acceptable.
<b>Previously Developed Land</b>	Land that is or was occupied by a permanent structure - excluding agricultural or forestry buildings, and associated fixed-surface infrastructure. The definition covers the curtilage of the development.



<b>Principal Town</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>Public realm</b>	Those parts of a village, town or city, whether publicly or privately owned, available for everyone to use. This includes streets, squares and parks.
<b>Ramsar sites</b>	Wetlands of international importance, designated under the 1971 Ramsar Convention.
<b>Renewable energy</b>	Energy flows that occur naturally and repeatedly in the environment, for example from the wind, water flow, tides or the sun.
<b>Rural exception sites</b>	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection.
<b>Safeguarded Land</b>	Safeguarded Land is land between the urban area and the Green Belt. It ensures the protection of Green Belt within the longer time-scale by reserving land which may be required to meet longer-term development needs without the need to alter Green Belt boundaries.
<b>Site Allocations Plan</b>	Part of the Local Plan and will contain land allocations and detailed policies and proposals to deliver and guide the future use of that land.
<b>Site of Special Scientific Interest (SSI)</b>	Sites designated by Natural England under the Wildlife and Countryside Act 1981.
<b>Spatial Portrait</b>	A description of the Borough as a place to live, work and visit and includes its key characteristics and features.
<b>Special Areas of Conservation (SAC)</b>	Areas given special protection under the European Union's Habitat Directive, which is transposed in UK law by the Habitats and Conservation of Species Regulations 2010.
<b>Special Protection Areas (SPA)</b>	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.
<b>Statement of Community Involvement (SCI)</b>	This sets out the processes to be used by the Local Authority in involving the community in the preparation, alteration and continuing review of all Local Development Documents and development management decisions. The Statement of Community Involvement is an essential part of the new-look Local Plans.
<b>Supplementary Planning Documents (SPD)</b>	A Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document.





<b>Sustainability Appraisal (SA)</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."</p> <p>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 that recognises the needs of everyone;</li> <li>• Effective protection of the environment;</li> <li>• Prudent use of natural resources; and</li> <li>• Maintenance of high and stable levels of economic growth and employment.</li> </ul>
<b>Sustainable Village</b>	A settlement that has a limited range of services and facilities, with opportunities available to access more sustainable transport modes, where limited infill would be appropriate to meet locally generated needs.
<b>Town Centre</b>	Includes a range of different-sized centres, including market and country towns, traditional suburban centres, and quite often, the principal centre(s) in a Local Authority's area.
<b>Transport Assessment</b>	An assessment of the availability of, and levels of access to, all forms of transportation.
<b>Travel Plan</b>	A plan that aims to promote sustainable travel choices, for example, cycling, as an alternative to single occupancy car journeys that may impact negatively on the environment, congestion and road safety. Travel Plans can be required when granting planning permission for new developments.
<b>Tree Preservation Order</b>	A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value. A tree subject to a Tree Preservation Order may not normally be topped, lopped or felled without the consent of the Local Planning Authority.
<b>Viability Study</b>	A report, including a financial appraisal, to establish the profit or loss arising from a proposed development. It will usually provide an analysis of both the figures inputted and output results together with other matters of relevance. An assessment will normally provide a judgement as to the profitability, or loss, of a development.
<b>Waste Arising</b>	The amount of waste generated in a given locality over a given period of time.
<b>Waste Hierarchy</b>	A framework for securing a sustainable approach to waste management.

**Wildlife Corridor**

Strips of land, for example along a hedgerow, conserved and managed for wildlife, usually linking more extensive wildlife habitats.

**Windfall sites**

Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.



# Appendices



## Appendix A: Summary of Consultation So Far

### Core Strategy Issues and Options Document

**A.1** Consultation on the Core Strategy: Issues and Options was undertaken between 8<sup>th</sup> November and 17<sup>th</sup> December 2010.

**A.2** This document identified a number of key challenges and issues including providing appropriate digital connections to enable innovation and technological improvements; increasing job opportunities in deprived areas and pockets of worklessness; addressing the increase in the proportion of older people and a smaller working age population; the appropriate provision of affordable homes, and homes to meet the needs of the ageing population and people with other special requirements; consideration of the need of Gypsy and Traveller and Travelling Showpeople; the regeneration and revitalisation of Crewe and Macclesfield town centres; the retention of local distinctiveness within our town centres; the need to conserve and enhance the historically important sites and their settings; the provision of appropriate transport infrastructure; improving access to services in the rural areas; addressing transport interconnections especially in the rural areas; the need for improved access to health services, recreational facilities and open spaces to enable residents to live their life in a healthy way; and reducing the impacts of the differences in prosperity in Cheshire East.

**A.3** The document then went on to provide a Spatial Vision of how we envisage the Borough in 20 years time and seven key spatial objectives that would steer the development of the strategy. The document then went on to set out a range of alternative options for how those objectives might be achieved.

**A.4** At the Borough level, three options were proposed for the amount of housing and jobs growth, from 1,150 homes to 1,600 homes each year and from 350 jobs to 950 jobs. Then there were three options for how growth would be distributed across the Borough.

**A.5** Option 1 proposed that a high proportion of development over the next 15 to 20 years would occur in the southern part of the Borough with the focus of development on delivering 'All Change for Crewe' and maximising Crewe's role, not just as the sub-regional centre for south Cheshire, but also as the main driver of growth for the whole of Cheshire. There would also be growth in the Key Service Centres in the south of the Borough.

**A.6** Option 2 looked to reinforce the role of Crewe as the sub-regional centre for the south of the Borough and Macclesfield for the north. The Key Service Centres in the southern part of the Borough (Alsager, Congleton, Middlewich, Nantwich and Sandbach) would also be the focus for growth, albeit at a lower level than in Option 1.

**A.7** Option 3 focused development in the Principal Towns and Key and Local ServiceCentres in locations that have a good standard of accessibility, which will enable people to travel to work, shops and services by means other than the private car that is public transport, cycling and walking. The towns of Crewe, Macclesfield, Alsager, Congleton, Nantwich and Sandbach, which have good standards of accessibility by rail and bus, will be the main focus for development in this option. Moderate growth would take place in the towns of Wilmslow, Poynton, Handforth, Knutsford and Middlewich.

**A.8** Over 450 people responded to this consultation and provided over 1,200 comments. In relation to the level of growth the majority of people supported the high growth strategy, allowing for 1,600 new homes each year and 950 jobs. Option 1 of the distribution options was the most favoured supporting growth in Crewe and the Key Service Centres outside of the Green Belt. Many of those who commented during this consultation highlighted the importance of sustainable development, the importance of allowing communities to maintain their own character, the need to ensure connectivity



within and out of Cheshire East and the need to provide appropriate infrastructure to support local communities. More detailed information on this consultation can be found in the Cheshire East Core Strategy Issues and Options Consultation Report available on our website at: [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan).

### Place Shaping Consultation

**A.9** The Place Shaping consultation was an important stage of consultation in drawing up new plans for a number of towns and villages in Cheshire East. A Snapshot Report was produced for each town providing information about the housing, economy, town centre, transport, built and natural environment and community infrastructure within each town. From this each Snapshot Report identified key challenges that need to be considered in any plans for the future of each town.

**A.10** Further information on the findings of the Place Shaping Consultation can be found on the Cheshire East Council website at: [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan).

### Rural Issues Summary Document

**A.11** The Rural Issues Summary Document provides a summary of existing Local Plan policies in relation to a variety of topic areas that affect Cheshire East's rural areas. It goes on to identify emerging Government guidance and other sources of pertinent information that relate to each of these topic areas and identifies some of the key challenges facing rural areas that need to be addressed as part of the Council's Local Plan.

**A.12** Parish Councils have also been asked to identify any development needs or potential sites within their Parish.

### Minerals Issues Discussion Paper

**A.13** The Minerals Issues Discussion Paper was subject to public consultation between 2nd March and 2nd April 2012. The paper served to discuss how sustainable minerals development could be achieved in Cheshire East and gave opportunity for consultees to offer their views on how the Local Plan should approach key strategic minerals planning issues.

**A.14** The key issues considered were:

- Securing an adequate and steady supply;
- Ensuring prudent, efficient and sustainable use of mineral resources;
- Safeguarding mineral resources;
- Ensuring high quality restoration and aftercare;
- Sustainable transport of minerals; and
- Underground gas storage following mineral extraction

**A.15** Responses were received from a range of stakeholders and the views provided have informed how the Local Plan will address planning for minerals in the Borough. A report of the Minerals Issues consultation can be found on the Cheshire East Council website at: [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan).

### Town Strategy Consultation

**A.16** Cheshire East Council, in partnership with local communities prepared a series of Town Strategies for each of the Principal Towns and Key Service Centres in the Borough.

**A.17** These Town Strategies set out the vision and strategy for the future development of each town over the next 20 years. The Strategies consider how new development can help to deliver the Vision for the town, how the environment is to be enhanced and what improvements to infrastructure, such as schools, are needed.





**A.18** These Strategies were informed by a Stakeholder Panel consisting of key organisations within each community, which advised the Council during development of the Strategies. The Town Strategies were then subsequently subjected to public consultation.

**A.19** In this way, the document identifies how the local community would like to see their town change over the next 20 years. Copies of the Town Strategy documents, and further information on the responses made during the public consultation can be found on the Cheshire East Council website at: [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan).

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## Appendix B: Cheshire East Strategies

### How does it link to other Cheshire East Council documents?

#### 'Ambition for All' - the Sustainable Community Strategy 2010

**B.1** The Local Plan will deliver the place shaping aspects and objectives of the Sustainable Community Strategy (SCS). It will also play a key role in delivering the Council's Corporate Objectives and other relevant strategies prepared by Cheshire East Council and its partners.

**B.2** 'Ambition for All' the Cheshire East Sustainable Community Strategy for the period 2010 to 2025 was approved on 22nd July 2010. The purpose of the strategy is to set out how, over the next 15 years, the Partnership for Action for Cheshire East (PACE) will seek to ensure that Cheshire East continues to prosper. The activities outlined in the strategy are intended to improve the quality of life of all the people of Cheshire East and to contribute to the achievement of sustainable development through action to improve economic, social and environmental well-being across the area. The Strategy provides a high-level vision for Cheshire East centred around seven priorities for action, which are:

**Ambition for All**  
Cheshire East's Sustainable Community Strategy  
2010 to 2025

**PACE**  
Cheshire East



- Nurturing strong communities, including the delivery of services as locally as possible and ensuring that communities feel safe;
- Creating conditions for business growth, including making the most of our tourism, heritage and natural assets and ensuring there is a good range of available employment sites and premises in all parts of Cheshire East with good transport links, to attract new and expanding businesses;
- Unlocking the potential of our towns; this focuses firstly on the regeneration of Crewe including the redevelopment of the town centre and the provision of new homes and jobs. Secondly, on the revitalisation of Macclesfield, including improving the quality and choice of shops and services in the town centre and progressing the development of South Macclesfield; and thirdly, on retaining the vitality and viability of our market towns to ensure that they continue to deliver essential services, retail, leisure and employment opportunities;
- Supporting our children and young people;
- Ensuring a sustainable future by providing affordable and appropriate housing to meet future needs, by promoting energy efficiency and the use of renewable energy, by ensuring that all major developments are located with good access to local amenities, cycle and walking routes, by developing a green infrastructure plan to safeguard, manage and enhance our green assets, giving priority to the redevelopment of our vacant brownfield sites and by recognising the importance of mineral extraction to the local economy;
- Preparing for an increasingly older population including the provision of an adequate supply of suitable extra care housing; and
- Driving out the causes of poor health including investment in green infrastructure to encourage active and healthy lifestyle choices.



## Local Transport Plan

**B.3** The Local Transport Plan (LTP) aims to capitalise on the strengths of the existing transport system in Cheshire East, including good transport links to major centres via the rail and motorway network, and set out a strategy of how we will look to improve it into the future.

**B.4** The Plan identifies that good transport connections are integral to plans for economic growth and to protect our environment to ensure a sustainable future for all our residents and businesses. Following consultation with stakeholders, Members and the general public, the priorities for the LTP are ensure a sustainable future and create conditions for business growth. Future investment in transport will be directed towards the policies and interventions which support these priority areas to help grow the economy and tackle carbon emissions.



## Rights of Way Improvement Plan

**B.5** The Rights of Way Improvement Plan identifies:

- the extent to which the local rights of way network meets the present and future needs of the public;
- the opportunities provided by local rights of way for exercise and other forms of open-air recreation and the enjoyment of the local authority's area;
- the accessibility of local rights of way for blind or partially sighted persons and others with mobility problems; and
- identification of potential actions to manage and enhance the local rights of way network.

## All Change for Crewe

**B.6** All Change for Crewe is an ambitious strategy to support Crewe's economic development over the next 20 years. The strategy intends that by 2030 Crewe will be:

- a nationally significant economic centre with a total population in excess of 100,000 people (currently it has about 83,000);
- one of the leading centres for advanced engineering and manufacturing centres in England; and
- recognised as a sought-after place in the South Cheshire Belt for people to live, work, put down roots, and develop their talents.

## Crewe Prospectus

**B.7** The All Change for Crewe Partnership Board, a private sector-led public/private partnership, has produced a Prospectus for Crewe, to act as a practical expression of, and focus for, their ambitions and intentions for the town. It provides an analysis and summary of the Board's development strategy and, crucially, it identifies the major areas and projects where the Board is seeking investment and development partners.

## Make it Macclesfield

**B.8** Make it Macclesfield is a brand promoting the economic potential of Macclesfield, with a vision to make Macclesfield a warmly regarded destination town - simple, realistic, yet enormously challenging.



**B.9** A Make it Macclesfield Forum meets monthly to progress projects dealing with core objectives: raising finance, town centre regeneration, quick wins, communication, visitor economy and wider economy growth.

### **Macclesfield Investment Prospectus**

**B.10** The Make it Macclesfield Forum, a consortium of mainly private sector individuals from a broad range of key stakeholder groups within the community have produced an Investment Prospectus for the town. This prospectus contains a summary of the opportunities within the town and a vision for its future. It has exciting plans for Macclesfield – a destination for the future.

### **Housing Strategy**

**B.11** Cheshire East Housing Strategy's 'Moving forward' 2011 - 2016 sets out the Council's long term housing vision for the Borough. The strategy has been developed at a time of significant change within the housing sector, with a move towards localism and the flexibility to make local decisions. These changes are identified as great opportunities for the authority to address housing at a local level, in order to create balanced and sustainable communities across Cheshire East.

**B.12** The Strategy establishes five key objectives; these are: delivering market and affordable housing; making the best use of our existing stock; meeting the needs of our most vulnerable residents; meeting the needs of an ageing population; and investing in our neighbourhoods.

### **Economic Development Strategy**

**B.13** The Cheshire East Economic Development Strategy sets out the Council's understanding of the local economy and the key challenges ahead. It presents the Council's economic development objectives at the strategic level and how these translate into our thematic and spatial priorities for the Borough. The principal focus is on three spatial priorities relating to Crewe, Macclesfield, and our market towns and rural hinterlands.

### **Ageing Well in Cheshire East Programme**

**B.14** The Ageing Well in Cheshire East Programme highlights that Cheshire East has the fastest growing ageing population in the North West; and that by 2033 more than 45% of our population will be over 50 years of age. It aims to make Cheshire East a better place to grow old. If the programme is successful then Cheshire East will see a fundamental cultural and organisational shift, so that over time:

- Older people will have more choice and control, can receive the help they need and are valued and respected within their communities.
- Public, private and voluntary sectors will work with communities to ensure that services, facilities and resources are accessible and able to meet demand.
- Services and support will be locally based, cost-effective and sustainable.

### **Joint Municipal Waste Management Strategy 2007-2020**

**B.15** Sets out how Cheshire's local authorities intend to reduce, recycle, recover and dispose of municipal waste between 2007 and 2020. It was prepared by the Cheshire Waste Partnership (a partnership between the former County Council and six former District councils in Cheshire prior to Local Government Reorganisation). The Strategy details measurable objectives divided into key themes: waste reduction and re-use; recycling and composting; residual waste management; working together; promoting and delivering the strategy; and environmental protection and compliance. Review of the Strategy was scheduled after five years (in 2012).



## Appendix C: Evidence Base

### What Does Our Evidence Base Say?

**C.1** A summary of our evidence base is provided below, and the detailed reports are available on Cheshire East's website at: [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan).

#### Census

**C.2** The Office for National Statistics has released the first figures from the 2011 Census which provide a limited amount of information for Cheshire East. This identifies that the usual resident population for Cheshire East is 370,100. This is 6,300 higher than the previous mid-year (2010) population estimate and 18,300 higher than the 2001 Census. This is an increase of 5.2% from the 2001 Census, higher than the North West (4.8%) but lower than England and Wales (7.8%).

**C.3** Between the 2001 and the 2011 Census there has been a 26% increase in the number of residents aged 65 years and over, higher than the North West (15%) and higher than England and Wales (20%). There are now 71,400 people in this age group. There has also been a 35% increase in the number of residents aged 85 and over, higher than the North West (20%) and higher than England and Wales (24%). There are now 9,700 people in this age group.

**C.4** The number of occupied households has increased to 159,400. Whilst the number of residents in private households is 365,100 and communal establishments 5,100 or 1.4% of all residents. The numbers of residents in communal establishments is unchanged from 2001. This compares to a 1.8% in the North West and for England and Wales. The average household size has decreased from 2.39 residents in 2001 to 2.29 residents in 2011.

#### Population Forecasts

**C.5** The Council commissioned a range of forecasts to be produced using POPGROUP software based on the Office for National Statistics (ONS) indicative estimates for 2010. This provided ten forecasts based on a mixture of population led, dwelling led and economic led scenarios. Greater detail on these forecasts can be found in the 'Understanding the Cheshire East Housing Requirement' paper.

**C.6** The modelling estimated that the preferred option of providing for 27,000 homes between 2010 and 2030 or an average of 1,350 dwellings per annum would accommodate a population increase of 33,600 people and an increase in the labour supply of 2,900 people over the Plan period.

#### Determining the Settlement Hierarchy

**C.7** The settlement hierarchy has been informed by the information considered in this document and the settlement hierarchy it provided was consulted on in the Core Strategy Issues and Options Paper. The majority of those who responded to the questions on the hierarchy within the Issues and Options Paper agreed with it. The Principal Towns are Crewe and Macclesfield, the Key Service Centres are: Alsager, Congleton, Handforth, Knutsford, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow and the Local Service Centres are: Alderley Edge, Audlem, Bollington, Bunbury, Chelford, Disley, Goostrey, Haslington, Holmes Chapel, Mobberley, Prestbury, Shavington and Wrenbury.





## Strategic Housing Market Assessment (SHMA)

**C.8** The 2010 Cheshire East Strategic Housing Market Assessment (SHMA) revealed that across Cheshire East, there is a net yearly shortfall of 1,243 affordable dwellings. This figure is an annual measure of the supply needs for affordable housing required to address the current imbalance in the housing market.

**C.9** On the basis of tenure preferences of existing households in need and newly-forming households, a tenure split of 64.9% social rented and 35.1% intermediate tenure is recommended by the SHMA 2010 across Cheshire East.

**C.10** The aspiration of existing and newly-forming households planning to move in the open market shows the strongest demand for houses (particularly detached and semi-detached), bungalows with some demand for flats (most likely to be from newly-forming households).

**C.11** Analysis of general market supply and demand suggests that across Cheshire East, demand for market accommodation outstrips supply, with strongest demand pressures in Disley. For Cheshire East as a whole demand exceeds supply for all property types and sizes, particularly for bungalows.

**C.12** The SHMA is currently subject to a partial review to ensure that all the information provided within it reflects the current housing market within the Cheshire East.

## Strategic Housing Land Availability Assessment (SHLAA)

**C.13** The Strategic Housing Land Availability Assessment is reviewed annually but the March 2012 document shows that Cheshire East does not have a five year housing land supply. However, it has a significant number of sites that are considered to be suitable for development if the current policy was to change.

## Gypsy and Traveller Accommodation Assessment

**C.14** The North West Regional Assembly commissioned the Gypsy and Traveller Accommodation Assessment 2007 (GTAA) on behalf of the Cheshire Chief Executives' Advisory Group. It is a sub-regional research project that is intended to inform local and regional policies and strategies. The assessment builds on the regional research study that was carried out at the same time and was designed to inform planners and other officers about the detailed current and future accommodation needs and demands of Gypsy and Travellers, and the detailed need for the provision of other services to support Gypsy and Travellers.

**C.15** At the time of the assessment there were 101 authorised Gypsy and Traveller pitches in Cheshire East, but there was a need for between 37 and 54 pitches for Gypsy and Travellers plus 4 pitches for Travelling Showpeople for the period 2006 to 2016.

**C.16** The GTAA is currently subject to a review to ensure that all the information provided within it reflects the current policy and Gypsy and Traveller need within the Cheshire East.

## Employment Land Review

**C.17** The Employment Land Review 2012 considers the demand for and supply of employment land in Cheshire East between 2009 and 2030. The review considers all employment land uses that fall within Use Classes B1(offices, research and development and light industrial), B2 (general industrial) and B8 (storage and distribution).

**C.18** It shows that Cheshire East is a key economic driver for the North West region. The local economy provides 6.4% of the North West's economic output and contains 7.5% of its businesses..



**C.19** The Employment Land Review forecasts that there is a need to provide between 277.8 ha and 323.7 ha of land for employment purposes between 2009 and 2030 across the whole Borough. This equates to between 13.2 ha and 15.4 ha per year.

**C.20** A review of the sites currently considered to be part of the supply of land for employment development indicates that 272.4 ha of land from the existing employment land supply could be suitable for allocation for employment in the future.

**C.21** A review of current areas in use for employment areas shows that although the vast majority of these are still likely to be in use for employment purposes by 2030, a number may have ceased to serve a useful economic function and be better used for other purposes.

### **Cheshire Retail Study**

**C.22** The Cheshire Retail Study Update 2011 identified that based on current shopping patterns and the strong performance of existing facilities, there is a demonstrable need for further convenience retail floorspace within Cheshire East. Having assessed the performance of each foodstore, this study has identified that certain facilities are trading much better than expected and therefore this suggests a need for greater competition and choice.

**C.23** There is an immediate capacity within Cheshire East for additional convenience goods floorspace of between 12,550 sq m (net) and 30,500 sq m (net) depending on the end operator. The main focus of capacity is identified in Macclesfield (£88.1m at 2015), Congleton (£44.6m at 2015), Crewe (£44.5m at 2015) and Nantwich (£29.7m at 2015).

**C.24** Extant convenience retail planning permissions will reduce the capacity to 2015, whilst permissions awaiting the signing of Section 106 Agreements will, if built, absorb all the identified capacity. However, the Study found significant surplus expenditure, after taking into account existing commitments, available in Macclesfield where priority for new convenience floorspace exists.

**C.25** Cheshire East is identified to have a capacity for £172.4m of additional comparison goods expenditure in 2015, increasing to £450.8m by 2021 and £768.6m by 2026. By assuming an average comparison goods sales density this capacity could accommodate 32,000sq m (net) by 2015, 76,550 sq m (net) by 2021 and 121,140 sq m (net) by 2026.

**C.26** The Study identified that there is currently 35,290 sq m (net) of extant comparison goods planning permissions in Cheshire East, which if implemented, will absorb the identified expenditure and floorspace capacity in the short term. Pending permissions (subject to signing of Section 106 Agreements) in Macclesfield, Congleton and Crewe would reduce this expenditure capacity further if built. The Study has found that extant and pending permissions turnover would meet 56% of the identified capacity identified up to 2021.

### **Strategic Flood Risk Assessment (SFRA)**

**C.27** Current policy requires Local Authorities to demonstrate that due regard has been given to the issue of flood risk as part of the planning process. It also requires that flood risk is managed in an effective and sustainable manner and where new development is exceptionally necessary in flood risk areas, the policy aim is to make it safe without increasing flood risk elsewhere. Where possible flood risks should be reduced overall.

**C.28** The Strategic Flood Risk Assessment identifies areas exposed to flood risk in order to inform landuse planning decisions. The assessment considers flooding from all sources including from groundwater and surface water (including existing or sudden inundation, sewer, canal and river sources), it also takes into account future climate change predictions and its potential impacts on the extent of areas exposed to flood risk.



**C.29** The Strategic Flood Risk Assessment is currently subject to a review to ensure that all the information provided within it reflects the current flood risk within the Cheshire East. Current versions of the document and the review once completed will be available on the Cheshire East Council website.

### Open Space Assessment

**C.30** The open space assessment has combined existing data sources from previous surveys and carried out a new comprehensive survey of all the sites within the main 24 settlements listed in the Council's Determining the Settlement Hierarchy study. All the sites are contained within a database with corresponding digital mapping. The audit has looked at the following typologies/types of open space: Parks and Gardens, Natural and semi-natural urban green spaces, Green Corridors, Outdoor Sports facilities, amenity green space, provision for children and teenagers, allotments and community gardens, churchyards and cemeteries, country parks and accessible countryside on the urban fringes and civic spaces. Summary Reports have been prepared for each settlement looking at each typology in turn in relation to quantity, quality, accessibility and biodiversity. The main issues are discussed, shortages are identified and recommendations are made.

### Green Infrastructure Framework for North East Wales, Cheshire and Wirral

**C.31** The Green Infrastructure Framework provides a guide for the next 10 to 15 years and beyond for Green Infrastructure planning, investment and delivery for the natural environments of Denbighshire, Flintshire, Wrexham, Cheshire West and Chester, Cheshire East and the Wirral.

**C.32** One of the key outcomes of the Framework within Cheshire East, was the identification of **areas of need**, where there are particular needs for Green Infrastructure interventions to address social, economic or environmental issues; and **opportunity areas**, where there is a higher concentration of existing Green Infrastructure assets, which offer opportunities to create a wider Green Infrastructure network.

**C.33** The identification of these areas was informed by the location and function of existing Green Infrastructure assets; gaps in provision or functioning of Green Infrastructure assets; areas of strong community wellbeing and business enterprise; and areas where specific issues, such as poor health, constrain community wellbeing and business enterprise.

**C.34** Based on these areas of need and opportunity areas, a series of priority areas, where investment in Green Infrastructure will have the greatest impact were identified. These priority areas have different combinations of need and opportunity. The priority areas within Cheshire East are:

- Nantwich and Crewe – town regeneration and urban extensions
- Macclesfield urban extension
- Cheshire Peak and fringe farms and towns
- Rivers Bollin, Dane and valley farmland
- The canal network and associated market towns and villages, such as Middlewich, Congleton, Sandbach, Audlem

### Green Infrastructure Action Plan for Crewe

**C.35** A Green Infrastructure Action Plan was produced for Crewe, following its identification as a priority area for Green Infrastructure investment within the Green Infrastructure Framework for North East Wales, Cheshire and Wirral.



**C.36** This Action Plan identifies the benefits and opportunities for the implementation of Green Infrastructure within Crewe, where investment in Green Infrastructure will support the growth of Crewe and deliver the widest public benefits, environmental improvements and the enhancement of the town's economy.

**C.37** The Action Plan concludes that there are five key methods of enhancing Green Infrastructure within the town in order to deliver social, environmental and economic benefits. These are:

- **Urban Greening:** provide and enhance Green Infrastructure assets across the town and in particular within new development, and improve the biodiversity value of existing and new Green Infrastructure.
- **Parklands and Landscapes:** improve opportunities to access healthy activities.
- **Improving Connectivity:** provide a multifunctional and connected Green Infrastructure network across the town; develop opportunities for walking and cycling to improve leisure and recreation, commuting and links between urban and rural areas; improve links to and connections between Crewe's major Green Infrastructure assets such as Queen's Park; and improve quality of pedestrian and cycle access between the railway station and the town centre.
- **Watercourses:** promote and improve Green Infrastructure along the three water corridors – Leighton Brook, Valley Brook and Gresty Brook; and
- **The Countryside:** restore landscape character in Crewe's countryside and improve access from the town's 'Green' edge.

### Green Space Strategy

**C.38** The Strategy looks at the provision of new good quality green space and the proactive management of existing green space to leave an important legacy for Cheshire East's communities. The Green Space Strategy document brings together all the green space elements of Cheshire East Council (Open Space, The Countryside Service, Public Rights of Way, Landscape and Biodiversity) to feed into the Infrastructure Plan/Community Infrastructure Levy work. A Green Space Strategy is a tool to:

- Promote green space across Cheshire East in the creation of sustainable communities;
- Co-ordinate the various partners to make sure that resources are effectively used and benefits are maximised; and
- To make an effective case for investment.

### Infrastructure Baseline Report

**C.39** To make sure that sufficient infrastructure is in place to meet the current and future needs of Cheshire East, the Council is committed to developing a Local Infrastructure Plan (LIP). Upon completion, the Local Infrastructure Plan will identify:

- Infrastructure needs and costs;
- Phasing of development;
- Funding sources; and
- Responsibilities for delivery.

**C.40** An Infrastructure Baseline Report has been prepared in collaboration with a wide range of agencies involved in the provision, operation and maintenance of infrastructure, which identifies the extent of existing infrastructure in Cheshire East, and any known capacity constraints with the existing infrastructure.





**C.41** The next stages of the infrastructure planning process will require the Council to work with its partners to model the impact of development proposals put forward as part of the Local Plan process on the local infrastructure, and identify any additional infrastructure requirements to support these proposals. The work on infrastructure planning will inform the preparation of the Local Plan and enable the Council to prepare a Community Infrastructure Levy Charging Schedule.

### **Viability Study**

**C.42** A viability study will be undertaken to assess the viability of the Local Plan. This assessment is an iterative process and will occur alongside the development of the Local Plan.

### **Climate Change and Sustainable Energy Study**

**C.43** The Climate Change and Sustainable Energy Study provides a review of the existing and future energy needs in the Borough; an assessment of the feasibility of various types of renewable energy within Cheshire East; and identifies the total potential (greatest resource) and total implementable (realistically deployable) renewable energy resource by type in the Borough.

**C.44** According to the study, within Cheshire East the current energy demand from buildings is 1,298GWh of electricity per year and 3,786GWh of gas per year. The energy demand from existing and future buildings in 2030 is predicted to rise to 1,486GWh of electricity per year and 4,074GWh of gas per year.

**C.45** The study found that within Cheshire East, a variety of forms of renewable energy could contribute to producing this energy, although their total combined energy generation potential is relatively low. Those technologies with the greatest potential are:

- Solar power (solar thermal and photovoltaic panels);
- Heat pumps (ground, water and air source heat pumps);
- Wind power (small, medium and large turbines);
- Biomass power (animal and plant biomass);
- Hydropower
- Energy from waste

**C.46** Despite these opportunities, the study indicates that due to the relatively high predicted future energy demand in Cheshire East, the Borough is unlikely to be able to generate enough renewable energy to meet demand, with a potential for the heat demand being met, but a shortfall of around 900GWh of electricity per year<sup>(7)</sup>.

**C.47** Therefore, the study concludes that there is a need to introduce a series of planning policies in order to attempt to reduce the gap between energy demand and renewable energy generation potential. These policies could cover such issues as:

- Reducing the total energy demand from buildings within the Borough;
- Increasing the implementation of energy efficiency and renewable energy measures;
- Maximising the opportunities to stimulate energy efficiency and renewable energy through the Community Infrastructure Levy and Allowable Solutions Tariffs;

<sup>7</sup> Without the deployment of heat pumps, only a fraction of the heat demand will be served in 2030. As heat pumps are powered by electricity, high scale implementation may further increase the demand for electricity, therefore over reliance on heat pumps should be cautioned. However, the remaining deployed heat generation capacity is likely to be insufficient to meet a significant proportion of the demand. Additionally, the deployable level of heat pumps identified will only reduce carbon emissions if the electricity grid is decarbonised.





- Encouraging the establishment and connection to district heating systems, where these opportunities exist (opportunities were identified in Crewe, Middlewich, Macclesfield and Knutsford); and
- Encouraging buildings within fuel switch priority areas (off the national gas/electricity network) in particular to install renewable technologies, where their viability is increased and they can help reduce fuel poverty.

## Minerals

**C.48** Levels of aggregate production and reserves are monitored by the North West Aggregate Working Party (NWAWP). Aggregate production in the region has fallen significantly in recent years largely due to the economic downturn and consequent fall in the amount of construction taking place.

**C.49** In 2009, 870,000 tonnes of construction sand and gravel were produced across the Cheshire sub-region (Cheshire East and Cheshire West and Chester), marking a continual decline since 2007. At the end of 2009, the sand and gravel landbank (collective stock of permitted reserves) was equivalent to 6.48 years production based on planned provision levels. Only 1,000 tonnes of crushed rock aggregate were produced in 2009; a significant decline on previous years. At the end of 2009, the crushed rock landbank was equivalent to 34 years production based on planned provision levels.

**C.50** The revised 'National and regional guidelines for aggregate provision in England 2005-2020' were published by Government in June 2009 setting out supply figures for future aggregate demand. These guidelines were subsequently 'apportioned' between the sub-regions of the North West through majority agreement with members of the Aggregates Working Party (AWP). The Cheshire sand and gravel apportionment has been split on a recommended 47:53 Cheshire East to Cheshire West and Chester ratio (see Table C.1).<sup>(8)</sup>

Sub-Region	Land-won Sand and Gravel		Land-won Crushed Rock	
	Total apportionment 2005-2020	Annualised provision 2005-2020	Total apportionment 2005-2020	Annualised provision 2005-2020
Cheshire East	11.36	0.71	0.66	0.04
Cheshire West & Chester	12.82	0.80	0	0
Cumbria*	14.1	0.88	64.4	4.02
Gtr Mcr, M'side, Warrington	7.04	0.43	21.12	1.32
Lancashire	6.86	0.44	67.9	4.24
<b>North West Total</b>	<b>52.18</b>	<b>3.26</b>	<b>154.08</b>	<b>9.62</b>

**Table C.1 Levels of aggregate provision to be planned over period 2005-2020 by Mineral Planning Authorities of the North West following apportionment of national guidelines (in million tonnes) Source: NWAWP (2011) 'Annual Monitoring Report 2010'**

\*N.B. North West sub-regional apportionment figures were agreed by the MPAs of Cheshire, Lancashire and Greater Manchester/Merseyside/Warrington. Cumbria did not agree to the apportionment figures and were therefore taken forward with their dissent.

8 Following recommendations made in 'The Future of Sub-Regional Apportionment in the Cheshire Sub-region - A paper prepared for Cheshire West and Chester and Cheshire East Councils' (2011)



**C.51** Production levels of industrial minerals are considered commercially sensitive and are not published. Based on information provided in planning applications, two of the four operational silica sand quarries in Cheshire East have estimated landbanks of at least 10 years (or more).

**C.52** Information and data on the extent of Cheshire East's mineral resources has been obtained under licence from the British Geological Survey (BGS). It is intended to use this as the basis for mineral planning policies such as mineral safeguarding areas, supplemented by more detailed local geological data where made available.

## Waste

**C.53** A Waste Needs Assessment (WNA) was carried out on behalf Cheshire East and Cheshire West and Chester Councils and published in 2011. The assessment showed that approximately 870,000 tonnes of waste were generated in Cheshire East in 2009. This is predicted to fall to approximately 797,000 tonnes by 2030.<sup>(9)</sup>

**C.54** Using 2009 data as a comparator, the principle waste arisings in Cheshire East consisted of:

- 211,000 tonnes of municipal waste (MSW)
- 441,000 tonnes of commercial and industrial waste (C&I)
- 218,000 tonnes of construction, demolition and excavation waste (CD&E)
- 28,000 tonnes of hazardous waste (not additional tonnage and found in all the above waste streams)

**C.55** In addition, approximately 694,000 tonnes of agricultural waste were generated across Cheshire East, the vast majority of which remained on farm holdings to be dealt with.

**C.56** The WNA report identified gaps in waste management capacity under a of range scenarios considered likely at the time of writing, should Cheshire East plan to manage its own waste over the plan period. The 'optimum' of which saw a successful outcome of the PFI funded project to treat Cheshire's residual municipal waste. The subsequent withdrawal of Government backed funding for the project has presented uncertainty over the likelihood of this scenario being realised over the plan period. Revision of the Waste Needs Assessment will be carried out as appropriate.

9 Source: Urban Mines (2011) 'Cheshire East and Cheshire West and Chester Councils - Waste Needs Assessment Report'



## Appendix D: Options for the Spatial Distribution of Development

### Growth Options: Alternatives Considered

**D.1** During the preparation of the Development Strategy a series of alternative options were considered for the overall level of development across Cheshire East between 2010 and 2030. These options represent the three options put forward within the Core Strategy Issues and Options. These options were:

Growth Strategy	Average Housing Each Year	Total Housing Over the Plan Period
Option 1: Low Level Growth	1,150 homes	23,000 homes
Option 2: Medium Level Growth	1,350 homes	27,000 homes
Option 3: High Level Growth	1,600 homes	32,000 homes

**Table D.1 Growth Strategy Options**

**D.2** The Preferred Option was selected as: Option 2: Medium Growth, as set out in Policy CS1, this will allow for growth whilst balancing the considerations highlighted in Figure 5.1.

**D.3** Following the identification of the preferred option for the overall level of development, a series of options were considered for the phasing of the total level of development, these phasing options were:

Phasing Option	Phasing
Option 1: Consistent level of delivering	2010 to 2030: at least 1,350 homes each year (27,000 homes total)
Option 2: Two phase increasing level of delivery	2010 to 2020: at least 1,150 homes each year (11,500 homes total) 2021 to 2030: at least 1,550 homes each year (15,500 homes total)
Option 3: Three phase increasing level of delivery	2010 to 2015: at least 1,150 homes each year (5,750 homes total) 2016 to 2020: at least 1,250 homes each year (6,250 homes total) 2021 to 2030: at least 1,500 homes each year (15,000 homes total)

**Table D.2 Phasing Options**

**D.4** The Preferred Option was selected as: Option 3: Three phase increasing level of delivery, as set out in Policy CS1. It was felt that this option best reflects the Council's plan for growth, with the levels of development increasing as infrastructure is put in place to support it.

### Options for the Spatial Distribution of Development

**D.5** During the preparation of the Development Strategy a series of alternative options were considered for the distribution of development across Cheshire East between 2010 and 2030. The options considered were:



### Option 1: Growth in Crewe and Key Service Centres outside of Green Belt

Option 1: Growth in Crewe and Key Service Centres Outside of Green Belt			
Settlement Hierarchy	Proportion of Development by Settlement Hierarchy	Town	Proportion of Development by Town
Principal Towns	46%	Crewe	37%
		Macclesfield	9%
Key Service Centres	44%	Alsager	5%
		Congleton	11%
		Handforth	1%
		Knutsford	2%
		Middlewich	5%
		Nantwich	7%
		Poynton	1%
		Sandbach	10%
		Wilmslow	2%
Local Service Centres	7%	Local Service Centres	7%
Sustainable Villages	3%	Smaller Villages	3%

#### Description:

Under this option, a high proportion of development over the next 15 to 20 years would occur in the southern part of the Borough with the focus of development on delivering 'All Change for Crewe' and maximising Crewe's role, not just as the sub-regional centre for south Cheshire, but also as the main driver of growth for the whole of Cheshire East.

The Key Service Centres in the southern part of the Borough (Alsager, Congleton, Middlewich, Nantwich and Sandbach) would also be the focus for growth. This would help to deliver the redevelopment of a number of large vacant sites, but would also require development of greenfield sites on the edge of these towns.

There would be limited growth in Macclesfield and Key Service Centres in the northern part of the Borough with no release of sites from the Green Belt.

There would be a limited amount of development in and on the edge of the Local Service Centres and small villages where this could be accommodated without releasing the Green Belt.

#### Justification:

This option was not taken forward because it would require a level of growth in Crewe that is now known to be impracticable due to capacity issues of the highway network even if improvements were made. It would also require a significant level of growth in Key Service Centres to the south of the Borough which could see these towns lose their individual characters.

Table D.3 Option 1: Growth in Crewe and Key Service Centres Outside of Green Belt



## Option 2: Growth in Crewe and Macclesfield and Key Service Centres outside of the Green Belt

Option 2: Growth in Crewe and Macclesfield and Key Service Centres outside of the Green Belt			
Settlement Hierarchy	Proportion of Development by Settlement Hierarchy	Town	Proportion of Development by Town
Principal Towns	54%	Crewe	37%
		Macclesfield	17%
Key Service Centres	36%	Alsager	4%
		Congleton	9%
		Handforth	1%
		Knutsford	2%
		Middlewich	5%
		Nantwich	5%
		Poynton	1%
		Sandbach	7%
		Wilmslow	2%
Local Service Centres	7%	Local Service Centres	7%
Sustainable Villages	3%	Smaller Villages	3%

### Description:

This option would seek to enhance the role of the two Principal Towns in the Borough. It would look to reinforce the role of Crewe as the sub-regional centre for the south of the Borough and Macclesfield for the north. Both towns have had recent economic success and both have the ability to provide a pool of labour, a wider choice of homes and a good level of services. But in order to provide a similar level of growth in Macclesfield as in Crewe, it would be necessary to make significant changes to the Green Belt, in a number of areas around the town.

The Key Service Centres in the southern part of the Borough (Alsager, Congleton, Middlewich, Nantwich and Sandbach) would also be the focus for growth, although this would be at a lower level than Option 1. This would help to deliver the redevelopment of a number of large vacant sites, but would also require development of greenfield sites on the edge of these towns.

There would be limited growth in the Key Service Centres in the northern part of the Borough with no release of sites from the Green Belt.

There would be a limited amount of development in and on the edge of the Local Service Centres and small villages, where this could be accommodated without releasing the Green Belt.

### Justification:

This option was not taken forward because it would require a level of growth in Crewe and Macclesfield that is now known to be unfeasible due to road capacity issues. It would also require a significant level of growth in Key Service Centres to the south of the Borough which could see these towns lose their individual characters.

Table D.4 Option 2: Growth in Crewe and Macclesfield and Key Service Centres outside of the Green Belt





### Option 3: Growth in Crewe and Macclesfield and Accessible Towns

Option 3: Growth in Crewe and Macclesfield and Accessible Towns			
Settlement Hierarchy	Proportion of Development by Settlement Hierarchy	Town	Proportion of Development by Town
Principal Towns	50%	Crewe	37%
		Macclesfield	13%
Key Service Centres	38%	Alsager	3%
		Congleton	9%
		Handforth	2%
		Knutsford	4%
		Middlewich	2%
		Nantwich	4%
		Poynton	3%
		Sandbach	4%
		Wilmslow	7%
Local Service Centres	9%	Local Service Centres	9%
Sustainable Villages	3%	Smaller Villages	3%
<p><b>Description:</b></p> <p>This option would focus development in the Principal Towns and Key and Local Service Centres in locations that have a good standard of accessibility, which will enable people to travel to work, shops and services by means other than the private car that is public transport, cycling and walking.</p> <p>The towns of Crewe, Macclesfield, Alsager, Congleton, Nantwich and Sandbach, which have good standards of accessibility by rail and bus, will be the main focus for development in this option. Moderate growth would take place in the towns of Wilmslow, Poynton, Handforth, Knutsford and Middlewich whilst limited growth would occur at Alderley Edge, Holmes Chapel, Chelford, Goostrey and Mobberley.</p> <p>It would look to reinforce the role of Crewe as the sub-regional centre for the south of the Borough and Macclesfield for the north. In addition to good standard of accessibility, both towns have had recent economic success and both have the ability to provide a pool of labour, a wider choice of homes and a good level of services.</p> <p>This strategy will require the release of the Green Belt in Macclesfield and other Key and Local Service Centres, including Alderley Edge, Handforth, Knutsford, Poynton and Wilmslow.</p> <p><b>Justification:</b></p> <p>This option was not taken forward because of the significant growth it would require to the north of the Borough and the level of Green Belt change that this would require. It would also require a level of growth in Crewe that is now known to be unfeasible due to road capacity issues.</p>			

Table D.5 Option 3: Growth in Crewe and Macclesfield and Accessible Towns



## Option 4: Rural Variant

Option 4: Rural Variant			
Settlement Hierarchy	Proportion of Development by Settlement Hierarchy	Town	Proportion of Development by Town
Principal Towns	46%	Crewe	This option could be combined with any of the options whilst providing a higher level of development within the Local Service Centres and Smaller Villages.
		Macclesfield	
Key Service Centres	24%	Alsager	
		Congleton	
		Handforth	
		Knutsford	
		Middlewich	
		Nantwich	
		Poynton	
		Sandbach	
		Wilmslow	
Local Service Centres	17%	Local Service Centres	
Sustainable Villages	13%	Smaller Villages	

### Description:

The level of growth proposed in the three options would deliver sufficient affordable housing to meet the needs

of the rural areas. However, the baseline position shows that up to 30% of the households of the Borough are currently within these small communities and there is evidence that there is a demand for more market housing to meet the needs of local communities.

The purpose of this Rural Variant is to enable consideration of a more dispersed pattern of development. Under this variant there would be a reduced level of growth in the Principal Towns and Key Service Centres and this development would be dispersed to all or most of the Local Service Centres and a number of small villages.

### Justification:

This option was not taken forward because it is uncertain whether this variant will deliver an increased number of jobs in rural communities. Provided that high speed broad band infrastructure is delivered, there would be more scope for businesses to be run from the home or community enterprise hubs. Otherwise, the variant is likely to give rise to increased journeys to work by car on minor rural roads.

A more dispersed pattern of growth in housing will result in an increased demand for public services to be delivered to rural areas giving rise to increased costs in school transport, health and social care, for example. The cost of providing utility services such as water, sewerage and telephones is usually greater in rural areas. This variant may lead to support to existing services in rural areas, such as local shops and community organisations however, it may result in a higher proportion of the future population of the Borough having to travel further to access services such as shops, schools, health care and sports and leisure facilities. A more dispersed pattern of growth will be more dependent on the car for transport and mean that it is less feasible to develop public transport options.

This variant would require the development of a large number of small sites; these may be sites selected by the local community as envisaged by the Coalition Government proposal. Careful controls would be required on the development of these sites to ensure that they deliver housing to meet local needs, for example through a Local Community Trust or through planning conditions or legal agreement. Otherwise many of the sites are likely to be developed for high value executive housing.



Option 4: Rural Variant			
Settlement Hierarchy	Proportion of Development by Settlement Hierarchy	Town	Proportion of Development by Town
At this stage it is difficult to quantify the amount of development that could be delivered through this variant. If controls over the occupiers of the dwellings were not in place or proved to be ineffective, it is likely that there would be a high level of demand for the development of new housing.			

Table D.6 Option 4: A New Settlement and the Principles of the Town Strategy Documents



## Option 5: A New Settlement

Option 5: A New Settlement and the Principles of the Town Strategy Documents					
Settlement Hierarchy	Proportion of Development by Settlement Hierarchy <sup>(1)</sup>	Town	Proportion of Development by Town		
			Residential Development	Employment Development	Average
Principal Towns	40%	Crewe	26%	33%	30%
		Macclesfield	13%	7%	10%
Key Service Centres	46%	Alsager	4%	3%	4%
		Congleton	13%	7%	10%
		Handforth	1%	2%	1%
		Knutsford	2%	3%	2%
		Middlewich	6%	27%	16%
		Nantwich	6%	2%	4%
		Poynton	1%	2%	1%
		Sandbach	6%	7%	6%
		Wilmslow	1%	3%	2%
Local Service Centres	5%	Local Service Centres	7%	2%	5%
Sustainable Villages	5%	Smaller Villages	7%	2%	5%
New Settlement(s)	5%	New Settlement(s)	7%	2%	5%

**Table D.7 Option 5: A New Settlement and the Principles of the Town Strategy Documents**

1. does not necessarily equal 100% due to rounding)



## Option 6: Growth reflecting the principles of the Town Strategy documents

Option 6: Growth Reflecting the Principles of the Town Strategy Documents		
Settlement Hierarchy	Town	Proposed development within Town Strategies and Draft Town Strategies
Principal Towns	Crewe	Draft Strategy looks for between 6,000 and 7,000 homes
	Macclesfield	Draft Strategy looks for 3,500 including sites that currently have planning permission
Key Service Centres	Alsager	1,000 homes
	Congleton	3,500 homes
	Handforth	Draft Strategy looks for 500 homes in addition to existing completions and commitments
	Knutsford	Draft Strategy looks for between 460 and 1,280 in addition to existing completions and commitments
	Middlewich	1,600 homes
	Nantwich	Draft Strategy looks for 1,100 homes in addition to completions and commitments
	Poynton	Draft Strategy looks for between 200 and 400 including sites that currently have been completed or have planning permission
	Sandbach	500 homes in addition to completions and commitments
	Wilmslow	Draft Strategy looks for 1,500 homes
Local Service Centres	Local Service Centres	No documents prepared for these areas.
Sustainable Villages	Smaller Villages	No documents prepared for these areas.
<p><b>Description:</b> This option reflects the spatial distribution of growth supported within the Town Strategies produced by Cheshire East Council in partnership with representative of the Local Community. Development within these towns would support the delivery of infrastructure enhancements.</p> <p>Outside of the Principal Towns and Key Service Centres the levels of growth proposed are informed by the levels of development within the various Options presented within the Issues and Options Document.</p> <p>This strategy will require the release of the Green Belt in Macclesfield and other Key Service Centres, including Handforth, Knutsford, Poynton and Wilmslow and may also include Green Belt review for Local Service Centres including Alderley Edge, Bollington, Chelford, Disley and Prestbury.</p>		
<p><b>Justification:</b> This option was not taken forward because it was unlikely that the levels of growth supported by the local communities through the Town Strategies and the consultations on these documents would be sufficient to meet the levels of growth required.</p>		

Table D.8 Option 6: Growth Reflecting the Principles of the Town Strategy Documents





## Strategic Open Gaps and the Open Countryside: Alternatives Considered

### Option 1: Review of the Green Belt

**Description:** To add new areas of Green Belt to replace those areas of Green Belt to be removed. This could have seen the areas to be lost in the north of Cheshire East replaced with Green Belt in the south of the Borough, potentially to replace all or parts of the Crewe Green Gap.

**Justification:** Although the Council are looking to alter the areas covered by the Green Belt designation, the Council does not consider it to be a swap.

### Option 2: Remove Green Gap designation

**Description:** This option would see the removal of the Green Gap designation.

**Justification:** This option would remove the additional protection that is provided by the Green Gap designation. This could potentially lead to development pressure in the areas covered by the Green Gap designation and may lead to the merging of Crewe with smaller nearby settlements or the merger of other settlements separated by a Green Gap designation.

Table D.9

## Appendix D: Infrastructure Alternative Options

## Appendix E: Strategic Sites - Alternatives

### Crewe

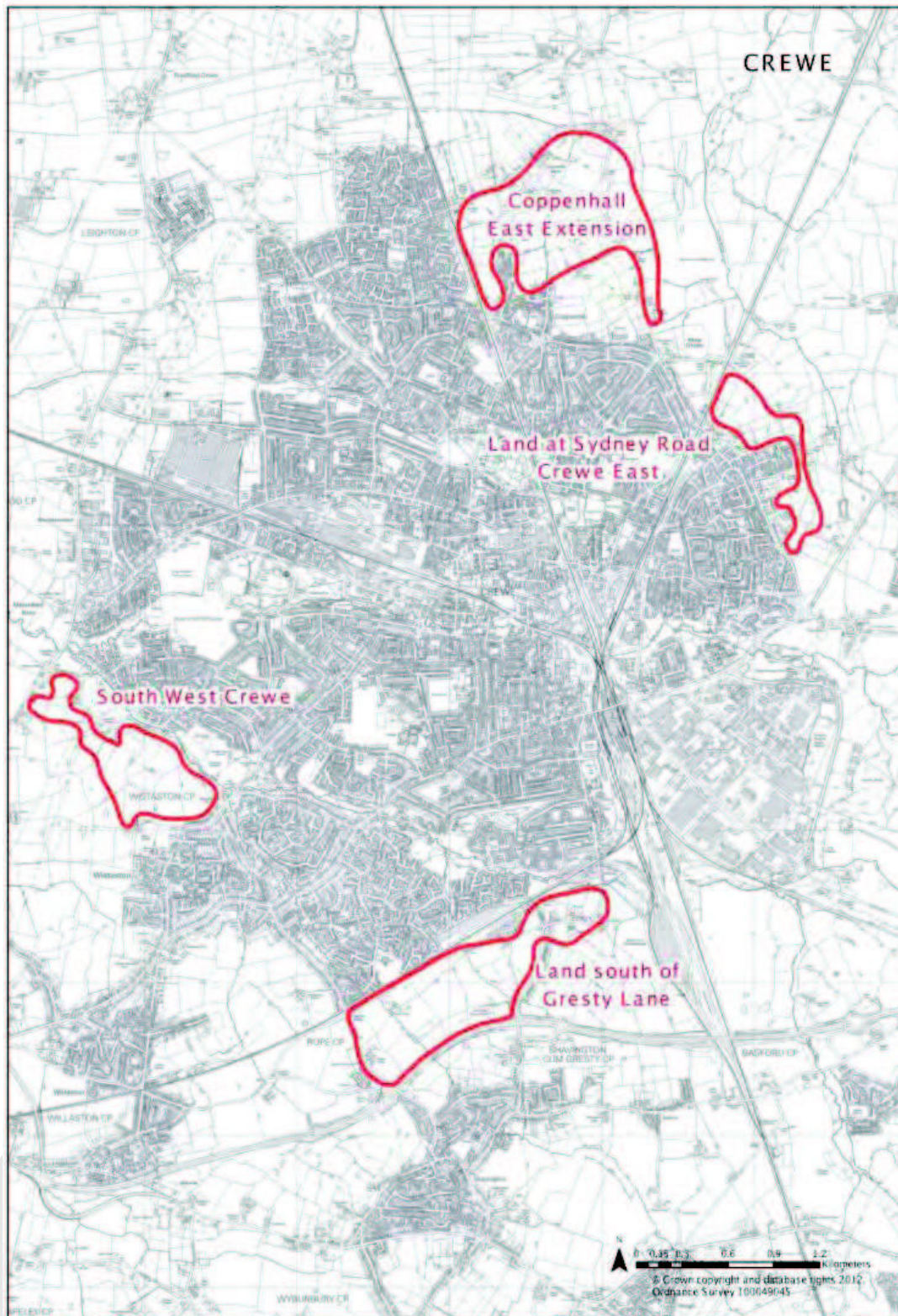


Figure E.1 Alternative Strategic Sites around Crewe



### Coppenhall East Extension

1. Phased delivery of around 1,200 new homes (at an average of 30-40 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. A new mixed-use local centre comprising:
  - i. Small scale local retail development; and
  - ii. 1 new Primary school;
  - iii. Community facilities / place of worship;
  - iv. Public house / take away / restaurant;
  - v. Sports and leisure facilities
4. The provision of Green Infrastructure, to include: equipped children's play area, outdoor gym, Multi Use Games Area and facilities for teenagers;
5. The improvement of existing and the provision of new pedestrian and cycle links to link new and existing residential areas, shops, schools and health facilities; and
6. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

<b>Site description</b>	Coppenhall East is situated to the north of Remer Street, Coppenhall between the railway lines to the north east of Crewe. The landscape character of the area is characterised as predominantly flat, large scale landscape with relatively few hedgerow trees or dominant hedgerows. The site is generally in agricultural use.
<b>Surrounding Uses</b>	Surrounding land uses include residential, a school, the railway, open countryside and Maw Green landfill site.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• This site is known to support an extensive great crested newt meta-population spread across a wide area and including a number of ponds. Grass snake and breeding barn owls also occur within this site.</li> <li>• The above protected species would require a considerable area of retained or newly created habitat to address any potential impacts of development.</li> <li>• Habitat to the very south eastern corner of the development may be worthy of retention.</li> <li>• At present there is no spare capacity within Scottish Power's existing primary sub-station serving the North Crewe area to provide the site with electricity. Therefore any proposed development would need to be served by a new sub-station.</li> <li>• Network of public footpaths crossing the site.</li> <li>• Listed Building (Foden's Farm) within the site boundary.</li> <li>• Desk based archaeological assessment likely to be required.</li> <li>• The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.</li> <li>• Railway Noise &amp; Vibration constraint.</li> </ul>



- Landfill and Landfill Buffer Constraints as Maw Green Landfill Site to the East.
- Plant Noise assessment for Mixed Residential / commercial.
- Possible Contaminated Land Constraint due former and current works.

#### Other Information

This site was identified as Area B in Crewe Town Strategy.

Development should consider the Green Infrastructure Action Plan for Crewe (TEP, 2012).

#### South West Crewe

1. Provision of between 750 and 1,000 new homes (at an average of 30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. A new mixed-use local centre comprising:
  - i. Small scale local retail development; and
  - ii. 1 new Primary school;
  - iii. Community facilities / place of worship;
  - iv. Public house / take away / restaurant;
  - v. Sports and leisure facilities
4. Potential to include:
  - i. 2ha employment land
5. Incorporation of green infrastructure, to include: equipped children's play area, outdoor gym, Multi Use Games Area and facilities for teenagers;
6. The improvement of existing and the provision of new pedestrian and cycle links to link new and existing residential areas, shops, schools and health facilities; and
7. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

#### Site description

South West Crewe is situated south of Wistaston Green Road and Wistaston Brook, east of the A530 and north west of Church Lane. It is around 40 ha in size. The land is predominantly flat and in agricultural use.

#### Surrounding Uses

Surrounding land uses include residential, open countryside, a school, playing fields and Wistaston Brook





### Constraints

- There is a high density of ponds on this site so Great Crested Newts are almost certain to be present. Reptiles may also occur here. Considerable ecological mitigation measures may be required.
- Network of public footpaths crossing the site.
- Listed building (West End Farmstead) adjacent to the northern boundary of the site.
- Overhead power lines run through the site.
- Desk based archaeological assessment likely to be required.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
- Road Traffic Noise Constraint (A530 West of site –Local Authority First Priority Location (FPL) for END Noise Action Plan) Road Traffic Noise Constraint (A530 West of site –Local Authority First Priority Location (FPL) for END Noise Action Plan).
- Plant Noise assessment for Mixed Residential / commercial / employment.
- Landfill and Landfill Buffer Constraints as centre of site a former landfill.
- Potential Contaminated Land Constraint due to former use.

### Other Information

This site was identified as Area C in the Crewe Town Strategy.

Development should consider the Green Infrastructure Action Plan for Crewe (TEP, 2012)





### Land south of Gresty Lane

1. Provision of around 1,100 new homes (at an average of 30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. A new mixed-use local centre comprising:
  - i. 2.5ha of retail and commercial development;
  - ii. A village square;
  - iii. 1 new primary school;
  - iv. Community facilities / place of worship;
  - v. Public house / take away / restaurant;
  - vi. Sports and leisure facilities
4. Incorporation of Green Infrastructure, including:
  - i. Allotments;
  - ii. Equipped children's play area, outdoor gym, Multi Use Games Area and facilities for teenagers;
  - iii. A landscaped buffer to the A500; and
  - iv. A landscaped buffer to the railway line;
5. Retention of Alexandra Soccer Centre;
6. The improvement of existing and the provision of new pedestrian and cycle links to link new and existing residential areas, shops, schools and health facilities; and
7. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

<b>Site description</b>	Situated to the south of Crewe, this site is approximately 75ha in size and is located south of Gresty Lane, north of the A500, east of Rope Lane and west of Gresty Green Road. The land is fairly flat and is predominantly in agricultural use. Swill Brook runs north-south through the area and the Alexandra Soccer Centre is in the south-east corner.
<b>Surrounding Uses</b>	Surrounding land uses include residential, industrial, open countryside, the railway and the A500.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• Barn owls known to occur in this locality. It is unknown whether breeding takes place here.</li> <li>• Any loss of rough grassland would need to be compensated for.</li> <li>• Great Crested Newts and badgers known to occur in this locality and are likely to occur on this site.</li> <li>• Reptiles, particularly slowworm, may occur in association with the railway line</li> <li>• Considerable ecological mitigation may be required which should be connected to the Basford West ecological mitigation area.</li> <li>• Swill Brook runs north-south through the site and a small part of the site either side of the brook is within a flood risk area.</li> </ul>



- Locally listed building (Yew Tree Farm) in the far northeast corner of the site.
- Retention of Alexandra Soccer Centre.
- Desk based archaeological assessment likely to be required.
- Geophysical survey has already been carried out with regard to eastern area.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
- Railway Noise & Vibration constraint including from the Sidings.
- Road Traffic Noise Constraint (A500).
- Industrial noise from Morning Foods and Frizzels.
- Plant Noise assessment for Mixed Residential / commercial.
- Possible Contaminated Land Constraint due to adjacent farms and former railway sidings.

#### Other Information

This site was identified as Area E in the Crewe Town Strategy.

Development should consider the Green Infrastructure Action Plan for Crewe (TEP, 2012)

#### Land at Sydney Road, Crewe East

1. Provision of around 460 new homes (at an average density of 30 dwelling per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
4. Incorporation of Green Infrastructure, including:
  - i. Allotments;
  - ii. Equipped children's play area, outdoor gym, Multi Use Games Area and facilities for teenagers;
5. The improvement of existing and the provision of new pedestrian and cycle links to link new and existing residential areas, shops, schools and health facilities; and
6. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

#### Site description

Situated to the north east of Sydney Road, this site is approximately 16ha in size and is located in the Green Gap separating Crewe and Haslington. The landscape character is determined by flat fields predominantly in agricultural



use with few area of trees and hedging. Fowle Brook runs north to south east across the eastern edge of the site

**Surrounding Uses** Surrounding land uses include residential, open countryside and Green Gap, the railway, the A500 and retail at the Crewe Gates Farm Industrial Estate.

**Constraints**

- Footpaths run through the north east of the site
- Ecological constraints
- Archaeological constraints
- Conservation constraints
- Highways constraints
- Access constraints
- Environmental health constraints

**Other Information** This site was identified as Areas L1 and L2 in the Crewe Town Strategy.

Development should consider the Green Infrastructure Action Plan for Crewe (TEP, 2012)





## Macclesfield

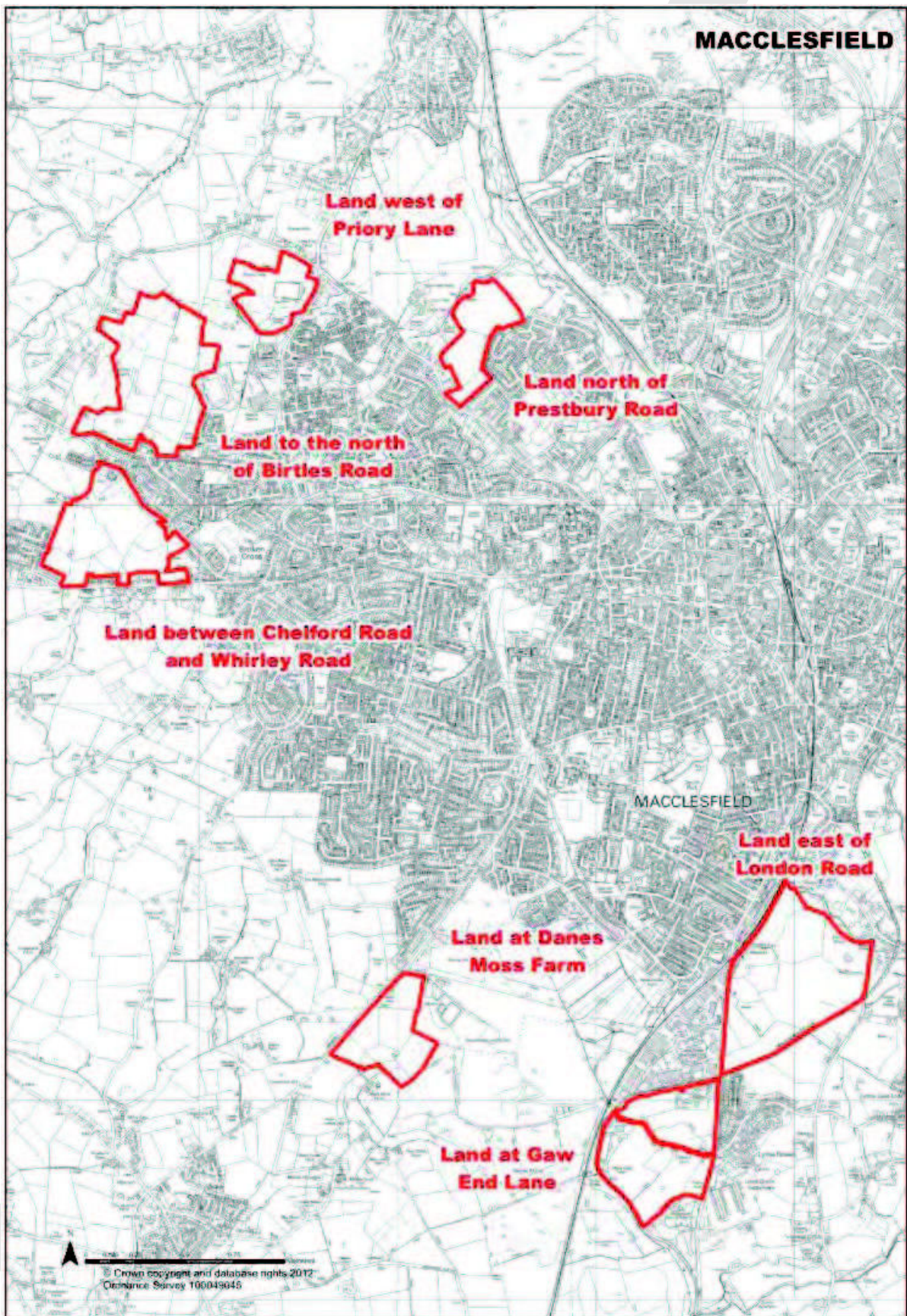


Figure E.2 Alternative Strategic Sites around Macclesfield



## Site Macclesfield 5

### Land west of Priory Lane

1. Provision of around 300 new homes (at an average of 25-30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
4. Relocation of the Rugby Club;
5. Incorporation of green infrastructure, including:
  - i. New habitat creation; and
  - ii. The retention, where possible, of important hedgerows that have a cumulative screening impact on development and contribute to the habitat value of the site;
6. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
7. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities.

<b>Site description</b>	This site is located to the north and west of Macclesfield, it is located to the west of Priory Lane and to the south of Alderley Road. It is a greenfield site, predominantly flat in nature and covers an area of around 15ha.
<b>Surrounding Uses</b>	Surrounding uses include residential, secondary school and agricultural uses.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• This area could be brought forward following the relocation of Macclesfield Rugby Union Football Club.</li> <li>• The provision of equivalent or improved playing pitches.</li> <li>• Buildings and sports facilities existing on site.</li> <li>• Great Crested Newts are present immediately to the south of this area. Development of this site may require a level of habitat creation.</li> <li>• Trees and hedges within the site.</li> <li>• Tree Preservation Order: MBC (Prestbury - Former Land Ends / Backlane Farms, Alderley Road / Priory Lane) TPO 1978.</li> <li>• There are no significant contaminated land issues identified, however, there are some former ponds in the area which could have been backfilled.</li> <li>• Any development should include a substantial landscape/habitat buffer along the north western boundary to safeguard the stream, upton wood and associated habitats.</li> <li>• There is a Grade II listed Parish Boundary Stone within the site.</li> <li>• Desk based archaeological assessment likely to be required.</li> <li>• The development should be supported by an appropriate Travel Plan including measure to monitor its implementation.</li> </ul>





- Road noise.
- Consider impact of relocated rugby club (noise/ light/ traffic) at final destination.

**Other Information**

This site was identified as Area B in the draft Macclesfield Town Strategy.

**Land to the north of Birtles Road**

1. Provision of around 900 new homes (at an average of 30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Creation of a new local centre including:
  - i. 1 new primary school;
  - ii. Up to 1,000 sq m of retail, for local needs only; and
  - iii. Community facility / place of worship;
  - iv. Public house / take away / restaurant;
  - v. Sports and leisure facilities;
4. Incorporation of green infrastructure, including:
  - i. The retention, where possible, of important hedgerows that have a cumulative screening impact on development and contribute to the habitat value of the site;
  - ii. Allotments; and
  - iii. Open spaces including sports pitches, equipped children's play space and facilities for teenagers;
5. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
6. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

<b>Site description</b>	Land to the north of Birtles Road is located to the north western edge of Macclesfield adjacent to Macclesfield Leisure Centre and covers an area of around 35 ha.
<b>Surrounding Uses</b>	Surrounding uses include residential, secondary school, leisure centre, Macclesfield Rugby Club, agricultural land and Whirley Quarry.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• Great Crested Newts occur at Fallibrome High School to the east and are likely to be present on this site.</li> <li>• The Site of Biological Importance immediately to the west of the site would need to be protected from the adverse impact of development by a significant buffer zone of habitat creation.</li> <li>• The area is adjacent to Whirley Quarry SBI.</li> <li>• Listed structure adjacent to northern boundary (Parish Boundary Stone).</li> </ul>



- Tree Preservation Order: MBC (Macclesfield - Land North of Birtles Road) TPO 1988.
- Overhead power lines run through the site.
- There is a Grade II listed Parish Boundary Stone within the site.
- Desk based archaeological assessment likely to be required.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
- Road Noise.
- Consider noise impact of existing leisure /track/educational use on the proposed development.
- Potential for on site Landfill and Contamination Constraints from possible landfill tailings and ponds.
- Landfill Buffer Constraint as site adjacent to a known landfill site.

**Other Information**

This site was identified as Area A in the Macclesfield Town Strategy.

**Land east of London Road**

1. Provision of around 1,000 new homes (at an average of 30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. 5ha of employment land;
4. Creation of a new local centre including:
  - i. 1 new primary school;
  - ii. Up to 1,000 sq m of retail, for local needs only;
  - iii. Community facility / place of worship;
  - iv. Public house / take away / restaurant;
  - v. Sports and leisure facilities
  - vi. New health care facilities;
  - vii. Children's day nursery;
5. Incorporation of green infrastructure;
6. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
7. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

**Site description**

The area lies to the southern edge of Macclesfield between the West Coast Railway Line and Macclesfield Canal, south of the River Bollin. It is predominantly gently undulating agricultural land and extends to around 40 ha.

**Surrounding Uses**

Surrounding uses include agricultural land, residential, Macclesfield Town Football Ground, Lyme Green Business Park, Macclesfield Canal and Byrons Wood.



## Constraints

- Great Crested Newts may be present.
- The watercourse to the north and the SBI section of Macclesfield canal to the south must be set within a buffer of semi natural habitats.
- The northern end of the site adjacent to the River Bollin is within a Flood Risk zone.
- Macclesfield Canal (Conservation Area and Site of Biological Importance) runs immediately to the south of the site.
- A Listed Structure (Canal Bridge Number 44 at Bullocks Lane) is immediately adjacent to the site.
- Desk based archaeological assessment likely to be required.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
- Noise( end use activity) assessment for Mixed Residential / commercial / employment including (plant /equipment/deliveries).
- Plant Noise assessment for Mixed Residential / commercial / employment/sports.
- Odour assessment for catering uses.
- Road and rail noise impact assessment.
- Contaminated Land Constraint due to works and former ponds on site
- Landfill Buffer Constraint as within 250m of landfill (small sliver only).

## Other Information

This site was identified as Area F in the Macclesfield Town Strategy.

### Land north of Prestbury Road

1. Provision of around 360 new homes (at an average of 30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
4. Small scale local retail development in the region of 200-300sqm;
5. Incorporation of green infrastructure;
6. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
7. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.



<b>Site description</b>	This is a 12 ha greenfield site to the north of Macclesfield, and to the north of Prestbury Road.
<b>Surrounding Uses</b>	Surrounding uses include Riverside Park, residential, primary school and agricultural uses.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• The area is adjacent to Ancient Woodland - Upton Wood.</li> <li>• Prestbury Road Conservation Area is adjacent to the south of the site.</li> <li>• Tree Preservation Order: MBC (The Prestbury, Bollinbrook and Victoria Roads) TPO 1975.</li> <li>• The site is in proximity of Upton Hall, a Grade II listed building.</li> <li>• Desk based archaeological assessment likely to be required.</li> <li>• The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.</li> <li>• Rail noise/vibration impact assessment.</li> <li>• Noise impact assessment regarding retail use (plant / equipment / deliveries).</li> </ul>
<b>Other Information</b>	This site was identified as Area C in the Macclesfield Town Strategy.

#### Land at Gaw End Lane

1. Provision of around 600 new homes (at an average of 30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. 5ha of employment land;
4. Small scale local retail development in the region of 200-300sqm;
5. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
6. Incorporation of green infrastructure;
7. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
8. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

<b>Site description</b>	The area lies either side of Gaw End Lane to the south of Lyme Green Business Park and extends to nearly 30 ha. The area is predominantly agricultural land but does include the Council Depot at the northern end of the site.
<b>Surrounding Uses</b>	Surrounding uses include Lyme Green Business Park, residential and agricultural land.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• Great Crested Newts may be present.</li> </ul>



- The SBI section of Macclesfield canal bounding the site must be set within a buffer of semi natural habitats.
- Western end of site is within the Macclesfield Canal Conservation Area.
- Adjacent to Macclesfield Canal Site of Biological Importance.
- Rayswood Nature Reserve is adjacent to the south.
- Listed structures, (Toll Bar Cottage and Lyme Green Hall) adjacent to area.
- Listed structures on site (Grade II Canal Bridge Number 45, Grade II bridge no. 44 at Bullocks Lane)
- Incorporation or relocation of existing depot.
- Desk based archaeological assessment likely to be required.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
- Noise (end use activity) assessment for Mixed Residential / commercial / employment including (plant /equipment/deliveries).
- Plant Noise assessment for Mixed Residential / commercial / employment/sports.
- Odour assessment for catering uses.
- Road and rail noise impact assessment.
- Potential Contaminated Land Constraint due to former and current use.

#### Other Information

This site was identified as Area G in the Macclesfield Town Strategy.

#### Land between Chelford Road and Whirley Road

1. Provision of around 700 new homes (at an average of 30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Creation of a new local centre including:
  - i. 1 new primary school;
  - i. Up to 1,000 sq m of retail, for local needs only; and
  - ii. Community facility / place of worship;
  - iii. Public house / take away / restaurant;
  - iv. Sports and leisure facilities
4. Incorporation of green infrastructure;
5. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
6. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.





<b>Site description</b>	The area is approximately 25ha in size and lies to the west of Macclesfield and to the east of Henbury, north of Chelford Road.
<b>Surrounding Uses</b>	Surrounding uses include residential, primary school and agricultural land.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• There are ponds on this site which may support Great Crested Newt.</li> <li>• Overhead power lines run across the area.</li> <li>• Public footpath runs east-west across the northern end of the site.</li> <li>• Tree Preservation Order: Macclesfield Rural District Council (Henbury Rise Hightree Avenue) TPO 1968.</li> <li>• Desk based archaeological assessment likely to be required.</li> <li>• The Parish boundary line may need further investigation</li> <li>• The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.</li> <li>• Road Noise.</li> <li>• Plant and end use Noise assessment for Mixed Residential / commercial / community.</li> <li>• Potential Landfill Buffer Constraint.</li> </ul>
<b>Other Information</b>	This site was identified as Area J in the Macclesfield Town Strategy.



Alsager

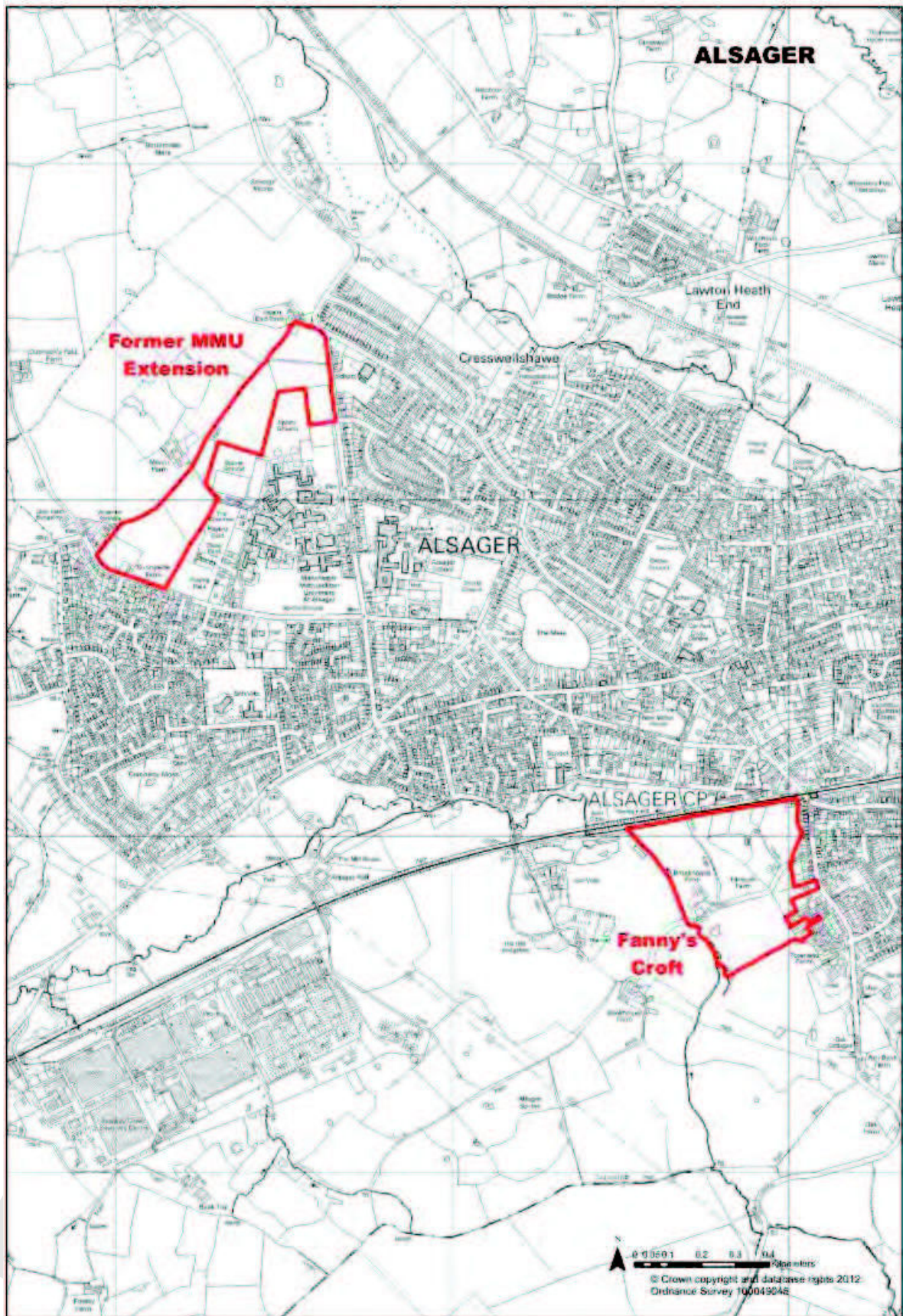


Figure E.3 Alternative Strategic Sites around Alsager



### Fanny's Croft

1. Provision of 400 new homes (at approximately 30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Small scale local retail development in the region of 200-300sqm;
4. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
5. Incorporation of green infrastructure;
6. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
7. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

**Site description** This site is located to the south of Alsager, to the south of the town centre and within walking distance of the train station.

**Surrounding Uses** Surrounding uses include residential, open countryside railway line and brook.

- Constraints**
- Great Crested Newts, reptiles and barn owls may be present on this site.
  - Notwithstanding any protected species issues the area of habitat associated with the pond, stream along the southern portion of the western boundary is likely to be worthy of retention.
  - Adjacent to the railway.
  - Public footpaths crossing the site.
  - Small area to the west of the site is in a Flood Risk Zone.
  - Desk based archaeological assessment likely to be required.
  - The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
  - Railway Noise & Vibration constraint.
  - Mixed Retail / commercial areas may need Plant Noise assessment.
  - Contaminated Land Constraint due to former ponds and farm.
  - Brookhouse Farm and Facroft Farm may include buildings considered to be non-designated heritage assets.
  - A number of Locally Listed heritage sites adjacent.

**Other Information** This site was known as Area E in the Alsager Town Strategy consultation.





### Former MMU Extension

1. Provision of 150 new homes (at approximately 30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. 4ha of new additional sports facilities to supplement those provided on the Former MMU Campus;
4. Incorporation of green infrastructure;
5. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
6. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

<b>Site description</b>	This site is located to the west of the former Manchester Metropolitan University Campus. It is a greenfield site and is currently used for agriculture.
<b>Surrounding Uses</b>	Surrounding uses include residential, open countryside and the former Manchester Metropolitan University Alsager Campus.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• Great Crested Newts and reptiles may be present.</li> <li>• Public footpath crossing site.</li> <li>• Desk based archaeological assessment may be required.</li> <li>• The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.</li> <li>• No Noise/AQ Comments at this stage.</li> <li>• Contaminated Land Constraint due to former ponds and farm on site.</li> <li>• Manor Farm may be a non designated asset.</li> </ul>
<b>Other Information</b>	This site was known as Area J in the Alsager Town Strategy consultation.

Congleton

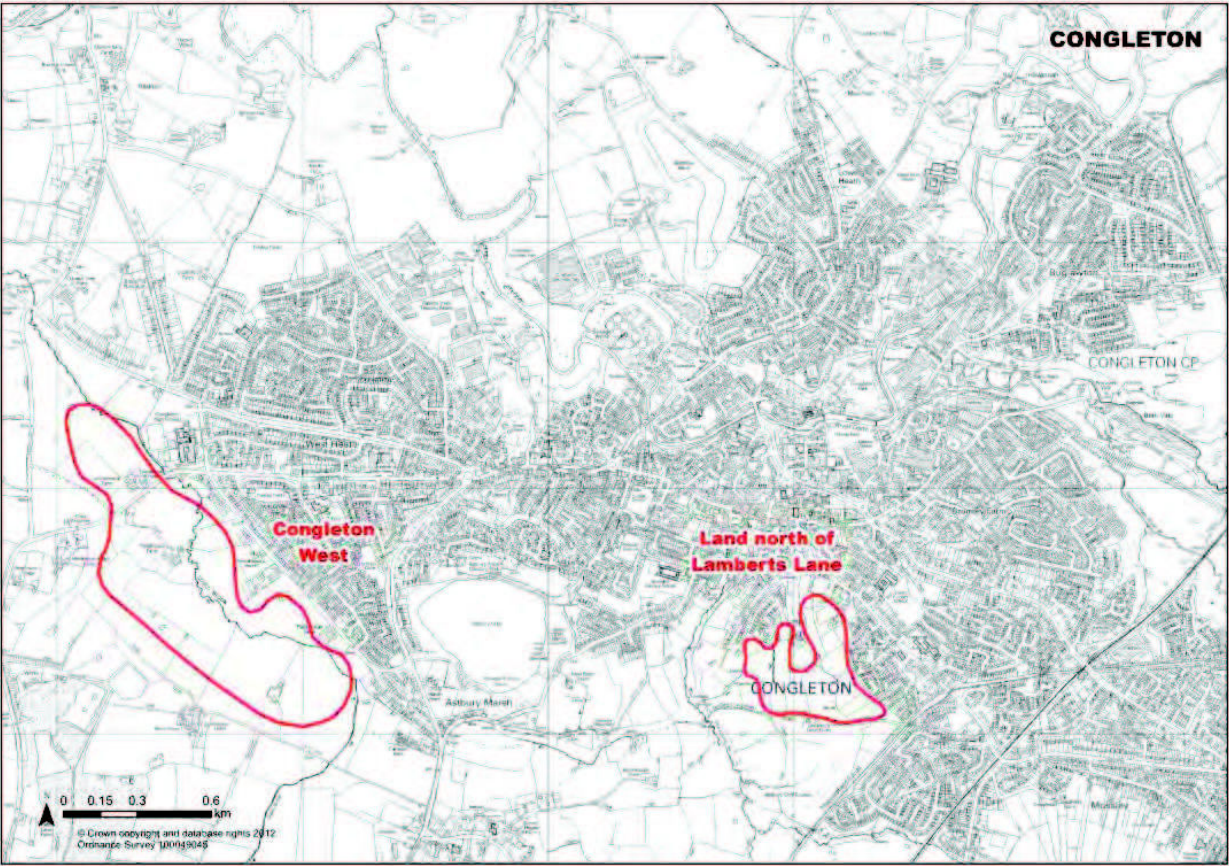


Figure E.4 Alternative Strategic Sites around Congleton





### Congleton West

1. Provision of, or contribution to, the Congleton Link Road;
2. Provision of about 1,700 new homes (at approximately 30 dwellings per hectare);
3. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
4. Creation of a new local centre including:
  - i. Up to 1,000 sq m of retail, for local needs only;
  - ii. 1 new primary school;
  - iii. Community facility / place of worship;
  - iv. Public house / take away / restaurant;
  - v. Sports and leisure facilities
  - vi. New health care facilities;
  - vii. Children's day nursery;
5. 5ha employment land;
6. Community facility;
7. Incorporation of green infrastructure including:
  - i. A community park;
  - ii. Allotments;
  - iii. The retention, where possible, of important hedgerows that have a cumulative screening impact on development and contribute to the habitat value of the site; and
  - iv. Open spaces including outdoor sports pitches and facilities, equipped children's play space and facilities for teenagers;
8. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities, including:
  - i. new footpaths and cycleways along Sandbach Road, Holmes Chapel Road and Padgbury Lane; and
9. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

<b>Site description</b>	<p>The site is on the western edge of Congleton and adjoins the settlement. The land is generally in agricultural use.</p> <p>Loach Brook runs through the site, providing the eastern boundary to the Loachbrook Farm residential development area and the southern and western boundary to the Padgbury Lane development boundary. Loach Brook is lined by hedgerows interspersed with trees. Parts of the site are within Flood Zones 2 and 3.</p>
<b>Surrounding Uses</b>	Congleton High School and community sports fields are to the east of the site.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• A public right of way crosses the site from Sandy lane to Sandbach Road.</li> <li>• There is potential for a host of protected species to be present and affected by the development of this broader site.</li> </ul>



- The brook corridor should be safeguarded and enhanced and a significant area of compensatory habitat may be required to address protected species issues.
- Public Right of Way on site, PROW: Newbold Astbury FP40 and FP10.
- Cultural heritage desk-based assessment and evaluation is advised, and targeted evaluation and mitigation is likely to be required.
- Records show that there is potential for some areas of infill associated with former pond and there may be areas of localised contamination associated with current farms on site.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
- Plant Noise assessment for Mixed Residential / commercial / employment.
- Potential Contaminated Land Constraint due to existing farms and some former ponds on site.
- Fieldhouse Farm, locally listed on site.
- Adjacent to site: Padgbury House and Coach House grade II; Roman camp site at Bent Farm to south is a scheduled monument, may also include buildings considered to be non-designated heritage assets.

#### Other Information

Part of this site has outline planning permission (Loachbrook Farm) for 200 dwellings.

This site was known as Areas G and H in the Congleton Town Strategy.

#### Land north of Lamberts Lane

1. Provision of, or contribution to, the Congleton Link Road;
2. Provision of 300 new homes (at approximately 30 dwellings per hectare);
3. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
4. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
5. Incorporation of green infrastructure, including:
6. The retention, where possible, of important hedgerows that have a cumulative screening impact on development and contribute to the habitat value of the site;
7. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
8. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.



<b>Site description</b>	This site is located to the south of Congleton and to the north of Lamberts Lane. It is a greenfield site.
<b>Surrounding Uses</b>	Surrounding land uses include residential, cemetery and open countryside.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• There are trees and hedges within the site.</li> <li>• Badgers are known to occur on site.</li> <li>• Great Crested Newts are known to occur on land to the south and may also be present on this site.</li> <li>• Any impact on the adjacent wildlife corridor must be avoided.</li> <li>• Desk based archaeological assessment likely to be required, for parts of site not already covered by desk based assessment. Mitigation, based on the conclusions of the existing desk-based assessments are advised.</li> <li>• The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.</li> <li>• No Noise/AQ Comments at this stage at this stage.</li> <li>• Potential Contaminated Land Constraint due to cemetery and some former ponds on site.</li> <li>• Highfield House is a non-designated heritage asset which contains localised archaeological evidence.</li> </ul>
<b>Other Information</b>	This site was known as Area F in the Congleton Town Strategy.

## Handforth

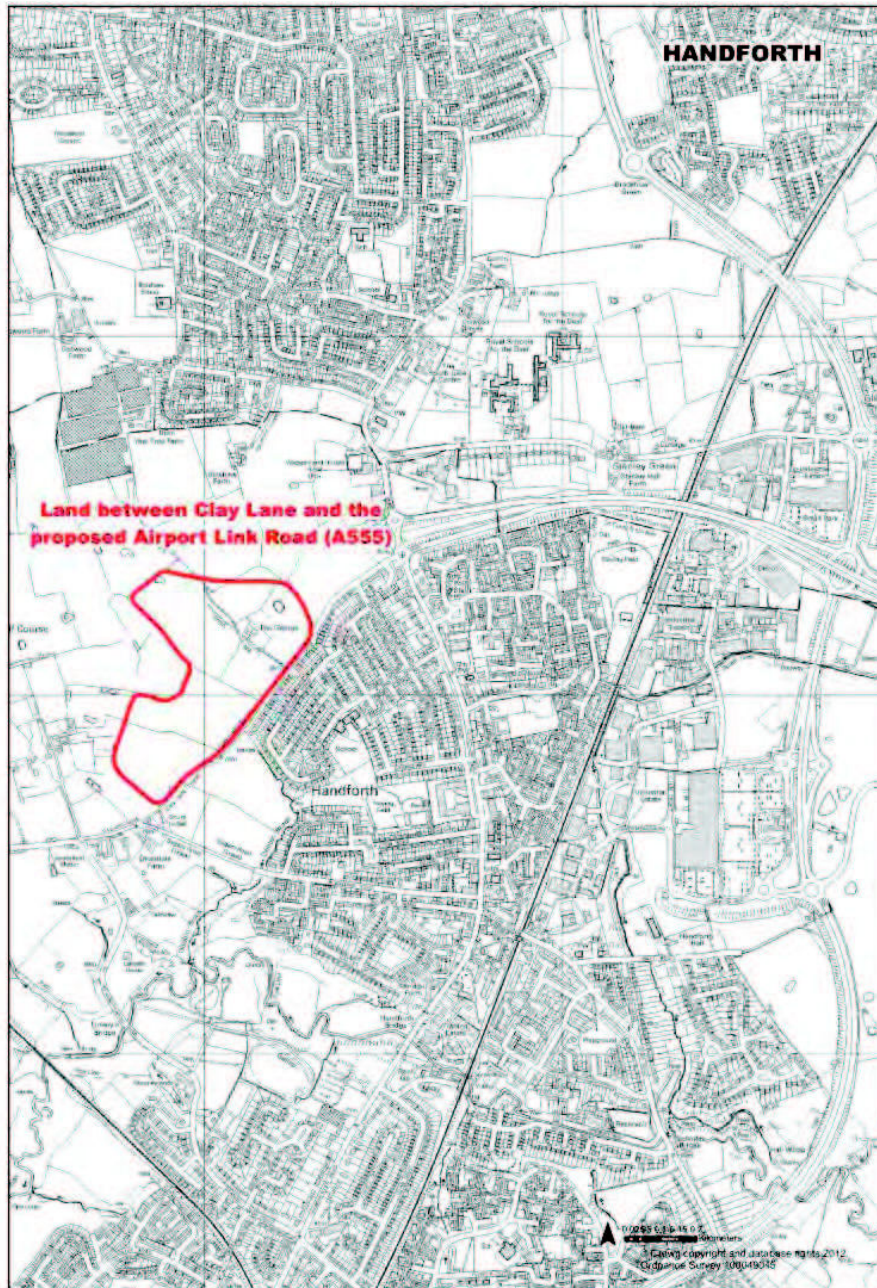


Figure E.5 Alternative Strategic Sites around Handforth





### Land between Clay Lane and the proposed Airport Link Road (A555)

1. Provision of about 500 new homes (at approximately 30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Small scale local retail development in the region of 200-300sqm;
4. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
5. Incorporation of green infrastructure;
6. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
7. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

<b>Site description</b>	This greenfield site is located between Clay Lane and the proposed Airport Link Road, north-west of Handforth. It is nearly 20 ha in size.
<b>Surrounding Uses</b>	It is partly adjacent to the urban area and surrounding land uses include residential and open countryside. Once the Airport Link Road is completed this will bound the land to the north.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• Great Crested Newts may be present.</li> <li>• Grade II Listed Building (The Grange) is within the site.</li> <li>• Need for an area of land for Styal Golf Course to replace land lost to the proposed Airport Eastern Link Road.</li> <li>• Public footpath running through the site.</li> <li>• Desk based archaeological assessment likely to be required.</li> <li>• The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.</li> <li>• Road Noise ( existing and proposed as appropriate). END Important Area (IA) on A555.</li> <li>• Noise impact assessment regarding retail use (plant /equipment/deliveries).</li> <li>• Possible Contaminated Land Constraint due to small former ponds on site.</li> </ul>
<b>Other Information</b>	This site was known as Area H in the Handforth Town Strategy.



## Knutsford

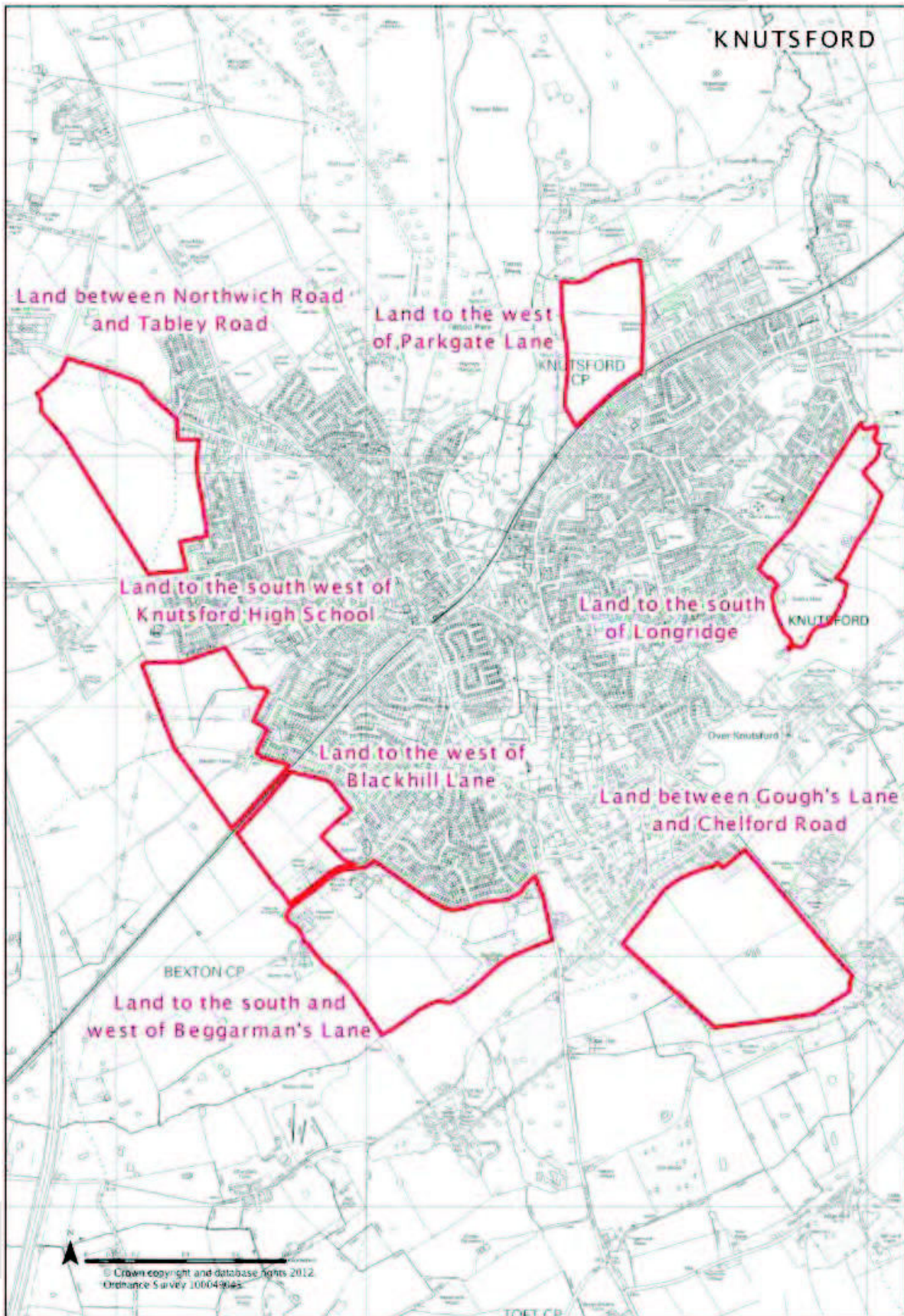


Figure E.6 Alternative Strategic Sites around Knutsford



### Land to the south of Longridge

1. Provision of 300 new homes (at approximately 25 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Extension to the local centre potentially comprising:
  - i. Up to 2,500 square metres retail including a mix of shops to meet local needs;
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
4. Incorporation of green infrastructure;
5. Retention or replacement of existing playing fields;
6. Protection and enhancement of the nature conservation area adjacent to Birkins Brook;
7. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
8. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

**Site description** This is a greenfield site, located to the south of Longridge. It covers an area of approximately 13ha.

**Surrounding Uses** Surrounding land uses include residential, open countryside, Booths Mere and Booths Hall.

**Constraints**

- Great Crested Newts may be present on site.
- The site is adjacent to a flood risk area and Booths Mere.
- The site is adjacent to a nature conservation priority area.
- Booths Mere to the south and the stream to the north should be separated from any development by a substantial buffer of landscaping and semi natural habitat.
- Booths Hall Historic Parkland covers the whole site (policy NE5).
- Locally listed building Booths Hall and an Ancient Monument adjacent to site.
- The site contains a playing field which would need to be retained or replaced.
- Desk based archaeological assessment likely to be required.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
- Manchester International Airport flight path – Noise Insulation Constraints



- Small former ponds on site – possible Contaminated Land Constraint.
- Landfill Buffer Constraint as within 250m of landfill (small sliver only).

#### Other Information

This site was known as Site K in the Knutsford Town Strategy.

#### Land to the west of Parkgate Lane

1. Provision of about 300 new homes (at approximately 25 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Small scale local retail development in the region of 200-300sqm;
4. The provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
5. Incorporation of green infrastructure;
6. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
7. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

<b>Site description</b>	This is a greenfield site located to the west of Parkgate Lane, it covers an area of around 16ha.
<b>Surrounding Uses</b>	Surrounding land uses include Tatton Park, Parkgate and the railway line.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• The proposed development may have an adverse impact upon Tatton Mere SSSI and Ramsar. An appropriate assessment is likely to be required.</li> <li>• Pond on site.</li> <li>• Great Crested newts may be present on site.</li> <li>• Desk based archaeological assessment likely to be required.</li> <li>• The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.</li> <li>• Historic Parkland of Tatton Park Grade II* adjacent to site.</li> <li>• Manchester International Airport flight path – Noise Insulation Constraints.</li> <li>• Parkgate Industrial Estate to the East.</li> <li>• Plant Noise assessment for Mixed Residential / commercial / employment.</li> </ul>
<b>Other Information</b>	This site was known as Site F in the Knutsford Town Strategy.





### Land between Gough's Lane and Chelford Road

1. Provision of about 600 new homes (at approximately 15-20 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Small scale local retail development in the region of 200-300sqm;
4. The provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
5. Incorporation of green infrastructure;
6. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
7. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

<b>Site description</b>	This is a greenfield site located to the south of Knutsford, it covers an area of around 38ha.
<b>Surrounding Uses</b>	Surrounding land uses include residential and open countryside.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• Great Crested Newts may be present</li> <li>• Desk based archaeological assessment likely to be required.</li> <li>• The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.</li> <li>• Manchester International Airport flight path – Noise Insulation Constraints.</li> <li>• Possible Contaminated Land Constraint due to large former ponds and disturbed ground in centre of site.</li> <li>• Grade II Listed church, a number of Locally listed buildings, Historic Parklands, Legh Road Conservation Area and Windmill Wood adjacent to site.</li> </ul>
<b>Other Information</b>	This site was known as Site N in the Knutsford Town Strategy.



### Land to the south and west of Beggarman's Lane

1. Provision of about 1,000 new homes (at approximately 25 dwellings per hectare);
2. 30-35% of new homes to be affordable homes
3. Creation of a new local centre including:
  - i. 1 new primary school;
  - ii. Up to 1,000 sq m of retail, for local needs only;
  - iii. Community facility / place of worship;
  - iv. Public house / take away / restaurant;
  - v. Sports and leisure facilities;
  - vi. New health care facilities;
  - vii. Children's day nursery;
4. Incorporation of green infrastructure;
5. The retention, where possible, of important hedgerows that have a cumulative screening impact on development and contribute to the habitat value of the site;
6. Allotments; and
7. Open spaces including sports pitches, equipped children's play space and facilities for teenagers;
8. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
9. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

<b>Site description</b>	This is a greenfield site located to the south west of Knutsford, it covers an area of around 39ha.
<b>Surrounding Uses</b>	Surrounding land uses include residential and open countryside.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• Great Crested Newts may be present.</li> <li>• Sandfield Wood should be retained within a buffer of semi-natural habitat/landscaping.</li> <li>• There are number of farm properties within this site.</li> <li>• Adjacent to Legh Road Conservation Area.</li> <li>• Desk based archaeological assessment likely to be required.</li> <li>• The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.</li> <li>• Manchester International Airport flight path – Noise Insulation Constraints.</li> <li>• Potential Contaminated Land Constraint as former Brick field and Pond on site.</li> <li>• Grade II* Bexton Hall Farm on site including forecourt walls and associated curtilidge listed outbuildings.</li> </ul>





- Adjacent to Historic Parkland to Toft Hall.
- Parish Boundary markers run through the site.

**Other Information** This site was known as Site Q in the Knutsford Town Strategy.

#### Land to the west of Blackhill Lane

1. Provision of about 350 new homes (at approximately 25 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Small scale local retail development in the region of 200-300sqm;
4. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities;
5. Incorporation of green infrastructure;
6. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
7. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

**Site description** This is a greenfield site located to the south west of Knutsford, it covers an area of around 14ha.

**Surrounding Uses** Surrounding land uses include residential, Bexton Primary School and open countryside.

**Constraints**

- Great Crested Newts may be present
- Site includes Bexton House.
- Desk based archaeological assessment likely to be required.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
- Manchester International Airport flight path – Noise Insulation Constraints.
- Railway Noise & Vibration constraint.
- No significant CL constraints identified.
- Tabley House Historic Parkland Grade II Listed adjacent to site.
- Parish Boundary markers run through the site



**Other Information** This site was known as Site R in the Knutsford Town Strategy.

#### Land to the south west of Knutsford High School

1. Provision of about 550 new homes (at approximately 25 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Small scale local retail development in the region of 200-300sqm;
4. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities;
5. Incorporation of green infrastructure;
6. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
7. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

**Site description** This is a greenfield site located to the west of Knutsford, it covers an area of around 22ha.

**Surrounding Uses** Surrounding land uses include residential, Knutsford High School and open countryside.

- Constraints**
- Great Crested Newts may be present on site
  - Site includes Blackhill Farm.
  - There is pond on site.
  - There are pylons across the site.
  - Desk based archaeological assessment likely to be required.
  - The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
  - Manchester International Airport flight path – Noise Insulation Constraints
  - Railway Noise & Vibration constraint.
  - No significant CL constraints identified.

**Other Information** This site was known as Site S in the Knutsford Town Strategy.



### Land between Northwich Road and Tabley Road

1. Provision of around 500 new homes (at approximately 25 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Small scale local retail development in the region of 200-300 sqm;
4. Incorporation of green infrastructure, including:
  - a. Retention or replacement of allotments;
  - b. Community orchard;
5. Provision of:
  - i. Community facilities;
  - ii. Public house / restaurant;
  - iii. Sports and leisure facilities
6. The improvement of existing and the provision of new pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
7. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

#### Site description

This is a greenfield site that covers an area of around 32ha, it is located to the west and north of Knutsford.

#### Surrounding Uses

Surrounding land uses include open countryside and residential.

#### Constraints

- Allotments within the site.
- There is Grade 2 Agricultural land in this area.
- Trees and hedges on site

#### Other Information

This site was identified as Area A in the Knutsford Town Strategy.

Nantwich

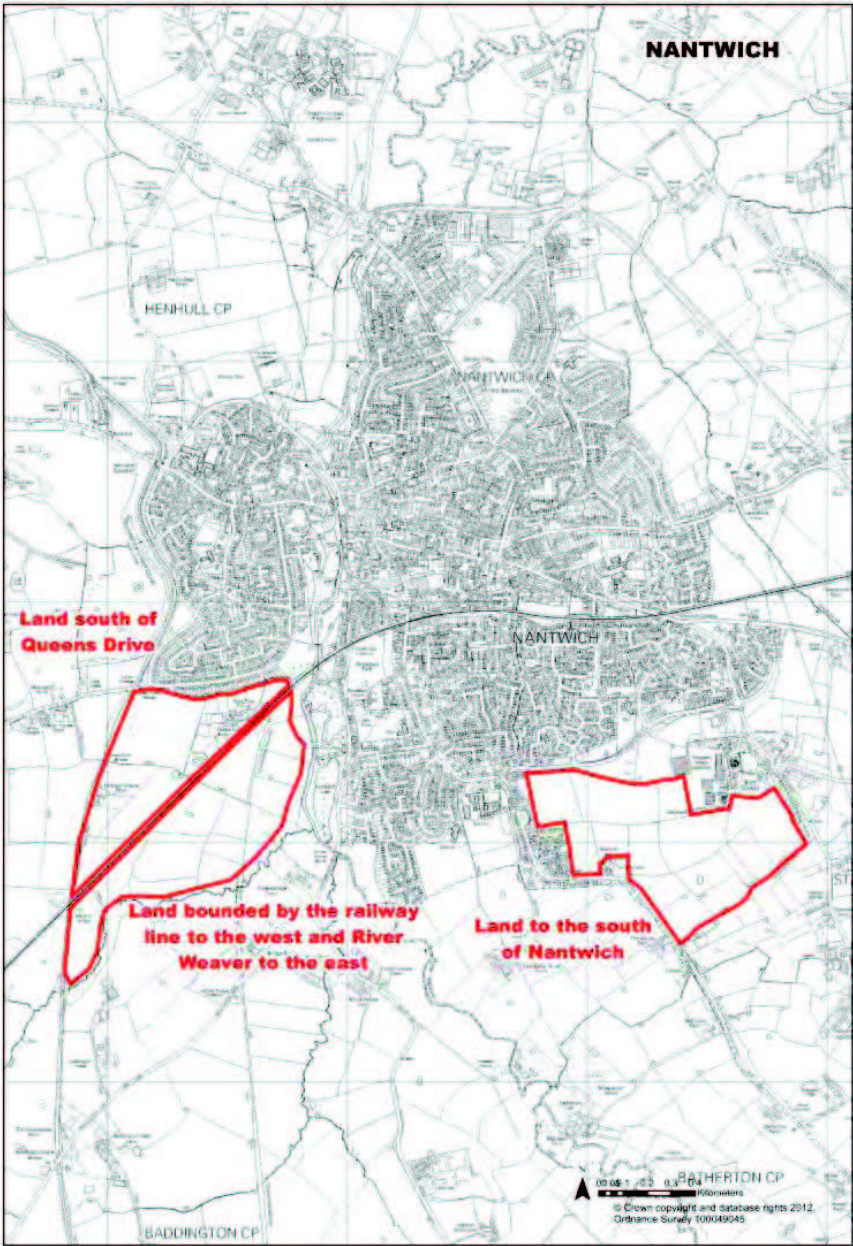


Figure E.7 Alternative Strategic Sites around Nantwich



### Land to the south of Nantwich

1. Provision of 1,000 new homes (at approximately 30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. 2ha of employment land;
4. A new mixed-use local centre comprising:
  - i. Retail to meet local needs;
  - ii. 1 new primary school;
  - iii. Community facility / place of worship;
  - iv. Public house / take away / restaurant;
  - v. Sports and leisure facilities;
5. Incorporation of green infrastructure, to include: equipped children's play area, outdoor gym, Multi Use Games Area and facilities for teenagers;
6. The improvement of existing and the provision of new pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
7. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

#### Site description

This site is located to the south of Nantwich in East Cheshire and immediately south of Peter Destapleigh Way. The site is about 43 hectares in size and is bounded by London Road to the east, Peter Destapleigh Way to the north and Broad Lane to the west. A footpath marks the southern boundary of the site.

#### Surrounding Uses

Surrounding land uses include housing, employment and open countryside.

#### Constraints

- There are a number of well established hedgerows on the site, which run along the edge of historic field boundaries.
- A number of well matured trees are located on site.
- One of the largest known great crested newt meta-populations in Cheshire east is present on this site.
- Reptiles are also likely to be present in suitable habitats.
- A strategic ecological mitigation strategy would be required which involved substantial areas of habitat being retained/created.
- There is an existing right of way that runs along the southern edge of the site.
- There is a footpath to the north of the site that runs in an east west direction, linking Hawkley Drive to the local shops and services to the east of this.
- Desk based archaeological assessment for western part of site has been provided. Mitigation for this area is likely to be required. Desk based archaeological assessment likely to be required for remainder of site.





- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
- Road Traffic Noise Constraint (A530 and A529).
- Plant Noise assessment for Mixed Residential / commercial / employment.
- Potential Contaminated Land Constraint due to small former ponds on site.

#### Other Information

A major house builder has been promoting this site.

This site is identified as Area H in the Nantwich Town Strategy.

#### Land south of Queens Drive

1. Provision of 400 new homes (at approximately 30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. 10ha of employment land;
4. Small scale local retail development in the region of 200-300sqm;
5. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities;
6. Incorporation of green infrastructure, to include: equipped children's play area, outdoor gym, Multi Use Games Area and facilities for teenagers;
7. The improvement of existing and provision of new pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
8. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

**Site description** The site is predominantly greenfield and around 28ha in size. It is located to the south of Queens Drive.

**Surrounding Uses** Surrounding land uses include residential and open countryside.

**Constraints**

- Great Crested Newts are known to be present on this site. Considerable ecological mitigation may be required.
- Access to the site.
- Part of this site has already had a desk based archaeological assessment, however an assessment is likely to be required for the remainder.



- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
- Railway Noise & Vibration constraint.
- Plant Noise assessment for Mixed Residential / commercial / employment.
- Potential Contaminated Land Constraint due adjacent agricultural use and small former ponds on the site.
- Listed buildings on or adjacent to site: Marsh Lane Bridge, Green Lane Bridge, Milepost on Shropshire Union Canal, Bridge 89, Shropshire Union Canal (All Grade II Listed Buildings).

**Other Information** This site is identified as Area E in the Nantwich Town Strategy.

#### Land bounded by the Railway line to the west and River Weaver to the east

1. Provision of 500 new homes (at approximately 30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. 15ha of employment land;
4. Up to 1,000 sq m of retail, for local needs only;
5. The provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities;
6. Incorporation of green infrastructure;
7. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
8. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

**Site description** This site is predominantly greenfield and covers an area of around 41ha.

**Surrounding Uses** Surrounding land uses include residential and open countryside.

**Constraints**

- Part of the site is located within an area of flood risk.
- The site is adjacent to a site of Biological Importance.
- Great crested newts highly likely to be present on site.
- The river weaver and associated habitats is of significant ecological value and must be safeguarded during any development.
- The wildlife site to the south of the site should be separated from any development by a substantial buffer of landscaping/semi natural habitat.



- Access will need to be agreed with highways.
- Desk based archaeological assessment likely to be required.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
- Railway Noise & Vibration constraint
- Plant Noise assessment for Mixed Residential / commercial / employment.
- Potential Contaminated Land Constraint due to former railway sitting and some small former ponds also on the site.
- Listed buildings on or adjacent to site: Shrewbridge Cottage (Grade II).

#### Other Information

This site is identified as Area F in the Nantwich Town Strategy.



## Poynton

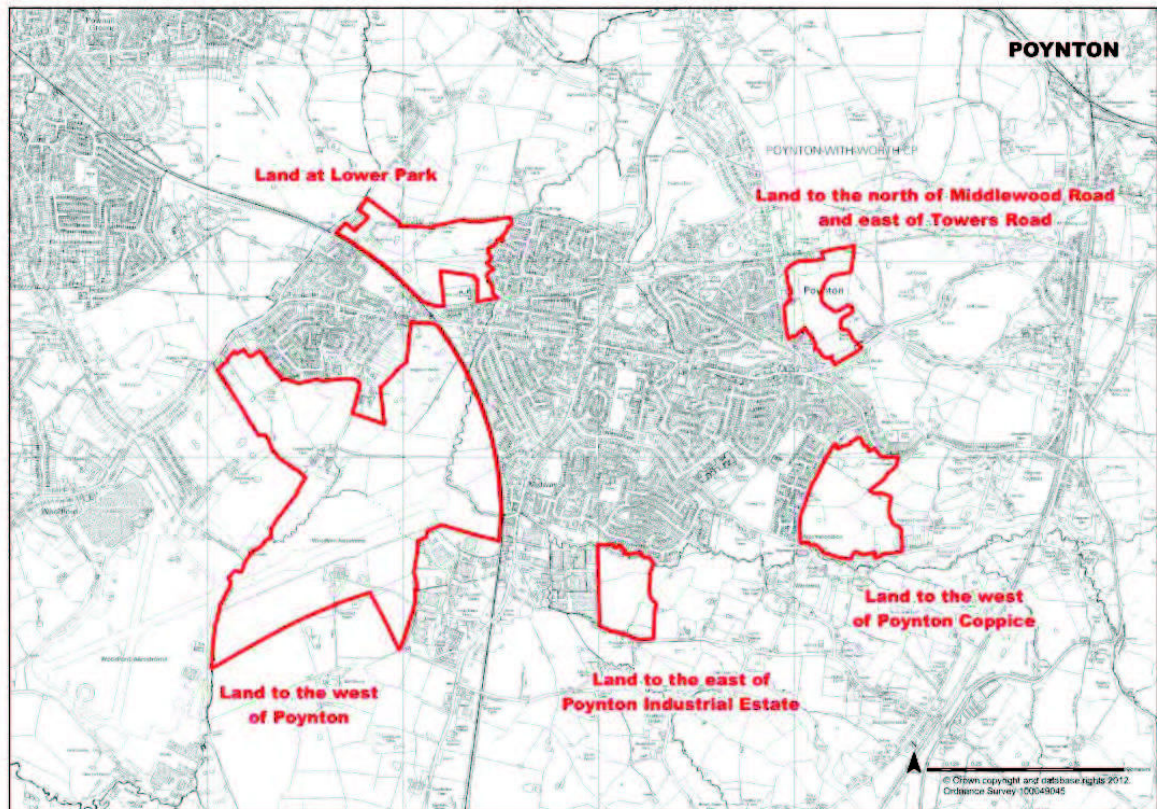


Figure E.8 Alternative Strategic Sites around Poynton



### Land to the west of Poynton

1. Dependent on provision of Woodford - Poynton Relief Road;
2. Provision of about 1,000 new homes (at approximately 30 dwellings per hectare);
3. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
4. 10ha of employment land;
5. Creation of a new local centre including:
  - i. 1 new primary school;
  - i. Up to 1,000 sq m of retail, for local needs only;
  - ii. Community facility / place of worship;
  - iii. Public house / take away / restaurant;
  - iv. Sports and leisure facilities;
  - v. New health care facilities;
  - vi. Children's day nursery;
6. Incorporation of green infrastructure, including:
  - i. Informal and formal open space, play areas and allotments;
  - ii. The retention, where possible, of important hedgerows that have a cumulative screening impact on development and contribute to the habitat value of the site;
7. Retention of a distinct green gap between Woodford and Poynton;
8. Improved linkages across the Cheshire East boundary;
9. Pedestrian and cycle links to the town centre and railway station;
10. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities;
11. Support for a new bus service to Poynton; and
12. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

<b>Site description</b>	This site is located to the west of Poynton and is a mix of brownfield and greenfield, although the majority of the site is greenfield, it contains part of the former Woodford Aerodrome.
<b>Surrounding Uses</b>	Adjacent to the Cheshire East boundary with Stockport. Surrounding land uses include the railway line, an industrial estate, residential development and agricultural land.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• The site is crossed by public footpaths.</li> <li>• The site includes a Grade II Listed Building.</li> <li>• The site includes a nature conservation priority area to the north east of the site.</li> <li>• Brown hare and song thrush (both biodiversity action plan priority species) may be present.</li> <li>• There is a pond on site.</li> <li>• The site includes overhead powerlines.</li> </ul>





- Poynton Brook runs through the site.
- There is a flood risk area on the eastern side.
- There is a Site of Biological Importance known as Wigwam Wood near to the site. Development should allow for a 'stand off' from the boundary of the SBI.
- Brown hare, a BAP priority species, is known to occur in this locality.
- Public Right of Way on site, PROW: Poynton-with-Worth FP75 Route no. 247.
- Any masterplan should include the retention and enhancement of habitats within this site.
- This site is within 250m of two small landfill sites (located within Stockport). There is potential for filled ground due to the number of former ponds and made ground from farming activities.
- Desk based archaeological assessment likely to be required.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
- Noise (end use activity) assessment for Mixed Residential / commercial / employment including (plant /equipment/deliveries).
- Plant Noise assessment for Mixed Residential / commercial / employment/sports.
- Odour assessment for catering uses.
- Rail noise (adjacent END IA) / vibration impact assessment.
- Landfill Buffer Constraint as within 250m of two landfills.
- Potential Contaminated Land Constraint.
- Listed Buildings onsite: Lostock Hall farm Grade II and Local list Poynton railway station.

#### Other Information

The Council will expect a masterplan to be produced for this site, prior to any planning application being submitted.

This site was identified as part of Area A in the Poynton Town Strategy.



### Land at Lower Park

1. Provision of about 550 new homes (at approximately 30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Small scale local retail development in the region of 200-300sqm;
4. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities;
5. 0.5ha of car parking, associated with the railway station;
6. Incorporation of green infrastructure, including:
  - i. 2.5ha of open space;
7. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
8. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

**Site description** The site is greenfield and currently used for grazing.

**Surrounding Uses** Surrounding uses include residential, playing field, railway line, Poynton Brook, existing open space, school and agricultural land.

- Constraints**
- There are numerous ponds on this site. Great Crested Newts are almost certain to be present.
  - The watercourse to the east must be set within a buffer of landscaping/semi natural habitat.
  - The feasibility of providing vehicular access would need to be investigated.
  - Public footpaths cross the site.
  - The site is bordered by a restricted byway.
  - There are TPO trees on site.
  - There is a Grade II Listed Building on site.
  - There are overhead powerlines through the site.
  - An underground oil pipe runs through part of the site.
  - Desk based archaeological assessment likely to be required.
  - The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
  - Rail noise (adjacent END FPL) / vibration impact assessment.
  - Plant Noise assessment for Mixed Residential / commercial.
  - Noise and lighting assessment for rail parking.



- Potential Contaminated Land Constraint as Located on former Brick Works and Gasometer.
- Dog Hill Green Cottage Grade II on site.

#### Other Information

This site was identified as Area B in the Poynton Town Strategy.

#### Land to the west of Poynton Coppice

1. Provision of about 670 new homes (at approximately 30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Up to 1,000 sq m of retail, for local needs only;
4. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities;
5. Incorporation of green infrastructure;
6. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
7. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

**Site description** The site is located to the west of Poynton Coppice and the site is greenfield and is currently used for grazing.

**Surrounding Uses** Surrounding uses include residential, agricultural and a Site of Biological Importance.

**Constraints**

- Brown hare and song thrush (both biodiversity action plan priority species) may be present.
- There are public footpaths cross the site.
- There are ponds on site.
- There are TPO trees on site.
- There are indications of underground coal workings.
- Desk based archaeological assessment likely to be required.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
- Plant Noise assessment for Mixed Residential / commercial.
- Potential Contaminated Land Constraint as located on areas of disturbed ground / ponds.



- Listed Building on site: Waterloo Listed building Grade II.
- 

**Other Information** This site was identified as Area E in the Poynton Town Strategy.

#### Land to the east of Poynton Industrial Estate

1. 12ha of employment land;
2. Incorporation of green infrastructure;
3. Pedestrian and cycle links to new and existing residential areas and shops; and
4. Provision of appropriate contributions towards transport infrastructure as required.

**Site description** The site is greenfield and is currently used for grazing.

**Surrounding Uses** Surrounding land uses include industrial estate, residential, existing open space, Poynton Brook and agricultural land.

- Constraints**
- Great Crested Newts may be present.
  - There are public footpath across the site.
  - There are TPO trees on site.
  - Desk based archaeological assessment likely to be required.
  - The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
  - Poynton Brook should be set within a buffer of semi natural habitat/landscaping.
  - Noise (end use activity) assessment as impacts on existing residential uses.
  - Consideration of banded uses with least impact use adjacent to existing residential use.
  - Consideration for land set-a-side for noise bunds and screens between employment use and residential which could form part of green infrastructure.
  - Potential Contaminated Land Constraint as site located on former ponds.
  - Possible Landfill Buffer Constraint.

**Other Information** This site was identified as Area G in the Poynton Town Strategy.



### Land to the north of Middlewood Road and east of Towers Road

1. Provision of about 390 new homes (at approximately 30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Small scale local retail development in the region of 200-300sqm;
4. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities;
5. Incorporation of green infrastructure;
6. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
7. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

**Site description** The site is greenfield and is mainly used for agriculture.

**Surrounding Uses** Surrounding uses include residential, golf course and agricultural land.

- Constraints**
- There may be minor issues with Great Crested Newts.
  - The site borders an area formerly used for landfill.
  - Public footpaths cross the site.
  - There are TPO trees on site.
  - There is an underground oil pipe through the site.
  - Desk based archaeological assessment likely to be required.
  - There are indications of underground coal working.
  - Road Noise.
  - Noise( end use activity) assessment for Mixed Residential / commercial.
  - Landfill, Landfill Buffer and Contaminated land Constraints due to known landfill immediately adjacent /onsite.
  - Site adjacent to Adjacent to Grade II listed worth clough cottages 85-98 consec.
  - On site historic maps show sandpit and reservoir associated with the colliery assumed.

**Other Information** This site was identified as Area D in the Poynton Town Strategy.



## Sandbach

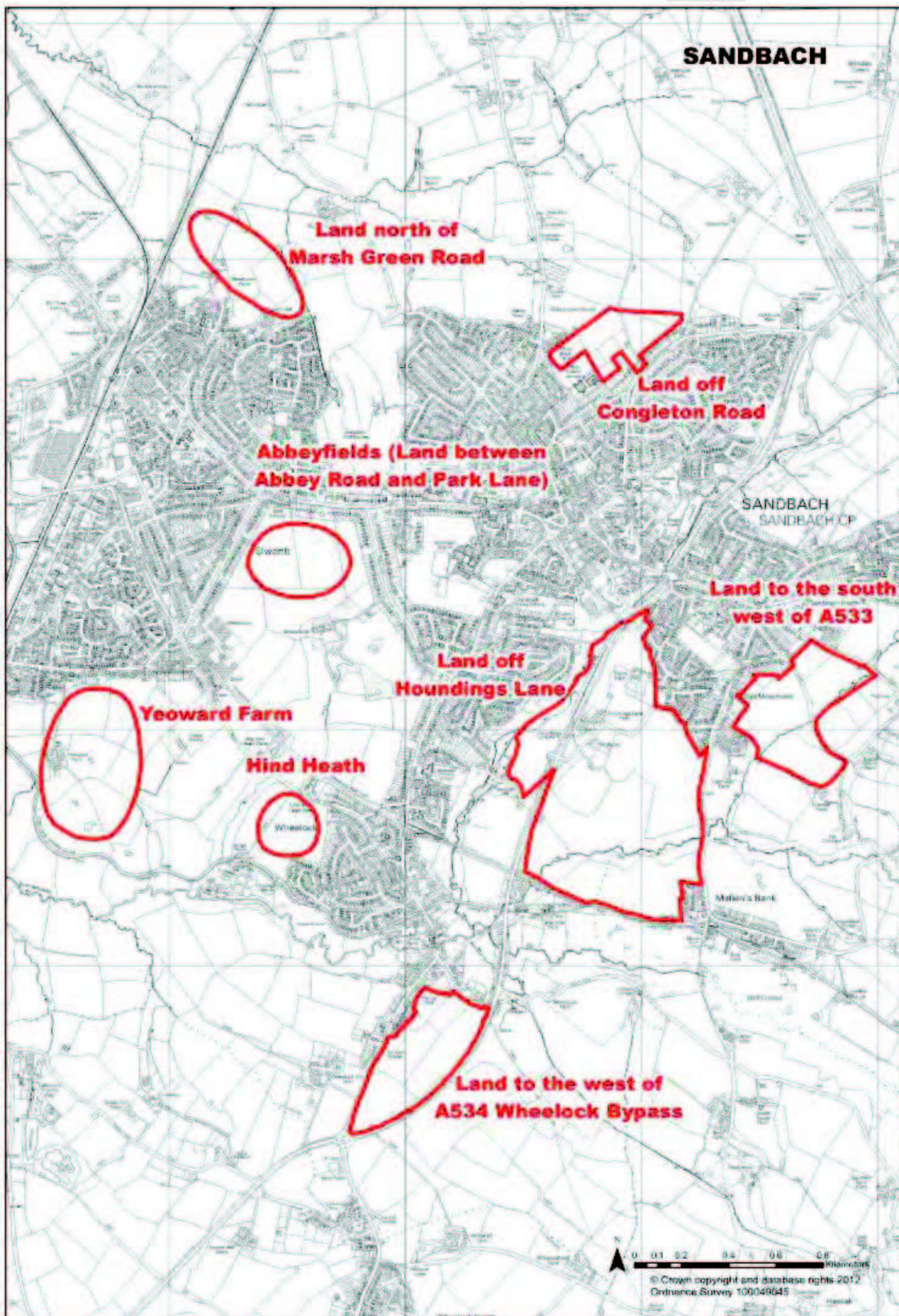


Figure E.9 Alternative Strategic Sites around Sandbach



### Land north of Marsh Green Road

1. Provision of 400 new homes (at approximately 30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Small scale local retail development in the region of 200-300sqm;
4. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities;
5. Incorporation of green infrastructure, including:
  - i. Landscape buffer to railway and brook;
  - ii. Landscaped area surrounding existing pond;
  - iii. New nature conservation area; and
  - iv. New play areas;
6. Pedestrian and cycle links to the railway station;
7. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
8. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

**Site description** The Land north of Marsh Green Road site is a greenfield site, currently in agricultural use, located on the northern edge of Sandbach.

**Surrounding Uses** The surrounding urban area is predominately residential in character.

**Constraints**

- There is a significant badger sett within/near to this site.
- There are TPO trees on site.
- There are footpaths across the site.
- The feasibility of access will need to be considered.
- Desk based archaeological assessment likely to be required.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
- Railway Noise and Vibration constraint.
- Plant Noise assessment for Mixed Residential / commercial / employment.
- Potential Landfill, Landfill Buffer and Contaminated land Constraints due to former landfills on the site and some small former ponds.
- May impact on the site of the historic garden site of Elworth Hall.
- Adjacent to site: Locally Listed Buildings (76-80 Vicarage Lane) and Marsh Green Farm (may be non-designated heritage assets).





## Other Information

Part of the site is adjacent to and including part of an existing development that has been granted planning permission for 25 dwellings.

This site was identified as Area E in the Sandbach Town Strategy.

### Abbeyfields (Land between Abbey Road and Park Lane)

1. Provision of 450 new homes (at approximately 25 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities;
4. Incorporation of green infrastructure, including:
  - i. 6ha of community park; and
  - ii. Allotments;
5. Pedestrian and cycle links to the Wheelock Rail Trail;
6. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
7. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

## Site description

The Abbeyfields site has a total area of around 24 hectares and forms a green wedge between Sandbach and Elworth outside of the settlement. Abbeyfields itself is a Grade II listed building, it is a former country house that together with ancillary buildings has been converted into flats. With the exception of the former house and its surroundings the site is or was last in agricultural use.

## Surrounding Uses

To the north, east and west the site abuts existing dwellings on Abbey Road, Middlewich Road, Park Lane and Crewe Road whilst to the south the boundary is formed by a disused railway line and Abbeyfields. The former railway, which is presently used as a countryside footpath, separates the site from further agricultural land. In the south west corner the site adjoins a small industrial estate.

## Constraints

- There is a significant bat roost within a tree within near to this site. This feature would require retention within an area of native species planting semi-natural habitat.
- The site contains areas of woodland and individual trees that are the subject of a TPO.
- The contribution of the area in visual amenity terms and also its role in providing a gap between the distinct areas of development is significant.
- The site is subject to brine subsidence.



- Desk based archaeological assessment for this site has been previously prepared and a programme of targeted archaeological mitigation has been advised.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
- No Noise/AQ Comments at this stage
- Potential Contaminated Land Constraint as former pond located on the north east of the site.
- Part of the historic park/garden Abbeyfields (non designated heritage asset).
- Listed building Abbeyfields adjacent to site.

#### Other Information

Planning permission has been sought for this site and it is currently subject to appeal.

This site was identified as Area I in the Sandbach Town Strategy.

#### Hind Heath

1. Provision of around 270 new homes (at approximately 25 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities;
4. Incorporation of green infrastructure;
5. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
6. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

#### Site description

This is a greenfield site located to the south of Sandbach. Hind Heath Road provides the northern boundary to the site, whilst the Trent and Mersey Canal forms the southern boundary.

#### Surrounding Uses

Surrounding land uses include residential, agricultural land, sewage treatment works and the Trent and Mersey Canal.

#### Constraints

- The site contains an important hedgerow.
- The site is adjacent to the Trent and Mersey Canal Conservation Area.
- The Trent and Mersey canal should be set within a landscape/habitat buffer.
- Proximity to the Waste Water Treatment Works.



- Desk based archaeological assessment likely to be required.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
- No Noise/AQ Comments at this stage.
- Landfill Buffer Constraint as within 250m of a landfill.
- Potential Contaminated Land Constraint as former pond located on the south west of the site.
- Adjacent to site: Trent and Mersey Canal Conservation Area and a number of potential non-designated heritage assets.

#### Other Information

Planning permission has been sought for this site and it is currently subject to appeal.

This site was identified as Area H in the Sandbach Town Strategy.

#### Yeowood Farm

1. Provision of around 500 new homes (at approximately 25 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Provision of a new Marina;
4. Creation of a new local centre including:
  - i. 1 new primary school;
  - ii. Up to 1,000 sq m of retail, for local needs only;
  - iii. Community facility / place of worship;
  - iv. Public house / take away / restaurant;
  - v. Sports and leisure facilities;
  - vi. New health care facilities;
  - vii. Children's day nursery;
5. Incorporation of green infrastructure, including
  - i. Allotments;
6. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
7. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

#### Site description

This is a greenfield site located to the south of Sandbach. To the north of the site is residential development whilst the southern boundary is provided by the Trent and Mersey Canal.





## Surrounding Uses

Surrounding land uses include residential, agricultural land, a Cricket Club and the Trent and Mersey Canal.

## Constraints

- Bats, barn owls and great crested newts may be present.
- The area is located adjacent to the Trent and Mersey Canal Conservation Area
- The Trent and Mersey canal should be set within a landscape/habitat buffer.
- This site could potentially be subject to brine subsidence.
- Desk based archaeological assessment likely to be required.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
- Plant Noise assessment for Mixed Residential / commercial / employment.
- Potential Contaminated Land Constraint due to farm and small former ponds onsite.
- On site Yeowood Farm potentially a non-designated heritage asset.
- Adjacent to site Listed milepost and bridge 157 (grade II), Trent and Mersey Canal Conservation Area.

This site was identified as Area D in the Sandbach Town Strategy.

## Other

### Land to the south west of A533

1. Provision of around 500 new homes (at approximately 25 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Small scale local retail development in the region of 200-300sqm;
4. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities;
5. Incorporation of green infrastructure;
6. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
7. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.



<b>Site description</b>	This is a greenfield site that lies to the east of Sandbach and to the south of the A533.
<b>Surrounding Uses</b>	Surrounding land uses include residential and agricultural land.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• The on site watercourse should be set within an area of semi-natural habitat/landscaping.</li> <li>• There are TPO trees within this site.</li> <li>• There are footpaths across the site.</li> <li>• There are known to be air quality issues in the area.</li> <li>• Desk based archaeological assessment likely to be required.</li> <li>• The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.</li> <li>• Road Traffic Noise Constraint.</li> <li>• Potential Contaminated Land Constraint due to small former ponds onsite.</li> <li>• Grade II Listed adjacent to site: The Hill, Oakley House and Coach House, Boults Green Farmhouse and Barn along with some non-designated assets.</li> </ul>
<b>Other Information</b>	This site was identified as Area G in the Sandbach Town Strategy.



### Land off Houndings Lane

1. Provision of up to 650 new homes (at approximately 30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Creation of a new local centre including:
  - i. Up to 500 sq m of retail, for local needs only;
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities;
  - iv. Petrol filling station;
  - v. A new Hotel, accessible to the town centre;
  - vi. Children's day nursery;
4. Incorporation of green infrastructure, including:
  - i. Country Park;
  - i. New allotments and community gardens;
  - ii. New public parkland offering sports pitches, recreation, leisure and children's play areas;
  - iii. The retention, where possible, of important hedgerows that have a cumulative screening impact on development and contribute to the habitat value of the site;
5. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
6. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

**Site description** This site lies to the south of Sandbach, to the south of the town centre and straddles the A534 road to Crewe.

**Surrounding Uses** The surrounding land uses include residential and open countryside.

**Constraints**

- The site is within Sandbach Wildlife Corridor.
- Water voles present.
- Trees and hedges within site.
- Road through the site.
- Wildlife habitats within the site.
- Desk based archaeological assessment likely to be required for the part of this site not previously covered.
- Desk based assessment prepared for northern part of this site and programme of archaeological mitigation advised.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.



- Plant Noise assessment for Mixed Residential / commercial / employment.
- Road Traffic Noise Constraint.
- A number of potentially non-designated heritage assets on site.
- Adjacent to site: Listed Buildings - Lock Cottage, Locks 65 and 66 and bridge, Oldhouse farmhouse (all grade II), Trent and Mersey Canal Conservation Area.

#### Other Information

There is a current outline planning application on part of this site (12/3329C) for Mixed-Use Retail, Employment and Leisure Development.

This site was not considered in the Sandbach Town Strategy.

#### Land to the west of A534 Wheelock Bypass

1. Provision of about 250 new homes (at approximately 30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. 8ha of employment land;
4. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
5. Incorporation of green infrastructure;
6. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
7. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

**Site description** This is a greenfield site located to the west of Wheelock bypass and is bounded to the east of Old Mill Road.

**Surrounding Uses** Surrounding land uses include residential and open countryside.

**Constraints**

- Areas of woodland should be retained within a buffer of landscaping/semi-natural habitat.
- Desk based archaeological assessment likely to be required.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
- Road Traffic Noise Constraint; Crewe Road, Wheelock END FPL.
- No significant CL constraints identified.



- Tollgate Cottage and Peartree House potentially non-designated heritage assets on site.
- Adjacent Wheelock Primary school - potentially non-designated heritage asset.

**Other Information** This site was identified as Area G in the Sandbach Town Strategy.



## Strategic Sites - Alternatives





### Land off Prestbury Road

1. Provision of around 700 new homes (at approximately 30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. A new mixed-use local centre comprising:
  - i. Retail to meet local needs;
  - ii. 1 new primary school; an
  - iii. Community facility / place of worship;
  - iv. Public house / take away / restaurant;
  - v. Sports and leisure facilities;
4. Incorporation of green infrastructure;
5. Retention or replacement of existing allotments;
6. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
7. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

**Site description** This greenfield site is located to the south of Wilmslow.

**Surrounding Uses** Surrounding land uses include open countryside and residential.

- Constraints**
- There are ponds/wetland habitats present on this site which support wintering waders and are worthy of retention within an extensive area of semi-natural habitat.
  - Desk based archaeological assessment likely to be required.
  - The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
  - Road Noise.
  - Noise assessment for Mixed Residential / commercial /sports/education ( plant, deliveries and people noise issues).
  - Potential Landfill Buffer and Contaminated Land Constraints due to small former landfill on north of site.
  - Choner Farm Grade II adjacent to site.

**Other information** This site was identified as Area A in the Wilmslow Town Strategy.





### Land off Dean Row Road (Western parcel)

1. Provision of around 450 new homes (at approximately 30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
4. Incorporation of green infrastructure;
5. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
6. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

<b>Site description</b>	This is a greenfield site located to the north and east of Wilmslow.
<b>Surrounding Uses</b>	Surrounding land uses include open countryside and residential.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• There is a possibility of Great Crested Newts being present.</li> <li>• Desk based archaeological assessment likely to be required.</li> <li>• The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.</li> <li>• Road noise.</li> <li>• Listed buildings nearby: Dean Row Unitarian Chapel Grade II*, Memorial sundial Grade II.</li> </ul>
<b>Other information</b>	This site was identified as Area Ba in Wilmslow Town Strategy.

### Land off Dean Row Road (Eastern parcel)

1. Provision of around 350 new homes (at approximately 30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
4. Incorporation of green infrastructure;
5. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
6. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.



<b>Site description</b>	This is a greenfield site located to the north and east of Wilmslow.
<b>Surrounding Uses</b>	Surrounding land uses include open countryside and residential.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• There is a possibility of great crested newts being present.</li> <li>• Desk based archaeological assessment likely to be required.</li> <li>• The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.</li> <li>• No Noise/AQ Comments at this stage.</li> </ul>
<b>Other information</b>	This site was identified as Area Bb in the Wilmslow Town Strategy.

#### Land off Upcast lane and to the rear of Cumber Lane

1. Provision of around 350 new homes (at approximately 30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Provision of:
  - i. Community facility / place of worship;
  - ii. Public house / take away / restaurant;
  - iii. Sports and leisure facilities
4. Incorporation of green infrastructure;
5. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
6. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

<b>Site description</b>	This greenfield site is located to the south of Wilmslow.
<b>Surrounding Uses</b>	Surrounding land uses include open countryside and residential.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• Access to the sites is constrained and would need to be considered.</li> <li>• Desk based archaeological assessment likely to be required, not particularly probable 'moss rooms' and wetland potential.</li> <li>• The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.</li> <li>• The Ivy House Grade II Listed on site.</li> <li>• Adjacent to Astle Hall historic parkland and locally listed building Old Coal Masters Building.</li> </ul>
<b>Other information</b>	<p>Land in various private ownerships.</p> <p>This site was identified as Area C in the Wilmslow Town Strategy.</p>



### Land at Little Stanneylands

1. Provision of around 200 new homes (at approximately 30 dwellings per hectare);
2. To include 'housing to meet local needs' in line with Policy SC4 in the Emerging Policy Principles document;
3. Incorporation of green infrastructure;
4. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
5. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.

<b>Site description</b>	This is a greenfield site of around 15ha located to the at Little Stanneylands, to the north west of Wilmslow. The site also includes part of the adjoining Wilmslow Garden Centre. The site is generally flat.
<b>Surrounding Uses</b>	Surrounding land uses include open countryside, Wilmslow Garden Centre, a hotel and residential.
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• Trees and hedges on site.</li> <li>• Adjacent to the River Dean.</li> <li>• Woodland on part of site.</li> <li>• Part of site within a Flood Risk area.</li> <li>• Listed Buildings on site.</li> <li>• No Noise/AQ Comments at this stage.</li> <li>• Potential Landfill Buffer Constraint as within 250m of two landfills.</li> <li>• Potential Contaminated Land Constraints as brickfield located on north western corner.</li> </ul>

### Other information

#### Wilmslow Business Park

1. Provision of around 25,000 sqm of B1 business uses.
2. Incorporation of green infrastructure;
3. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
4. On site provision, or where appropriate, provision of appropriate contributions towards education, health, Green Infrastructure, open space and community facilities.



**Site description**

This is a greenfield site of around 6ha, it is located between the A34 and the Crewe to Manchester railway line. The site is broadly flat and can be divided into two distinct areas. The southern half of the land is currently vacant scrubland, with the northern parcel school playing fields.

**Surrounding Uses**

Include the A34 and the Crewe to Manchester railway line.

**Constraints**

- Trees and hedges on site.
- A small stream runs through the site.

**Other information****Land at Ryleys Farm**

1. Provision of around 1,000 new homes (at approximately 20-25 dwellings per hectare);
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. Including retirement housing;
4. 2ha of employment land;
5. Small scale local retail development in the region of 200-300 sqm;
6. Incorporation of green infrastructure, including:
  - i. Allotments;
  - ii. Community orchard;
  - iii. Woodland;
  - iv. Parkland;
7. Provision of:
  - i. 1 new primary school
  - ii. Community facilities/ place of worship;
  - iii. Public house / take away / restaurant;
  - iv. Sports and leisure facilities
8. New facilities for Ryleys School including a car park and school drop off zone;
9. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
10. On site provision, or where appropriate, relevant contributions towards transport and highways, education, health, open space and community facilities.

**Site description**

This is a greenfield site of around 77ha to the south and west of Alderley Edge and cut through by the A34

**Surrounding Uses**

Surrounding uses include open countryside, Ryleys School and residential.

**Constraints**

- Trees and hedges on site.
- The A34 (Alderley Edge Bypass) runs through this site.

**Other information**



## New Settlements - Alternatives

### Wardle

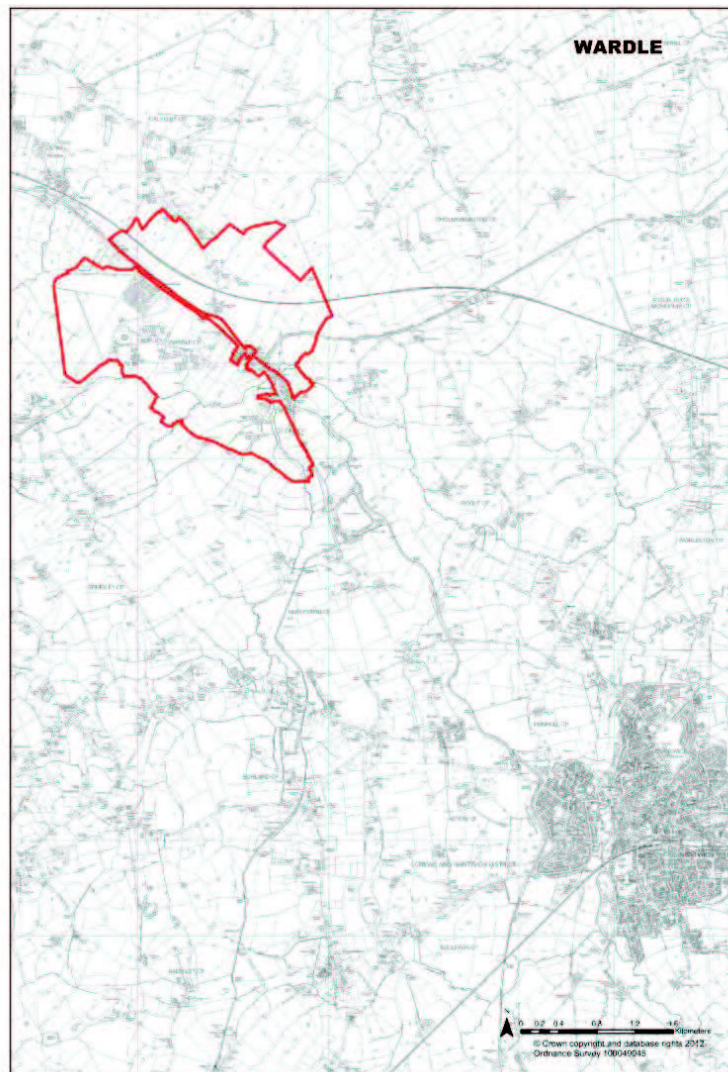


Figure E.11 Alternative New Settlement at Wardle



## Wardle

Within the area identified at Wardle a new sustainable settlement will be delivered including:

1. Phased delivery of around 5,000 new homes (at an average of 30 dwellings per hectare);
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. A new mixed-use local centre comprising:
  - i. 3,500 square metres retail including a mix of shops to meet local needs;
  - ii. 2 new primary schools;
  - iii. 1 new secondary school;
  - iv. Leisure facilities;
  - v. Public House;
  - vi. Restaurant; and
  - i. community facilities;
4. 50 hectares of additional employment land and improvements to the existing employment area;
5. Formal sports pitches;
6. Incorporation of Green Infrastructure, including:
  - i. A country park
  - ii. Green corridor
  - iii. Allotments
  - iv. Community orchard
7. Improvements to existing and the provision of new pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
8. On site provision, or where appropriate, relevant contributions towards transport and highways, education, health, Green Infrastructure, open space and community facilities.

### Site description

This site covers an area of about 470ha.

### Surrounding Uses

Surrounding land uses include open countryside.

### Constraints

- SBI adjacent to the Shropshire Union Canal must be set within an extensive area of semi-natural habitat/landscaping.
- Great Crested Newts highly likely to be present.
- Reptiles may also be present.
- Buildings on site.
- Desk based archaeological assessment likely to be required, note particularly extensive remains of World War II airfield.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.



- Railway Noise and Vibration constraint.
- Road Traffic Noise Constraint (A51 Nantwich Road).
- Wardle Industrial Estate - noise constraints from Nick Brookes and Rowlinsons.
- NWF/Boughey's off the A51 - industrial noise.
- New development approved/seeking approval - 12/3294N and 11/3089N / 12/2074N.
- Landfill Buffer Constraints as south of the site is within 250m of a former landfill site.
- Landfill Constraint as a former landfill lies adjacent to the north west of the site.
- May contain Foot and Mouth burial graves.
- Contaminated Land Constraints due to various former and current uses.
- Plant Noise assessment for Mixed Residential / commercial / employment.#
- Listed buildings on or adjacent to site: Wardle Bridge Farmhouse and farm buildings, Wardle Pinfold, Wardle Old Hall, Roving Bridge, Canal House, Stoke Cottage, Bremilow's Bridge, Old Post Office, Rutters Bridge, Union Canal, Sandhole Bridge, Stoke Hall Dovecote, Stoke Hall - All Grade II Listed Buildings.

#### Other



Siddington

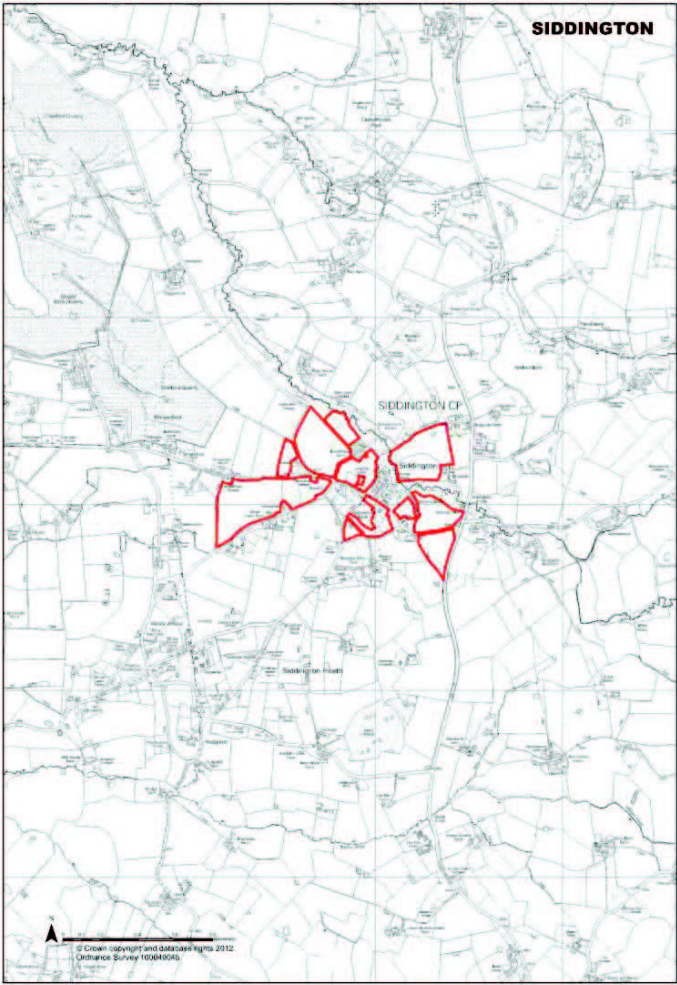


Figure E.12 Alternative New Settlement at Siddington



## Siddington

Within the area identified at Siddington a new sustainable settlement will be delivered including:

1. Phased delivery of around 700 new homes (at an average of 25-30 dwellings per hectare);
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. A new mixed-use local centre comprising:
  - i. 1,000 square metres retail including a mix of shops to meet local needs;
  - ii. 1 new primary schools;
  - iii. A community facility; and could potentially include:
  - iv. Health facilities;
  - v. A Public House;
  - vi. Restaurant; and
  - vii. Leisure facilities;
4. Formal sports pitches;
5. Incorporation of Green Infrastructure, including:
  - i. Green corridor;
  - ii. Allotments;
  - iii. Community orchard;
6. Improvements to existing and the provision of new pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
7. On site provision, or where appropriate, relevant contributions towards transport and highways, education, health, Green Infrastructure, open space and community facilities.

**Site description** This site covers an area of about 38ha.

**Surrounding Uses** Surrounding land uses include open countryside and residential.

**Constraints**

- Great Crested Newts may be present.
- Desk based archaeological assessment likely to be required.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
- No Noise/AQ Comments at this stage.
- Potential Contaminated Land Constraints due to former Ponds and Smithy on the site.
- Listed Buildings adjacent to site: Roadside Cottage, Nursery Lane Cottage, The School House, Siddington Mill (All Grade II), Whisterfield Cottage, Blake House Cottage.

**Other**



Chelford

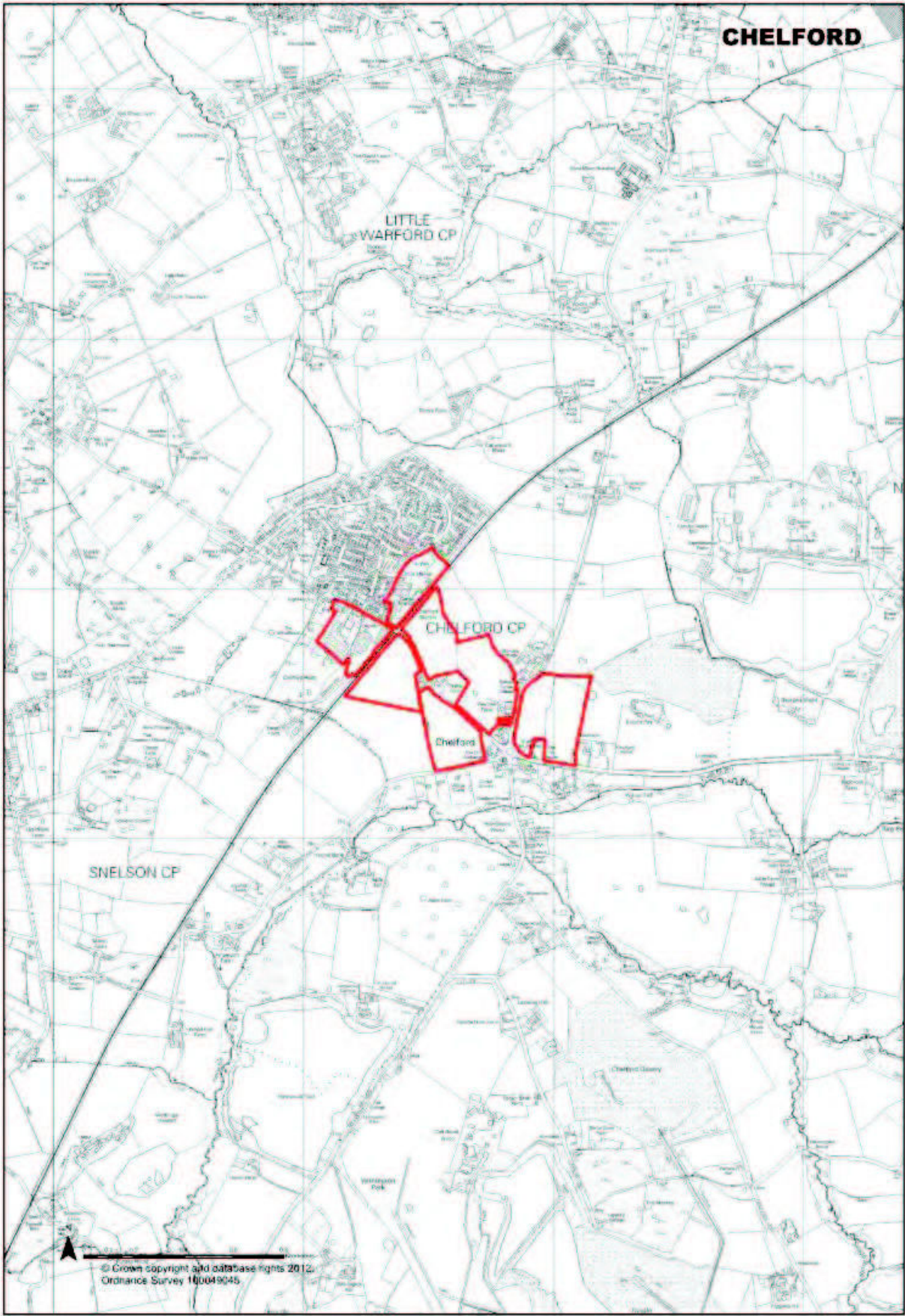




Figure E.13 Alternative New Settlement at Chelford

## Chelford

Within the area identified at Chelford a new sustainable settlement will be delivered including:

1. Phased delivery of around 800 new homes (at an average of 25-30 dwellings per hectare);
2. Including 'housing to meet local needs', in line with Policy SC4 in the Emerging Policy Principles document;
3. A new mixed-use local centre comprising:
  - i. 1,000 square metres retail including a mix of shops to meet local needs;
  - ii. 1 new primary schools;
  - iii. A community facility; and could potentially include:
  - iv. Health facilities;
  - v. A Public House;
  - vi. Restaurant; and
  - vii. Leisure facilities;
4. Formal sports pitches;
5. Incorporation of Green Infrastructure, including:
  - i. Green corridor;
  - ii. Allotments;
  - iii. Community orchard;
6. Improve links between the two parts of Chelford;
7. Improvements to existing and the provision of new pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
8. On site provision, or where appropriate, relevant contributions towards transport and highways, education, health, Green Infrastructure, open space and community facilities.

### Site description

This site covers an area of about 41ha.

### Surrounding Uses

Surrounding land uses include open countryside and residential.

### Constraints

- Great Crested Newts may be present
- Desk based archaeological assessment likely to be required.
- The development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
- Railway Noise and Vibration constraint.
- Road Traffic Noise Constraint.
- Potential Contaminated Land Constraints as former Haulage Yard and Rail sidings located on western site.

### Other

Appendix F: Empty Homes and Commitments

Town	Completions 2010/11 (net)	Completions 2011/12 (net)	Empty Homes <sup>(10)</sup>	Under Construction (11)	Planning Permission		Awaiting Section 106 <sup>(12)</sup>	
Principal Towns								
Crewe	86	38	259	153	126	225	1,290	(1)
Macclesfield	156	246	316	163	197	20	141	
Key Service Centres								
Alsager	12	1	78	5	5	2	1	
Congleton	-25	173	122	243	147	13	149	
Handforth	0	29	24	27	21	0	0	
Knutsford	5	5	59	12	21	0	0	
Middlewich	19	57	70	17	163	11	0	
Nantwich	21	13	66	55	115	22	158	(2)
Poynton	0	-36	45	-6	7	0	0	
Sandbach	49	75	110	414	21	18	120	(3)
Wilmslow	17	22	179	30	22	2	0	

12 as at 31/03/2012  
11 as at 31/03/2012  
10 as at 12/11/2012  
14 as at 31/03/2012  
13 as at 31/03/2012







Town	Completions 2010/11 (net)	Completions 2011/12 (net)	Empty Homes <sup>(10)</sup>	Under Construction <sup>(11)</sup>	Planning Permission		Awaiting Section 106 <sup>(12)</sup>	
					Full Permission <sup>(13)</sup>	Outline Permission <sup>(14)</sup>		
Local Service Centres	33	28		151	132	252	456	
Sustainable Villages and Rural Areas	93	82		314	248	20	407	

Table F.1

- 1. Planning permissions include: 650 homes at Coppenhall East, 400 homes at Leighton West and 200 homes at Crewe Town Centre
- 2. Planning permission include: 150 homes Stapeley Water Gardens
- 3. Planning permissions include: 120 homes at Fodens Test Track, 102 homes at Canal Fields and 269 homes at Former Fodens Factory

12 as at 31/03/2012  
11 as at 31/03/2012  
10 as at 12/11/2012  
14 as at 31/03/2012  
13 as at 31/03/2012



## Further Information about Empty Homes

### Why are homes empty?

**F.1** A significant number of empty homes are 'transactional' empty homes - that is, they are being refurbished, or on the market for sale or to let, or are part of a person's estate that is being finalised before it can be distributed. These will often come back into use as a matter of course without the need for any intervention.

**F.2** There are other empty homes where the owner is unable to bring the home back into use without some help. This might be because they don't have the time, or the knowledge, or the money to do whatever is necessary to bring the home back into use.

**F.3** Further still, there are owners who have abandoned the property, or who have no intention of doing anything with the property. These are fortunately in the minority in Cheshire East, but cause no less problems for neighbours. Occasionally people have bought these properties as an investment and are leaving it empty until the property market improves. Some people may have moved away from the area and it is a case of "out of sight, out of mind".

**F.4** Analysis of empty homes data and local surveys demonstrate that there are three main contributory factors to the level of empty homes in Cheshire East:

- The current economic climate has led to empty homes being on the market for longer than a six month period (28% of long term empty homes in Congleton LAP in 2010 were for sale or to let).
- A combination of empty specialist housing such as older people's accommodation, new build homes in a struggling market, and Registered Providers' decommissioned sheltered stock awaiting remodelling is inflating the level of long term empty homes.
- 94% of owners in Congleton in 2010 expressed willingness to bring their long term empty homes back into use, but quoted the affordability of major repairs as the main barrier.

### Cheshire East's Strategic Approach to Empty Homes (2011-2016)

- **Monitoring and analysing the incidence of empty homes to identify opportunities for early intervention**

**F.5** Understanding the reasons why homes become, and remain, empty is critical to our strategic approach to tackling empty homes. Linking together different datasets on empty homes will enable us to gather good intelligence on empty homes and create a single point of reliable information. Comprehensive data from Council Tax records, reporting by the local community and local intelligence will enable us to analyse where empty homes are and identify key trends. Where we start to see clusters of empty homes, we can direct intervention and resources to eliminate the risk of housing market failure.

- **Developing a range of resources to support owners**

**F.6** Research into the reasons why homes remain empty will inform the level and type of support we offer owners to return empty homes back into use. Research in the Congleton LAP demonstrated that financial assistance for home repairs was the main barrier, and there was also interest expressed in leasing schemes. We will respond to these priorities through the development of sustainable but affordable financial assistance, and developing leasing models in partnership with housing providers, to give owners the best possible opportunities to bring the house back into economic use. Good quality information and advice for owners of empty homes is vital. We will develop our online and printed resources, so that owners have a one-stop portal of information about their options to bring empty homes back into use, and can make informed choices. We will maximise our resources by



working in partnership with Registered Providers, and responding to opportunities for funding for empty homes, including funding from the New Homes Bonus and the Homes and Communities Agency's affordable housing framework.

- **Focusing our interventions on empty homes**

**F.7** We need to ensure that we maximise the use of our limited resources to have the best impact. We will:

- Work with LAPs to prioritise areas where there are high concentrations of empty homes
- Focus our attention on the most problematic properties, determined through a risk-based assessment
- Carry out enforcement in accordance with the principles of better regulation, and taking a stepped approach: information and education, liaison with the owner, and where this fails, use our statutory powers
- Facilitate partnerships between Registered Providers and owners to utilise empty properties to meet the growing need for social housing.



Cheshire East Local Plan

# SHAPING OUR FUTURE

## Emerging Policy Principles







## Foreword

The process of preparing a development plan is a complex one and can appear, at first sight, to simply be an update of existing Local Plans. Our Development Strategy is far more than that. It is a robust strategy to deliver positive, targeted and sustainable development to benefit all the people of Cheshire East.

It will deliver 27,000 new houses, 20,000 new jobs, and the infrastructure needed for this to happen, and will continue to support Cheshire East's position both as the economic powerhouse of the North West, and as a beautiful and prosperous place to live.

We have a vision of genuine growth of jobs as part of a jobs-led development strategy, supported by improved connectivity through sustainable infrastructure, such as the Poynton Relief Road, Congleton Relief Road, dualling of the A500, and junction improvements to the M6.



This is an ambitious plan which will protect the green and pleasant lands of Cheshire East through Green Belt swaps and Strategic Open Gaps, whilst delivering economic growth at one of the highest rates in UK PLC. It is underpinned by an innovative strategy for energy which focuses on sustainable alternatives to wind power, and by a real commitment to needs-based, community-led housing in order to provide lifelong housing to the people of Cheshire East.

This is a sustainable, plan-led Development Strategy which sends a strong message to the developers besieging our towns, inviting them to work with us to strengthen our towns and deliver positive outcomes to the people of Cheshire East.

**Cllr Michael Jones**

Cheshire East Council - Leader of the Council

### **This is your chance to make a difference**

It is two years since the consultations began on the Local Plan. Since that time, the feedback on the Issues and Options paper and the individual Town Strategies has been considered to produce this draft Development Strategy.

This Development Strategy is based on providing jobs growth and ensuring that the character of Cheshire East is retained. This has been developed around six key points:

1. Jobs Growth - the generation of 20,000 jobs focused around the M6 corridor and town centres.
2. Infrastructure Improvements - the connection of Cheshire East by improving road infrastructure by:
  - I. Dualling the A500 at Junction 16 of the M6;
  - II. Improving access at Junction 16 of the M6;



- III. Providing a link road around Congleton;
- IV. Improving connections at Macclesfield via a South and West Relief Road;
- V. Poynton By-pass.

- 3. Establish a 'Town Centre First' policy - to revitalise and encourage trade in all our market towns.
- 4. To develop three new settlements - to minimise the impact of building in the Green Belt and to protect the individuality of towns and villages by the introduction of 'Strategic Open Gaps' across the Borough.
- 5. To establish a Housing Growth Policy - based around existing towns to meet local demand and ensure we meet our five year housing supply target of 7,000 new homes.
- 6. To exploit our natural resources - both minerals and energy to ensure that future generations can take full benefits that will accrue.



This plan will ensure that Cheshire East will maintain and enhance its position as the number one Borough in the North West.

Finally, a big thank you to everyone who has helped shape the Local Plan so far. This includes Town and Parish Councils, Town Partnerships, community groups, members of the stakeholder panels involved in the Town Strategies and those who have taken part in the consultation stages so far.

I urge everyone to continue to get involved and give us your views to shape the future of the Borough.

### **Cllr David Brown**

Cheshire East Council - Strategic Communities Portfolio Holder and Deputy Leader of the Council



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# 1 Introduction

## What is the Local Plan?

**1.1** The Local Plan will be the Development Plan for Cheshire East, and its policies will form the basis for planning decisions in the Borough. It will set out the vision, objectives, spatial strategy and policies for the development of Cheshire East for the period up to 2030. This means the Local Plan will look at:

- How many new jobs are needed and where they should go;
- Protecting and improving important open areas and provide new ones;
- How many new homes will be required and where they should go;
- Providing new transport infrastructure including roads, cycle routes and footpaths; and
- How our town centres and

**1.2** The Local Plan for Cheshire East will consist of three key documents. These are:

- The Core Strategy, which, identifies the overarching objectives for spatial planning in Cheshire East. It will be used by everyone who wants to see how the Borough will change and what new development will be delivered over the next 20 years. The Core Strategy will also identify strategic sites and locations and provide a key diagram that shows the position of these sites and locations.
- The Site Allocations and Policies Document, which will allocate smaller sites for future development and provide detailed policies to be used when considering planning applications for new development across the Borough.
- The Waste Development Plan Document, which will set out policies for dealing with waste and identify specific sites for waste management facilities.

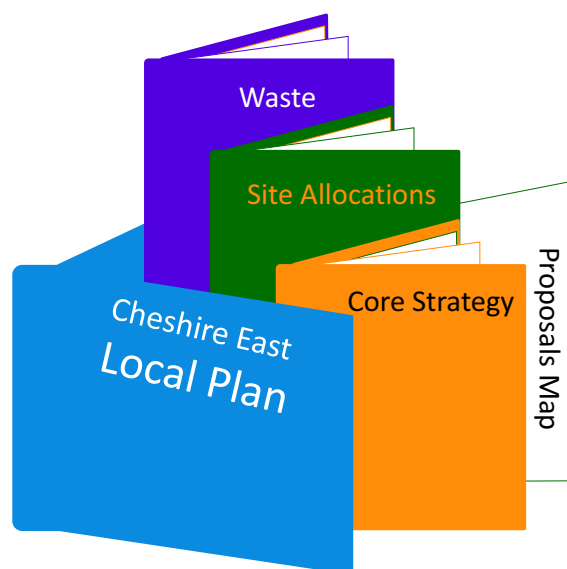


Figure 1.1 Content of the Local Plan

**1.3** The Local Plan will be supported by a Proposals Map which will:

- Identify settlement boundaries;
- Show where different types of development will be permitted;
- Display environmental and heritage designations; and
- Show how policies will apply across the area.

**1.4** The Local Plan will also be accompanied by an Infrastructure Plan that will identify:

- Future infrastructure needs and costs across the Borough;



- The phasing of infrastructure development;
- Available funding sources; and
- The responsibilities for delivery.

**1.5** Further information on the Local Plan is available at [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan).

## **Purpose of this Emerging Policy Principles Document**

**1.6** The purpose of this document is to set out and consult on 'Emerging Policy Principles' for the Borough. These principles will provide the basis for the strategic policies contained within the Local Plan. The purpose of these strategic policies will be to make sure that new development helps to deliver the objectives set out in this document for Enterprise and Growth, Stronger Communities, Sustainable Environment and Connectivity within Cheshire East.

**1.7** The policy principles, as set out in this document reflect the comments received during community consultation and involvement to date and address issues identified through our current library of evidence and research.

**1.8** This document has been informed by a number of information sources, including:

- National policy, particularly as set out in the National Planning Policy Framework.
- Other relevant strategies at the regional and local level.
- The evidence base gathered to inform the Local Plan.
- Various appraisals performed to support the Local Plan.
- The results of previous stages of consultation.
- The local aspirations identified within the various Town Strategies.

**1.9** Consultation on this document will form an important part of the preparation of the Core Strategy of the Cheshire East Local Plan. The results of this consultation stage will be considered when drafting the Core Strategy for its submission to the Secretary of State later in 2013.

**1.10** The Council is also consulting on a 'Development Strategy' document which sets out the overall number of homes and jobs that will be needed in Cheshire East over the next 20 years and suggests levels of development for each of the main towns. It also identifies proposed strategic development sites.

## **Your Views**

**1.11** Your comments will help us to develop the Local Plan. The policies and proposals in the final Local Plan will affect everyone that lives, works or visits Cheshire East; this is your opportunity to get involved and have your say on shaping the future of Cheshire East.

**1.12** We want to know what you think. We want to know whether you agree with the emerging policies we have set out in this document and whether you agree with the strategic themes and sites set out in the Development Strategy document.





**1.13** This document is available to view in our Libraries and on our website at [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan) and can be inspected at our Customer Service Centres and at the Council Offices in Westfields, Middlewich Road, Sandbach.

**1.14** The consultation period runs from January 2013 to February 2013.

**1.15** The contact details for the Spatial Planning team are:

- E-mail: [localplan@cheshireeast.gov.uk](mailto:localplan@cheshireeast.gov.uk)
- Website: [www.cheshireeast.gov.uk/localplan](http://www.cheshireeast.gov.uk/localplan)
- Telephone: 01270 685893
- Twitter: search for @placeshaping
- Facebook: [www.facebook.com/CESpatialPlanning](http://www.facebook.com/CESpatialPlanning)
- Linked In: search for Spatial Planning - Cheshire East Council
- Post: Spatial Planning, Cheshire East Council, Westfields, Middlewich Road, Sandbach, Cheshire, CW11 1HZ



## 2 Background to Cheshire East

### The Borough

**2.1** The Borough of Cheshire East is bounded by Cheshire West and Chester to the west, Warrington and the 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.

**2.2** Cheshire East is a new Borough, created as part of Local Government Reorganisation in 2009 and it covers the eastern part of the historic county of Cheshire. It is a large Borough, with many towns, villages and rural areas. The towns and villages vary greatly in character and face differing issues with different needs for the future. As such, Cheshire East currently has an emerging sense of place and identity. This Local Plan aims to contribute towards the creation of a coherent identity for the Borough.

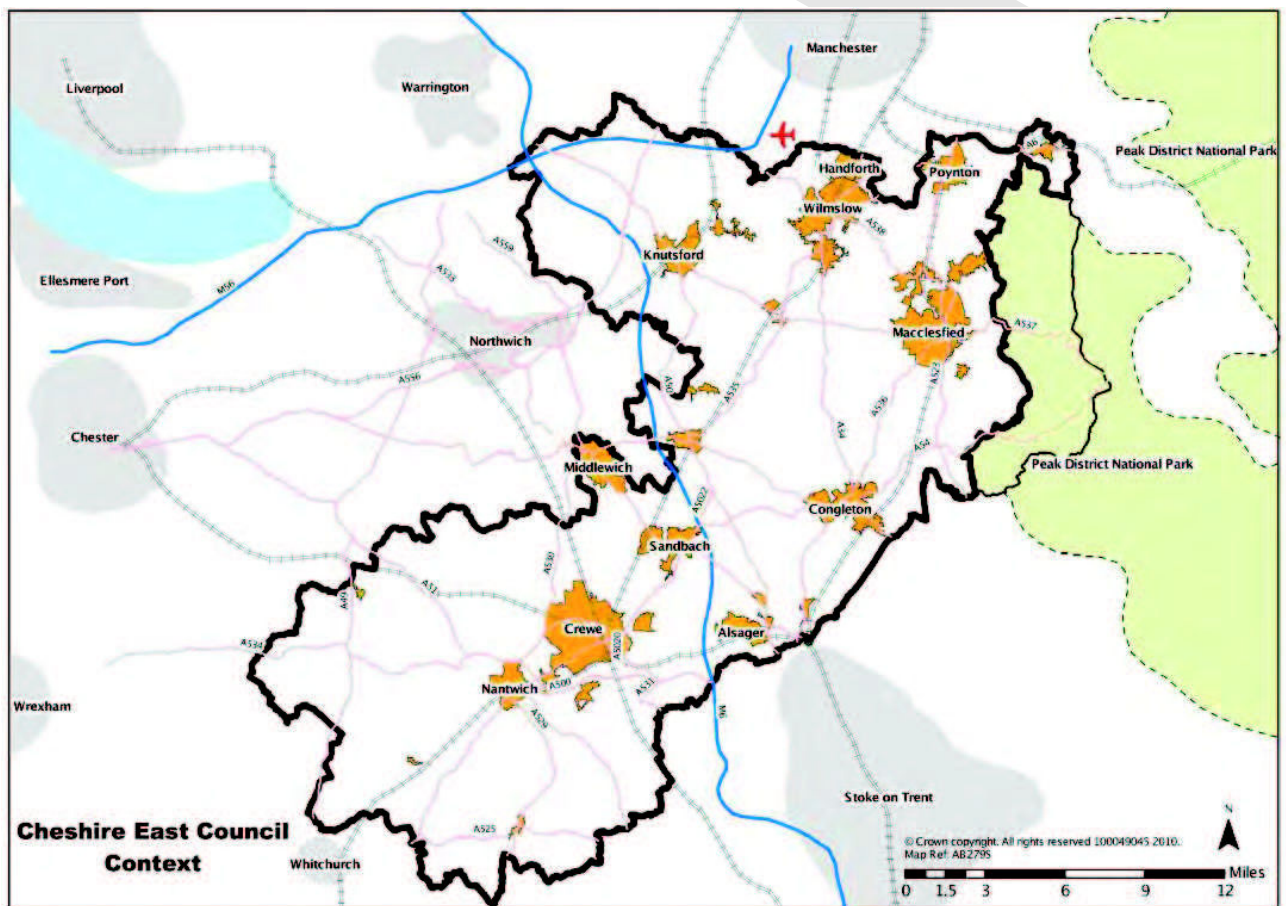


Figure 2.1 Cheshire East Location Map

**2.3** Cheshire East has 40,630 ha of land designated as Green Belt, located in the northern and eastern parts of the Borough, which is part of the Green Belts surrounding the Potteries and Greater Manchester conurbations.

**2.4** The two Principal Towns in Cheshire East are Crewe and Macclesfield. There are also a number of smaller towns including Alsager, Congleton, Handforth, Knutsford, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow.



**2.5** The extensive road network in the Borough includes the M6, which runs north to south through the centre of the Borough and the M56 running east to west at the northern end of Cheshire East. The M56 links to the M6 in the north of the Borough.

**2.6** The rail network is accessible from 22 Railway Stations across the Borough, located on one or more of the rail lines radiating from Crewe. Crewe and Macclesfield are on separate branches of the West Coast Main Line giving access to Greater Manchester and London Euston.

**2.7** In addition, Manchester International Airport lies immediately to the north of the Borough, offering services to various parts of the globe.

**2.8** Figure 2.2 shows some of the key features within Cheshire East.

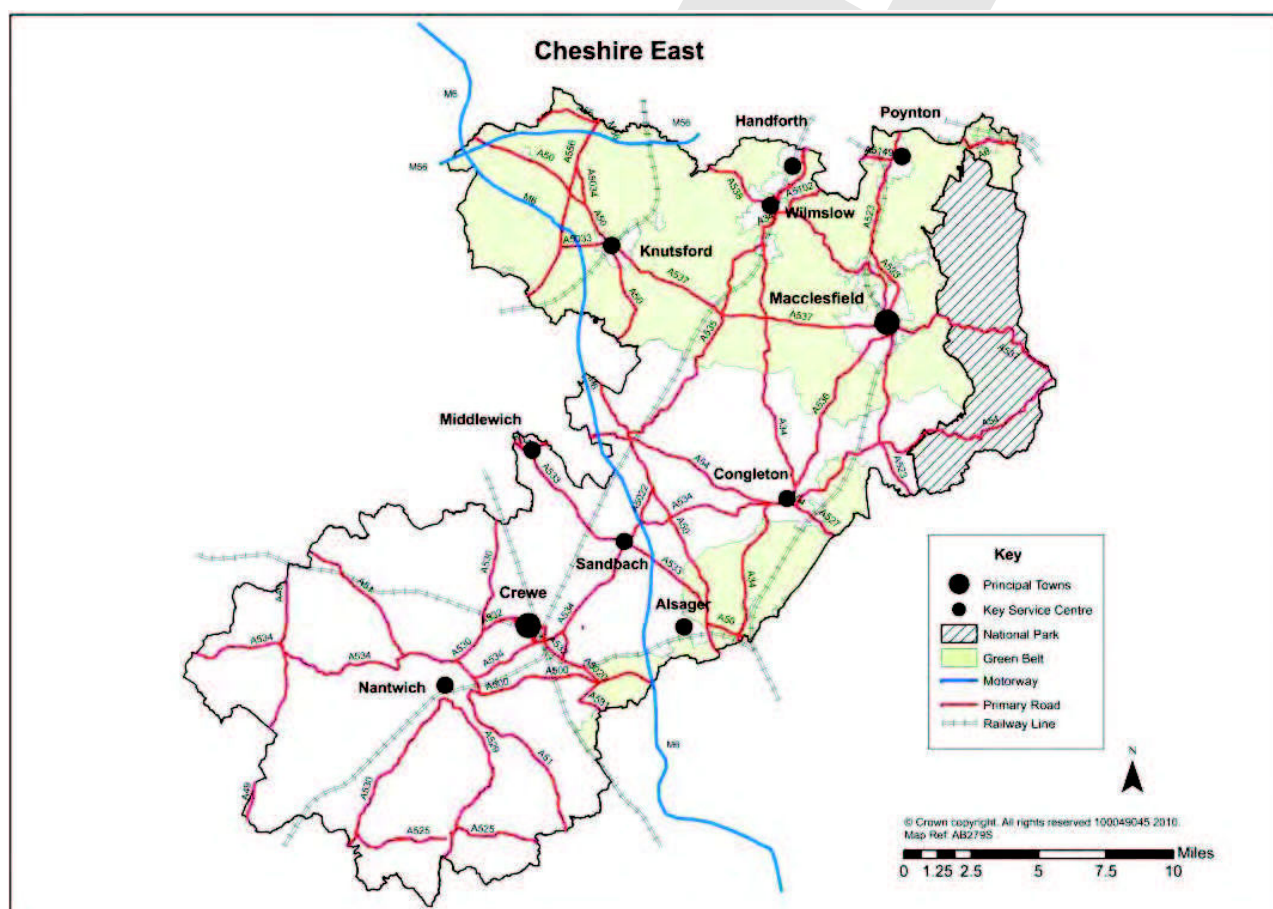


Figure 2.2 Map of Cheshire East



**2.9** Cheshire East has a population of 370,127. 51 per cent (188,718) are female and 49 per cent (181,409) are male.<sup>(1)</sup> This represents 0.66 per cent of the population of England and Wales. The population pyramid in Figure 2.3 shows the age distribution of Cheshire East residents.

**2.10** As shown by the population pyramid, Cheshire East has a lower than average proportion of both male and females in all age groups from 15 to 34. It has a higher than average proportion of residents over the age of 40. The relatively low proportion of people of working age and relatively high proportion of older people has implications for the housing needs of the population and for the future economic prosperity of the Borough.

**2.11** Over the ten year period from July 2000 until June 2010, 126,830 people moved into Cheshire East and 112,590 people have moved out of the Borough, with both movements having particular links to Cheshire West and Chester, Stockport and Manchester. The result is a net in-flow of 14,240 people (an average of 1,424 each year).<sup>(2)</sup>

**2.12** Using 2009 population data as a base it is forecasted that Cheshire East's population will increase by 21,300 (or 6 per cent) up to 2029, leading to an overall figure of 384,000. The forecasts also predict that the population aged 65 and over will increase sharply (by 59 per cent) during the period 2009 to 2029<sup>(3)</sup>.

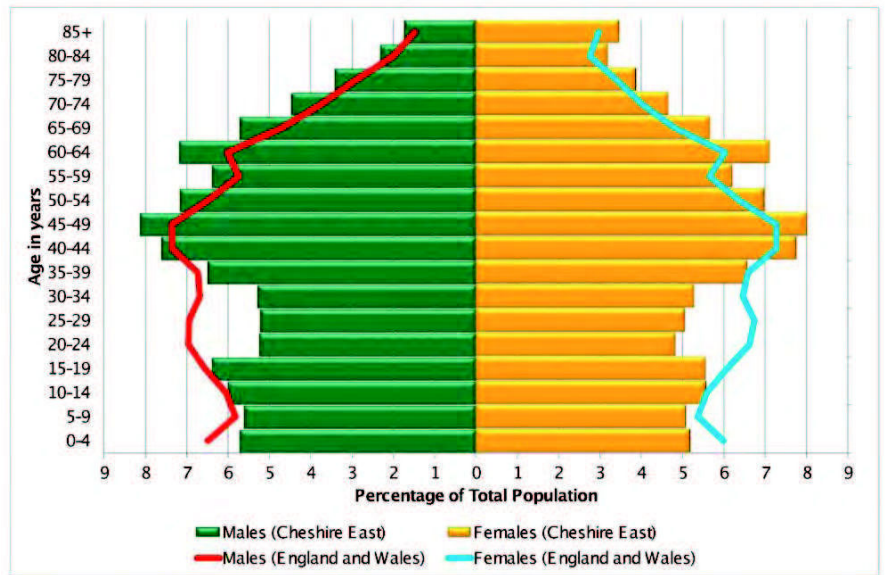


Figure 2.3 Cheshire East Population Pyramid (2011)

<sup>1</sup> [Office for National Statistics 2011 Census, Crown Copyright](#)

<sup>2</sup> [Office for National Statistics, Internal Migration by Local Authorities in England and Wales, Mid-year \(National Health Service Central Register\)](#)

<sup>3</sup> Sources: [1] ONS population estimates 2009. [2] 2010-29 Cheshire West and Chester Council Population Forecasts on behalf of Cheshire East



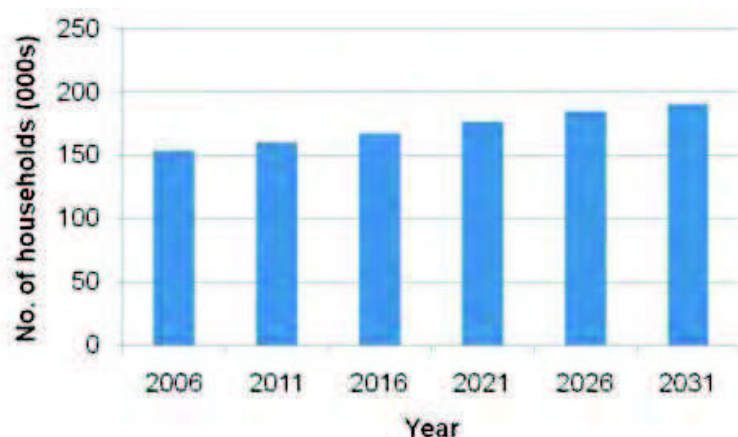


Figure 2.4 Household Change 2006 to 2031

households in Cheshire East is expected to increase from 154,000 in 2006 to 191,000 by 2031; an increase of 24.2 per cent, indicated in Figure 2.4. This equates to an average yearly increase of 1,480 households.

**2.14** The economy of Cheshire East is diverse and generally vibrant. The Borough provides 6.6 per cent of the economic output in the North West <sup>(4)</sup> and 7.5 per cent of the region's businesses - the highest share of any North West unitary or district authority. <sup>(5)</sup> Its residents make up a significant proportion of the 'knowledge economy' workforce that drives the Manchester city region. <sup>(6)</sup> Cheshire East performs better than the regional and national averages in skill levels, <sup>(7)</sup> business start ups <sup>(8)</sup> and knowledge-based employment. <sup>(9)</sup>

**2.15** The number of people employed in the pharmaceutical industry is significantly above the national average with particular concentrations in the former Macclesfield district, for example AstraZeneca. Advanced engineering is a significant employer in the Crewe area, for example Bentley Motors. Both Macclesfield and Crewe are net importers of labour, whereas in the Congleton area there is a relative shortage of jobs and a large outflow of workers. The rural nature of the Borough is reflected in the relatively high number of people employed in agriculture; twice the national average.

**2.16** Based on data taken from the 2009 [Strategic Housing Market Assessment](#) Household Survey, 66 per cent of Cheshire East's 189,771 economically active residents lived and worked in the Borough and 34 per cent lived in Cheshire East but worked outside the Borough.

- 4 Figure relates to economic output (GVA) in 2009. Source: Baseline projections from the Cheshire, Halton & Warrington Econometric Model (CHWEM). Projections were obtained using Cambridge Econometrics /IER LEFM software and are consistent with Cambridge Econometrics' UK Regional Forecast, as published on Cambridge Econometrics' Knowledge Base website in June 2012. Additional data preparation and aggregation by the Economic Development and Regeneration Team, Cheshire East Council.
- 5 Figure relates to business population in 2010. Source: Business Demography – 2010: Enterprise Births, Deaths and Survivals, ONS, December 2011
- 6 2001 Census. Crown Copyright. Based on Cheshire East residents' share of the number of managerial and professional people (NS-SeC groups 1 and 2) working in each Greater Manchester (and other North West) Local Authority
- 7 Annual Population Survey, Jan-Dec 2011, ONS, NOMIS. Crown Copyright. Based on the percentage of working-age (16 to 64 year-old) residents with a qualification at or above NVQ Level 4
- 8 [1] Business Demography – 2010: Enterprise Births, Deaths and Survivals, ONS, December 2011. [2] ONS population estimates 2010. ONS Crown Copyright 2012
- 9 Annual Population Survey Workplace Analysis, Apr 2011 – Mar 2012, ONS, NOMIS. Crown Copyright. Based on the proportion of employment at Cheshire East sites which consists of people working as Managers and Senior Officials or in Professional Occupations (SOC2000 Major Groups 1 and 2)







**2.17** An estimated 172,300 people were working in Cheshire East in 2011, as either employees or working proprietors. Of those working as employees (166,300), 70 per cent were full-time and 30 per cent part-time. 13 per cent of employees worked in the health and social work sector, with manufacturing (12 per cent), professional, scientific and technical activities (11 per cent) and retail (11 per cent) also accounting for a large proportion of the employee total.<sup>(10)</sup>

**2.18** The Borough has major educational assets, in terms of skills development and knowledge transfer, in the form of Manchester Metropolitan University at Crewe and three Further Education colleges - South Cheshire, Reaseheath and Macclesfield.



Figure 2.5 Tourist Destinations: The Canal Network, Jodrell Bank and Tatton Park

**2.19** The closeness of Manchester International Airport provides 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. In 2004, the Airport was estimated to contribute £1.7 billion of economic impact nationally, supporting over 35,000 jobs in the North West<sup>(11)</sup>.

**2.20** Cheshire East has a diverse retail offer, however many of the Borough's town centres are under-performing and declining, in need of revitalisation and suffering from competition from major centres outside of the Borough.

<sup>10</sup> [Business Register and Employment Survey 2011, ONS, Nomis](#). Crown Copyright.

<sup>11</sup> Manchester Airport Masterplan to 2030  
<http://www.manchesterairport.co.uk/manweb.nsf/alldocs/10F56C819A51454E8025739300388C1D>



**2.21** The visitor economy is an important contributor to the Cheshire East economy with about 10,000 jobs associated with the tourism industry and a turnover of £653 million.<sup>(12)</sup> Major attractions include Tatton Park, Jodrell Bank, Lyme Park, Styal Mill, the canal network and the Peak District National Park.



Figure 2.6 Housing on the former Henbury High School Site, Macclesfield

**2.22** According to the [Cheshire East Strategic Housing Market Assessment](#), house prices across Cheshire East and its former districts have increased dramatically over the period 1996 to 2009, from around £55,500 as a median figure to a peak of £186,000 in 2007. This represents an increase of 234 per cent in median house prices over a 13 year period. Average house prices in the former Macclesfield district were highest, Crewe and Nantwich the lowest and prices in Congleton have tended to mirror the Cheshire East average (median) house price.

**2.23** Cheshire East has a ratio of lower quartile house prices to lower quartile earnings of 6.96 according to the Department for Communities and Local Government (2010). This means that the price of a house at the top end of the cheapest quarter of all houses costs 6.96 times the earnings of a person who earns the most out of the lowest quarter of all earnings. In terms of relative affordability the Borough is ranked the sixth least affordable District in the North West.<sup>(13)</sup>

**2.24** The [Strategic Housing Market Assessment](#) suggests that, on the basis of migration and travel to work data, Cheshire East comprises three housing market areas; one focused on the former Macclesfield district, which exhibits strong interactions with the South Manchester market; a second focused on the former Crewe and Nantwich district, which is largely self-contained; the third is centred around Congleton, which has noticeable market interactions with North Staffordshire and South Manchester.

<sup>12</sup> [Cheshire East Visitor Economy Strategy 2011](#)

<sup>13</sup> [Communities and Local Government, Ratio of lower quartile house price to lower quartile earnings by District 2010](#)





**2.25** The mean average household income in Cheshire East is £39,000 per year, however there are significant differences in income levels across the Borough.<sup>(14)</sup> Lower income areas are predominantly found within the towns of Congleton, Crewe, Macclesfield and Nantwich, whilst the majority of the higher income areas are the smaller towns and rural areas of the Borough, with the highest average earners located in the north of the Borough. This is shown in Figure 2.7.

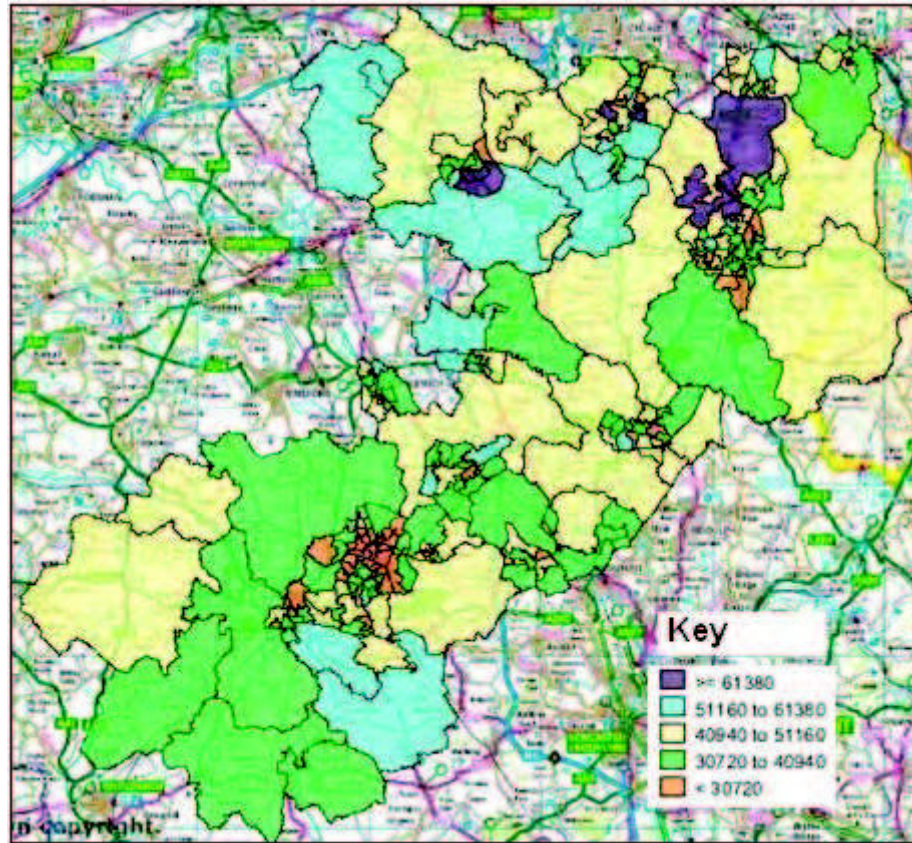


Figure 2.7 Mean Average Yearly Household Income in Cheshire East

**2.26** The Index of Multiple Deprivation data (IMD 2010) combines a number of economic, social and environmental indicators to assess and identify levels of deprivation in a particular area. These indicators are then combined to provide an overall score identifying the level of deprivation at a Lower Super Output Area.

**2.27** There are 23 Lower Super Output Areas amongst the 25 per cent most deprived in the country, which includes five that are amongst the 10 per cent most deprived. Conversely, there are 121 Lower Super Output Areas amongst the 25 per cent least deprived, which includes 71 that are amongst the 10 per cent least deprived.<sup>(15)</sup> There are areas of deprivation within Alsager, Crewe, Congleton, Knutsford, Macclesfield, Nantwich and Wilmslow.

<sup>14</sup> 2010 Paycheck data, [CACI Limited](#)

<sup>15</sup> [Department of Communities and Local Government, Indices of Deprivation 2010](#)



Figure 2.8 Mineral operations and waste collection in Cheshire East

**2.28** Mineral extraction plays an important role in both the local and wider economy. The mineral resources worked in Cheshire East are silica or industrial sand, construction sand, sandstone, salt (in brine) and peat. Permitted mineral sites are situated across the Borough as illustrated in Figure 2.9.

**2.29** The principle types of waste arising in Cheshire East are municipal, commercial and industrial (C&I), construction, demolition and excavation (CD&E) and hazardous. Evidence shows that about 870,000 tonnes of waste were generated in Cheshire East in 2009. This is predicted to fall to about 797,000 tonnes by 2030.<sup>(16)</sup>

16 Source: Urban Mines 'Cheshire East and Cheshire West and Chester Councils - Waste Needs Assessment Report' (2011)



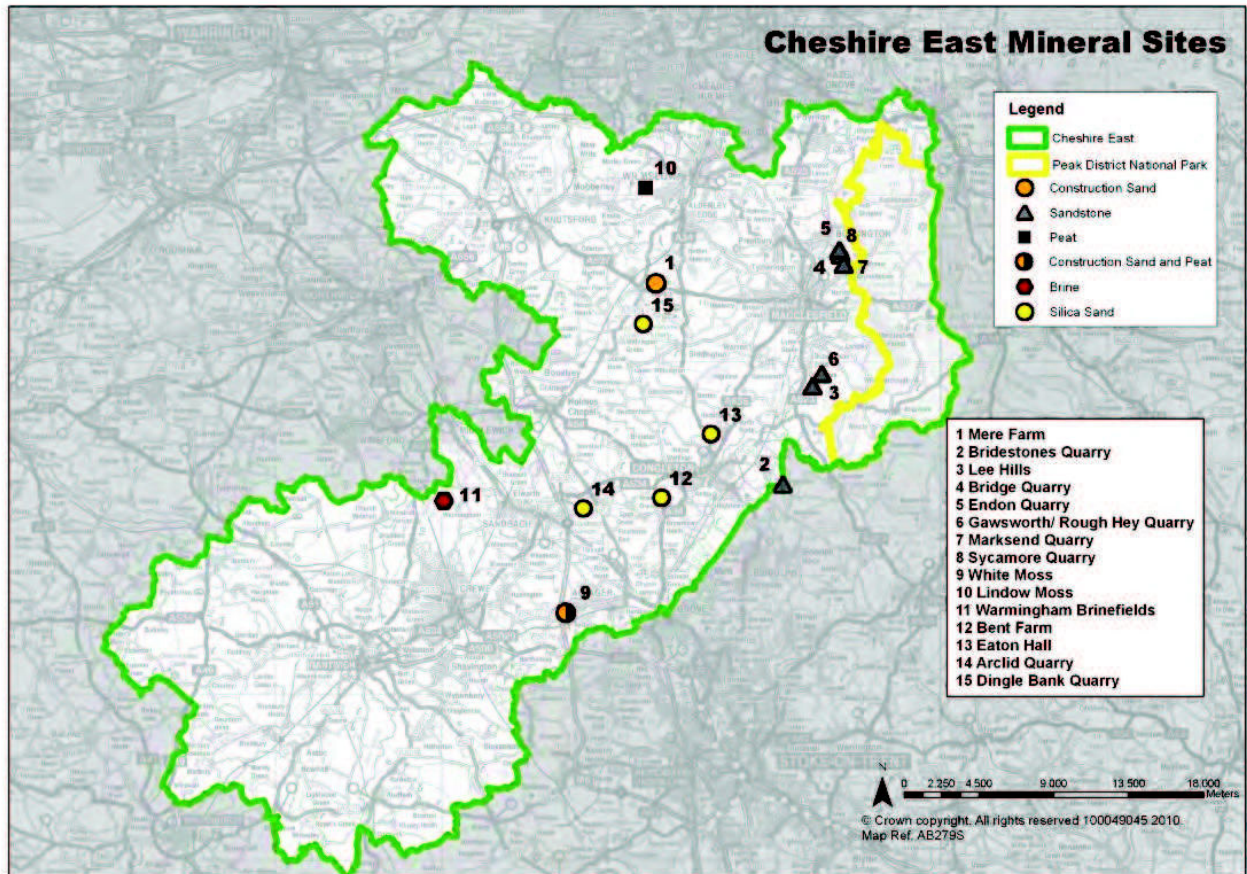


Figure 2.9 Operational Minerals Sites in Cheshire East

**2.30** Within Cheshire East, statistics indicate that residents, commerce and industry and other non-residential uses create an annual average carbon dioxide emissions level of 9.3 tonnes per person, which is more than the average regional level of 7.8 tonnes per person.<sup>(17)</sup> This has implications for local, regional and national air quality.

**2.31** Cheshire East's landscape is dominated by the flat topography of the Cheshire Plain; however the closeness of the Peak District to the east and the Mid-Cheshire Ridge to the west provides significant variety in the landscape. There is also a diverse and valued range of flora and fauna in the Borough.

**2.32** Key nature conservation sites are shown in Figure 2.10.

17 [Department of Energy and Climate Change. Local Authority emissions statistics \(2010\)](#)



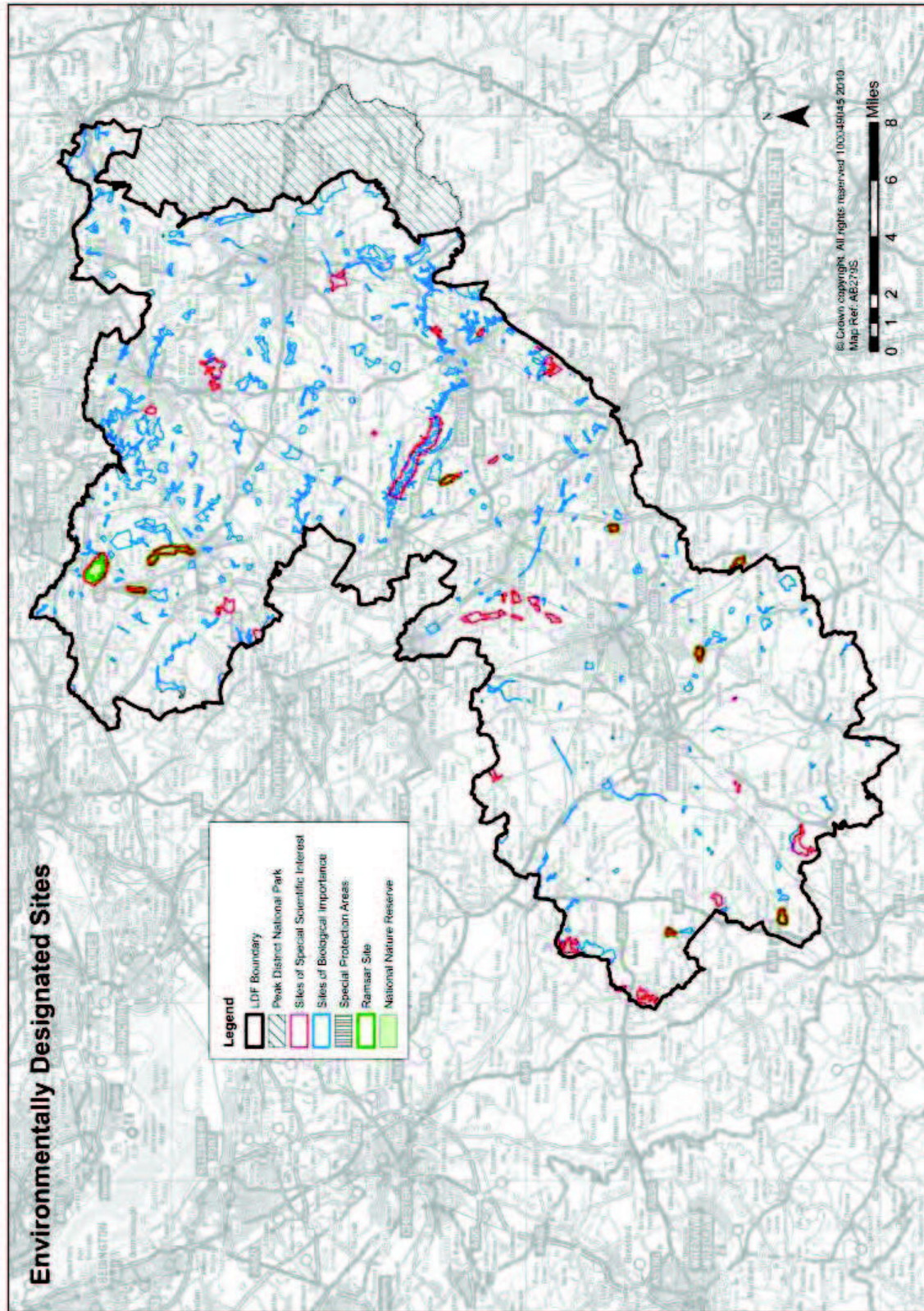


Figure 2.10 Key Nature Conservation Sites in Cheshire East





**2.33** The most prominent environmental designations within Cheshire East are:

- The Peak District National Park;
- 1 Special Protection Area;
- 2 Special Areas of Conservation;
- 3 Ramsar designations (spread across nine component sites);
- 33 Sites of Special Scientific Interest;
- 2 National Nature Reserves;
- 416 Sites of Biological Importance;
- 21 Regionally Important Geological and Geomorphological Sites;
- 8 Local Nature Reserves; and
- 1,210 Tree Preservation Orders.

**2.34** Cheshire East contains a valued, varied and unique heritage, which includes a number of cultural and environmental assets. These assets include Macclesfield's industrial heritage, Little Moreton Hall, Crewe's railway heritage, Tatton Park, Lyme Park, Styal Mill, Tegg's Nose, the canal network, historic towns and parts of the Peak District National Park, amongst others. Other unique attractions include a wealth of Historic Parks and Gardens and Jodrell Bank Radio Telescope. The Borough also has a rich archaeological resource from the prehistoric period to the Second World War, including sites such as the Bridestones Neolithic chambered tomb, the Roman and medieval saltworking remains of Middlewich and Nantwich, the Saxon Sandbach Crosses and the defences of the former airfield at RAF Cranage.



Figure 2.11 The Built Environment: Little Moreton Hall, Peckforton Castle and Nantwich Town Centre

**2.35** Formal cultural designations present within Cheshire East include:



- 76 Conservation Areas of varying size and scale;
- 2,644 Listed Buildings covering different gradings;
- 108 Scheduled Monuments;
- 17 Registered Parks and Gardens of Historic Interest;
- 1 Registered Battlefield;
- 10 Areas of Archaeological Potential and 6,708 Sites of Archaeological Importance; and
- 387 Locally Listed Buildings.

## Principal Towns

**2.36** The Principal Towns of Crewe and Macclesfield are the largest towns in the Borough. They provide a wide range of services and opportunities for employment, retail, education and leisure. They serve large catchment areas with high levels of accessibility and public transport provision. However, the two towns are very different in their history, character and urban form.

### Crewe

**2.37** Crewe is the largest town in Cheshire East, with a population of 70,240.<sup>(18)</sup> It developed as a railway town in the 19th century, and is now a major employment centre with a diversified base in education, manufacturing, services and distribution. The major employers are Bentley Motors, Mornflake, Leighton Hospital and Manchester Metropolitan University. Crewe is the primary shopping centre in the south of the Borough, but the town centre is in need of major investment. The town is also noted for the award winning Crewe Business Park, regarded as the country's first 'green business park'.

**2.38** Crewe is often referred to as the 'Gateway to the North West'. It was established as a major railway hub in the late 1830s and it remains a significant railway interchange on the West Coast Main Line. As a consequence of the existing railway infrastructure there are problems with railway lines forming significant barriers to connectivity within the town.

**2.39** Two large areas of land to the south of the town at Basford have been identified in the Crewe and Nantwich Local Plan as strategically important employment sites to provide jobs for the people of south Cheshire. This will help to address Crewe's problems with economic inactivity, which is higher than the Borough average. In addition, Crewe residents have the lowest average mean income within Cheshire East.<sup>(19)</sup> Parts of the west end of Crewe are particularly disadvantaged and it is an area where life expectancy is 20 years less than some of the more affluent areas of Cheshire East.

### Macclesfield

**2.40** Macclesfield is the second largest town in Cheshire East, with a population of 51,090.<sup>(20)</sup> It is situated in the north eastern part of the Borough on the River Bollin. It is close to the borders of Greater Manchester to the north, and the Peak District to the east.

<sup>18</sup> Cheshire West & Chester Council Research, Intelligence & Consultation Team's Small Area Population Estimates. All estimates are constrained to the Registrar General's Annual Estimates of Population for 2010. ONS Crown Copyright 2012

<sup>19</sup> 2010 Paycheck data, CACI Ltd

<sup>20</sup> Cheshire West & Chester Council Research, Intelligence & Consultation Team's Small Area Population Estimates. All estimates are constrained to the Registrar General's Annual Estimates of Population for 2010. ONS Crown Copyright 2012



**2.41** Macclesfield was established as a settlement in the 13th century and later developed around the silk and textiles industries. Present day industries include pharmaceuticals, textiles, light engineering, paper and plastics. One of the world's largest pharmaceutical companies, AstraZeneca, is located at Hurdsfield Industrial Estate in Macclesfield and also at nearby Alderley Park. In addition many residents work in Greater Manchester.

**2.42** Macclesfield has an important retail centre with just under 500 shops. There is a need however for new investment into the town centre to improve its retail offer, to improve the public realm and to boost the night-time economy. There are plans for major new retail development in the town, which will further improve its attractiveness. Although the northern part of Cheshire East is very prosperous, Macclesfield does have its problems and there are areas within the town showing evidence of multiple deprivation.

**2.43** The town is well served by bus routes and the Railway Station is on the West Coast Main Line with direct regular services to Stoke-on-Trent, Birmingham, Manchester and London Euston.

## Key Service Centres

**2.44** Cheshire East is characterised by its many smaller towns, each with its own distinctive history, character and form. These towns lie at the heart of the Borough, and their vitality and growth is essential for the prosperity of the Borough as a whole. Such towns serve as Key Service Centres for a wider locality and usually have a good range of facilities including shops, schools and cultural and leisure facilities.

**2.45** The Key Service Centres of Cheshire East are: Alsager, Congleton, Handforth, Knutsford, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow.

### Alsager

**2.46** Alsager is a small town in the south east of the Borough with a population of 12,190. <sup>(21)</sup> It lies east of Crewe and is close to the Potteries conurbation to the south. It was a small farming village until the 19th century when, due to its rail connections and rural character, it became popular with managers from the nearby Potteries. During the Second World War, a large armaments factory was built outside the town at Radway Green, and the town grew to house the influx of factory workers. This site remains the town's largest employer.

**2.47** Alsager town centre stretches along the main street and comprises of about 100 retail units. In addition, the town centre includes Milton Park, a large area of public open space that has recently been remodelled.

**2.48** The number of jobs available within the area is low, although the unemployment rate is lower than the Cheshire East average. Income levels are also generally below the Cheshire East average. One of the major employers in the town, Twyfords, is in the process of closing its site.

21 Cheshire West & Chester Council Research, Intelligence & Consultation Team's Small Area Population Estimates. All estimates are constrained to the Registrar General's Annual Estimates of Population for 2010. ONS Crown Copyright 2012



**2.49** The town is served by several bus routes that provide access to Crewe, Hanley, Kidsgrove, Nantwich and Sandbach. The Railway Station, which is a short walk from the town centre, provides links to Crewe and Stoke-on-Trent, Derby, Lichfield and on to Northampton, Milton Keynes and London Euston. Junction 16 of the M6 is a short distance away.

## Congleton

**2.50** Congleton is a large market town with a population of 26,530.<sup>(22)</sup> It lies on the River Dane in the east of the Borough. In its early days it was an important centre of textile production, especially lace and leather gloves. Currently, the principal industries in Congleton include the manufacture of airbags. There are a number of light engineering factories and sand extraction occurs on the Cheshire Plain, although much of the area is now a dormitory town for Manchester, Macclesfield and Stoke-on-Trent.

**2.51** Congleton has a reasonably vibrant town centre with 259 retail units, however vacancy rates are currently high with over 20% of units vacant. Planning permission has recently been granted for a retail development in the town centre that will increase the town's attractiveness. The development will take the form of an extension to the Bridgestones Centre through to Mill Street, providing a new home for the town's market.

**2.52** The town is served by several bus routes and has its own Railway Station with direct services between Stoke-on-Trent and Manchester. The M6 is a short distance away.

## Handforth

**2.53** Handforth is a suburban area on the northern edge of Cheshire East with a population of 6,180.<sup>(23)</sup> In the 1950s, two Manchester overspill housing estates were built in the area to rehouse people from Victorian slums of inner city Manchester.

**2.54** The town has a small shopping centre containing 67 retail units. The Handforth Dean Retail Park contains a number of large format retailers.

**2.55** Average mean household income levels are the second lowest in Cheshire East<sup>(24)</sup>. A large proportion of jobs in Handforth are located at the Stanley Green industrial estate and the Handforth Dean Retail Park. There is a high level of in-commuting, particularly from Stockport. There is also a high level of out-commuting with the majority of residents working outside of Handforth.

**2.56** There is no direct road access between the settlement of Handforth and Handforth Dean. Access to the Retail Park is only available from the A34 bypass. Once constructed, the A555 Manchester Airport Eastern Link Road will provide quick road access to the airport and M56, about 4 km to the north-west.

**2.57** Handforth has its own Railway Station with two trains per hour serving Crewe and Manchester. Regular buses serve Macclesfield, Manchester, Stockport and Wilmslow.

22 Cheshire West & Chester Council Research, Intelligence & Consultation Team's Small Area Population Estimates. All estimates are constrained to the Registrar General's Annual Estimates of Population for 2010. ONS Crown Copyright 2012

23 Cheshire West & Chester Council Research, Intelligence & Consultation Team's Small Area Population Estimates. All estimates are constrained to the Registrar General's Annual Estimates of Population for 2010. ONS Crown Copyright 2012

24 2010Paycheck data, CACI Ltd





## Knutsford

**2.58** Knutsford is said to be named after King Canute, who by tradition forded the nearby River Lily. The town later prospered in the 18th and 19th centuries and has many historic buildings. Today Knutsford is largely a dormitory town with a population of 12,650 people.<sup>(25)</sup> It lies in the north east of the Borough some 19km to the south west of Manchester and 18km north west of Macclesfield. After the Second World War, overspill housing estates were created in the town to accommodate families from Manchester. This area has localised pockets of deprivation. Tatton Park borders the town to the north.

**2.59** Within the town centre there are 205 retail units, making it an important shopping centre in the Borough. It contains many buildings of architectural and historic importance.

**2.60** There are reasonable daytime bus services linking Knutsford with Altrincham, Macclesfield, Northwich and Wilmslow. The Railway Station is centrally located and has one train per hour to Chester, Manchester, Northwich and Stockport. There are significant levels of out-commuting to Manchester and Stockport.

## Middlewich

**2.61** Middlewich is a market town with a population of 13,780.<sup>(26)</sup> It dates back to Roman times when it was important for the production of salt, which is still manufactured at British Salt, employing around 125 people. The closeness to the M6 motorway has led to the creation of a large distribution and business park at Midpoint 18.

**2.62** The town centre has 84 retail units and is centred on Wheelock Street, where planning permission has been granted for a new supermarket, however vacancy rates are currently high with over 20% of units vacant. In recent years tourism has become increasingly important, with the annual Folk and Boat Festival being a notable attraction. The Trent and Mersey Canal runs through the town and is an important tourism and recreational resource.

**2.63** Although there is a railway line that runs through the town, it is currently used solely for freight movements. There is no railway station or passenger rail service within the town, but there are bus services providing access to Crewe, Holmes Chapel, Congleton, Northwich, Sandbach and Winsford. The M6 is a short distance away linked to the town by the A54. An Eastern Bypass for Middlewich has been partially constructed in recent years. The construction of the final section linking to the A533 Booth Lane to the south of the town will open up further land for employment development as well as improving environmental conditions in the town centre. The timing of this project, being largely dependent upon private sector funding, is currently uncertain.

25 Cheshire West & Chester Council Research, Intelligence & Consultation Team's Small Area Population Estimates. All estimates are constrained to the Registrar General's Annual Estimates of Population for 2010. ONS Crown Copyright 2012

26 Cheshire West & Chester Council Research, Intelligence & Consultation Team's Small Area Population Estimates. All estimates are constrained to the Registrar General's Annual Estimates of Population for 2010. ONS Crown Copyright 2012



## Nantwich

**2.64** Nantwich is a historic market town, with a population of 17,840.<sup>(27)</sup> It dates back to Roman times, when it was a centre for the production of salt. Nantwich has a thriving town centre with 255, mainly independent, units. The town itself contains more than 100 Listed Buildings, and has the largest collection of historic buildings in the Borough. It is also a popular destination for tourists and visitors from its large rural hinterland.

**2.65** Nantwich currently has a relatively low jobs density (proportion of jobs to working age people) and a high level of out-commuting.

**2.66** Nantwich Railway Station lies on the Crewe to Cardiff line by way of Shrewsbury. Bus services are relatively good with regular services to residential areas of the town and to Crewe.

## Poynton

**2.67** Poynton is a dormitory town (population 13,080)<sup>(28)</sup> in the north eastern corner of the Borough, 11km north of Macclesfield and 8km south of Stockport. It was once an important coal mining area.

**2.68** The shopping centre has 117 retail units. A programme of environmental improvements has recently been completed in the town centre.

**2.69** Two buses per hour serve the town, providing links to Bollington, Stockport and Macclesfield. The Railway Station is on the western side of the town and has one train per hour serving stations between Manchester and Stoke-on-Trent.

## Sandbach

**2.70** Sandbach is a market town with a population of 17,700.<sup>(29)</sup> Its origins date back to Saxon times and it is widely famed for its weekly Thursday market and the ancient Saxon Crosses. It contains a number of areas and features of historical and architectural value as well as encompassing several significant areas of local environmental importance. The town grew around truck manufacturing industries, but since these closed in 2002 there have been significant changes in its employment base with considerable losses of manufacturing jobs.

**2.71** The town centre has 191 retail units. The town is now the headquarters of Cheshire East Council, which is the largest employer.

**2.72** There is a Railway Station on the edge of the town providing services to Crewe, Manchester and Manchester Airport. There is also a reasonable bus service, with routes providing access to Congleton, Crewe, Northwich and Macclesfield. The town lies adjacent to junction 17 of the M6.

27 Cheshire West & Chester Council Research, Intelligence & Consultation Team's Small Area Population Estimates. All estimates are constrained to the Registrar General's Annual Estimates of Population for 2010. ONS Crown Copyright 2012

28 Cheshire West & Chester Council Research, Intelligence & Consultation Team's Small Area Population Estimates. All estimates are constrained to the Registrar General's Annual Estimates of Population for 2010. ONS Crown Copyright 2012

29 Cheshire West & Chester Council Research, Intelligence & Consultation Team's Small Area Population Estimates. All estimates are constrained to the Registrar General's Annual Estimates of Population for 2010. ONS Crown Copyright 2012



## Wilmslow

**2.73** Wilmslow, population 22,950,<sup>(30)</sup> lies in the north of the Borough. The town is noted for its high quality housing and shopping, making it a sought after location.

**2.74** The town centre has 234 retail units and is also served by the out-of-town Handforth Dean Retail Park. The town has a strong office sector both within the town centre and also on a number of large out-of-town office parks. A large number of residents work in Manchester, with other significant commuter flows to Stockport and Macclesfield. The nearby Manchester International Airport is also a major employer.

**2.75** The town has easy road access to the M60 and M56. Manchester Airport is 5km to the north. Access will be improved when the western section of the Manchester Airport Eastern Link Road is completed.

**2.76** Wilmslow has a reasonable local bus network serving destinations including Knutsford, Macclesfield, Manchester Airport, Manchester and Stockport. The Railway Station is on the West Coast Main Line served by local and long-distance services. Direct destinations served include London Euston and Manchester Piccadilly.

### Local Service Centres and Sustainable Villages

**2.77** Local Service Centres are small towns or large villages which provide a range of services and facilities to meet the needs of local people, including those living in nearby settlements. They may also have a range of shops, health and leisure facilities, and employment opportunities.

**2.78** The Local Service Centres for Cheshire East are Alderley Edge, Audlem, Bollington, Bunbury, Chelford, Disley, Goostrey, Haslington, Holmes Chapel, Mobberley, Prestbury, Shavington and Wrenbury.

**2.79** Sustainable Villages are those villages that sustain a number local facilities which reduce the need to travel elsewhere for services. Currently identified Sustainable Villages include Acton, Alpraham, Arclid, Aston, Barbridge, Brereton Green, Brereton Heath, Calveley, Cranage, Hankelow, Hassall Green, Hough, Mount Pleasant, Mow Cop, Rode Heath, Scholar Green, Spurstow, Weston, Winterley, Worleston and Wybunbury.

**2.80** The remaining settlements have fewer facilities and are therefore considered rural villages and / or rural areas. People living in these communities generally have to travel to larger centres for jobs, healthcare and other services.

<sup>30</sup> Cheshire West & Chester Council Research, Intelligence & Consultation Team's Small Area Population Estimates. All estimates are constrained to the Registrar General's Annual Estimates of Population for 2010. ONS Crown Copyright 2012



### 3 Enterprise and Growth

**3.1** Cheshire East will be an engine for growth and promote a dynamic, prosperous economy. We have a wide variety of successful industries in the area, but we need to stay ahead of the game by ensuring that we exploit new opportunities, build on our current successes and create a climate that is attractive for business investment and growth, not just in our larger towns but also in our smaller towns and rural communities.

**3.2** We also want to create thriving town and village centres that are sustainable and can continue to deliver essential services, retail, leisure and employment opportunities.

**3.3** If these ambitions are to be achieved then there is a need to create the conditions required for 'jobs led growth'. We aim to create 20, 000 new jobs over the plan period and need to create the right business environment to achieve this.

#### **Objective 1: Promoting economic prosperity by creating conditions for business growth.**

This will be delivered by:

1. Providing a viable and flexible supply of quality employment land and premises, including business parks and strategic sites, to attract new and innovative businesses, to enable existing businesses to grow and to create new and retain existing jobs.
2. Promoting the vitality, viability and accessibility of our town centres to create thriving destinations for retail, culture and leisure to satisfy a growing population and visitors from further afield.
3. Supporting major regeneration schemes in the town centres of Crewe and Macclesfield in order to provide an enhanced retail and leisure offer and improved environmental quality.
4. Improving the economy in rural areas by supporting the development of rural enterprise, diversification of the rural economy, sustainable tourism, broadband connectivity, and the continued importance of farming and agriculture.
5. Capitalising on the accessibility of the Borough, including improved transport links to the Manchester City Region and Manchester Airport, improved transport infrastructure such as Crewe Railway Station and maximising the opportunities that may be offered by High Speed 2 Rail Links (HS2).
6. Securing excellent educational facilities to meet the needs of the current and future population of all ages, to improve educational attainment and provide a wide skills base.
7. Supporting flexible working and investment in new communication technologies, to allow home working and to support businesses reliant on e-technology.

**3.4** The Core Strategy will promote the delivery of strategic employment sites that will provide a step change in economic opportunity in the Borough. These include sites at Basford East and Basford West in Crewe, Midpoint 18 in Middlewich, Congleton North in Congleton and the South Macclesfield Development Area in Macclesfield.



## Performance Indicators: Enterprise and Growth

Employment land allocated
Employment land developed
Employment floorspace developed
Jobs created
VAT registered businesses
Unemployment rates
Vacant town centre units
Town centres
Qualifications of residents

Table 3.1 Performance Indicators

## Economic prosperity

**3.5** Cheshire East's economy is characterised by a broad range of industries and services, with particular strengths in pharmaceuticals, financial businesses and advanced engineering, whilst the rural nature of the Borough is reflected in the relatively high number of people employed in agriculture.

### Policy EG 1

#### Economic prosperity

1. Proposals for employment development (use classes B1, B2 or B8) will be supported in principle within the Principal Towns, Key Service Centres and Local Service Centres as well as on employment land allocated in the Development Plan.
2. Proposals for employment development on non-allocated employment sites will need to be in the right location and support the strategy, role and function of the town, as identified in Policy CS2 (Settlement Hierarchy and Spatial Distribution)<sup>(31)</sup> and in any future plans, including Neighbourhood Plans, where applicable.

#### Explanation

**3.6** The National Planning Policy Framework states that *'to help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century'*.

31 Policy CS2 in the Draft Development Strategy for Cheshire East





**3.7** Cheshire East's employment policy seeks to encourage growth in the Borough and secure a greater number of jobs for its resident workforce. The Cheshire East Local Plan will be focused on delivering growth including ensuring that there is an appropriate balance between jobs, services and facilities and homes, creating a more sustainable pattern of development in the Borough.

**3.8** Policy EG1 supports the delivery of opportunities for the provision of employment land that may come forward in the Principal Towns, Key Service Centres and Local Service Centres, in addition to the employment land that is allocated in the Core Strategy. This policy will contribute to the achievement of the strategic objective to promote economic prosperity by creating conditions for business growth.

### Key Evidence

1. Employment Land Review (October 2012). <sup>(32)</sup>
2. Employment Monitoring (updated yearly). <sup>(33)</sup>

### Consultation Responses

**3.9** The Town and Parish Council seminar undertaken as part of the work on the Core Strategy identified that the economy is important in driving growth.

**3.10** 'Job prospects and employment opportunities' were identified as one of the elements that most needs improvement in a number of towns as part of the Place Shaping consultation, including Alsager (2nd out of 30 issues identified in the survey), Congleton (1st), Crewe (2nd), Middlewich (4th), Nantwich (3rd) and Sandbach (2nd).

### Alternatives considered:

#### Option 1: Restrict employment development

**Description:** This option would restrict employment development to sites allocated in the Local Plan.

**Justification:** This would not be in line with the objectives of this document, which is to plan for growth. It would also be contrary to Governments objectives of supporting growth and employment opportunities.

32 Available to view at [http://www.cheshireeast.gov.uk/environment\\_and\\_planning/planning/spatial\\_planning/research\\_and\\_evidence/employment\\_land\\_review.aspx](http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/research_and_evidence/employment_land_review.aspx)

33 Available to view at [http://www.cheshireeast.gov.uk/environment\\_and\\_planning/planning/spatial\\_planning/cheshire\\_east\\_local\\_plan/annual\\_monitoring\\_report.aspx](http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/cheshire_east_local_plan/annual_monitoring_report.aspx)



## Policy EG 2

### Rural Economy

1. Outside the Principal Towns, Key Service Centres and Local Service Centres, developments that:

- i. Provide opportunities for local rural employment development that supports the vitality of rural settlements.
- ii. Create or extend rural based tourist attractions, visitor facilities and recreational uses.
- iii. Develop farm shops, garden centres and other similar outlets selling goods manufactured on site.
- iv. Seek to retain or expand businesses.
- v. Support sustainable farming and food production through allowing development required to adapt to modern agricultural practices and diversification.
- vi. Are considered essential to the wider strategic interest of the economic development of Cheshire East, as determined by the Council.

Will be supported where the development:

- a. Meets sustainable development objectives as set out in Policies CS7, CS 8 and CS9 of the Development Strategy;
- b. Supports the rural economy, and could not reasonably be expected to locate within a designated centre by reason of their products sold. A high proportion of goods sold should be produced on site;
- c. Would not undermine the delivery of strategic employment allocations;
- d. Are supported by adequate infrastructure;
- e. Are consistent in scale with their location, do not adversely affect nearby buildings and the surrounding area or detract from residential amenity; and
- f. Is well sited and designed in order to conserve and where possible enhance the character and quality of the landscape and buildings.

### Explanation

**3.11** The National Planning Policy Framework states that '*planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development*'.

**3.12** The rural economy provides a wide range of important goods and services, including clean water, biodiversity, recreational space and opportunities, food energy and carbon management. Rural land is a vital resource for mitigating and adapting to the various challenges of climate change, such as drought and flooding. The countryside is also home to settlements and communities, where economic activities include agriculture and other farm based industries, as well as businesses associated with countryside pursuits, including



rural tourism and leisure. Beyond farming, the rural economy in Cheshire East supports many businesses, including wholesale and retail trade, repairs, manufacturing, health and social work and real estate, renting and business activities.

**3.13** Planning has a key role to play in ensuring that the rural economy is viable, meets the needs of existing residents of rural areas and that growth and development is appropriate to the scale of each area.

### Key Evidence

1. Employment Land Review 2012

### Consultation Responses

**3.14** The Council Members workshop undertaken as part of the Core Strategy Issues and Options consultation highlighted the importance of supporting rural areas, as did the Housing Market Partnership workshop.

**3.15** Key comments from the Rural Issues Summary Document consultation included: encouraging and supporting the development of countryside enterprise and rural employment; allowing farm diversification and the setting up of micro businesses; supporting the reuse of appropriate empty buildings; and creating a working landscape.

**3.16** A recurring theme from the Town Strategy consultations was the importance of food security and support for sustainable farming and food production.

### Alternatives considered

#### Option 1: No Rural Economy Policy

**Description:** This option would not include a policy on the rural economy.

**Justification:** This option would not give the Council the opportunity to respond to local strengths and issues around the rural economy. There would be reliance on national policy guidance.

#### Option 2: Tighten Rural Economy criteria

**Description:** This option would see the criteria in this policy on the rural economy tightened.

**Justification:** Proposals could be limited to those that require a rural area, or could be limited to locations only accessible to public transport. This would limit the opportunities for business activities that could take place in the rural area, and may not fully support the objective to improve the economy in rural areas.



### Policy EG 3

#### Existing and Allocated Employment Sites

1. Existing employment sites will be protected for employment use unless:
  - premises are causing significant nuisance or environmental problems that could not be mitigated;
 or
  - the site is no longer suitable for employment; and
  - there is no potential for modernisation or alternate employment uses; and
  - no other occupiers can be found;
 or
  - it does not result in the loss of small and start-up business premises, unless alternative provision is made.
2. Where it can be demonstrated that there is a case for alternative development on existing employment sites, all opportunities must be explored to incorporate an element of employment development as part of a mixed use scheme.
3. Allocated employment sites will be protected for employment use in order to maintain an adequate and flexible supply of employment land to attract new and innovative businesses, to enable existing businesses to grow and to create new and retain existing jobs.

#### Explanation

**3.17** The National Planning Policy Framework states that '*policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose*'.

**3.18** In order to provide a range of employment sites, particularly for inward investment and limit the need for development on greenfield land, it is vital that existing employment sites, premises and allocations that are viable for continued employment use are safeguarded. This will make sure that job opportunities are maintained and the economic health of the Borough is protected. The release of viable employment sites or premises to other uses may only be made where their loss would not cause harm to business or employment opportunities, or where there are unacceptable amenity impacts for local residents.

#### Key Evidence

1. Employment Land Review (October 2012)
2. Employment Monitoring (updated yearly)



## Consultation Responses

**3.19** The Town and Parish Council seminar undertaken as part of the work on the Core Strategy identified that the economy is important in driving growth.

**3.20** 'Job prospects and employment opportunities' were identified as one of the elements that most needs improvement in a number of towns as part of the Place Shaping consultation, including Alsager (2nd out of 30 issues identified in the survey), Congleton (1st), Crewe (2nd), Middlewich (4th), Nantwich (3rd) and Sandbach (2nd).

### Alternatives considered:

#### Option 1: No policy

**Description:** This option would not include a policy to protect existing and allocated employment sites.

**Justification:** This option may lead to a restriction in the availability of employment sites, and may impact on the job opportunities available. This would be contrary to the objectives of this document.

#### Option 2: Identify areas suitable for loss

**Description:** This option would identify employment areas within Cheshire East that are suitable to be lost from employment use.

**Justification:** This option has not been taken forward as the Employment Land Review as suggested that much of the employment land within Cheshire East is of a high standard and is appropriate to retain as employment. Therefore it would not seem appropriate to lose these sites or to restrict potential losses of employment to those areas where identified in a policy, rather than judging each proposals on its merits.

## Tourism

**3.21** Nationally, tourism generates £90 billion of direct spending, provides 1.36 million jobs and is the fifth or sixth biggest sector of the UK economy in most years. The visitor economy is an important contributor to businesses and communities in Cheshire East, generating over £653m each year to the local economy and employing over 10,000 people, with accommodation, food and drink and shopping employing the highest numbers. As part of the plan for growth it is important that the visitor economy is able to maximise its contribution to the economy, employment and quality of life of Cheshire East.





## Policy EG 4

### Tourism

1. The Core Strategy will protect and enhance the unique features of Cheshire East that attract visitors to the area, whilst encouraging investment. This will be achieved through:

- i. The protection of Cheshire East's tourist assets, such as Tatton Park, Quarry Bank, Little Moreton Hall, Alderley Edge, the Gritstone Trail, Tegg's Nose, Sandstone Ridge and the waterways that support appropriate sustainable tourist related development.
- ii. By protecting visitor attraction sites unless it can be proved the use is no longer economically viable, and promoting new visitor attractions and accommodation in sustainable and appropriate locations.
- iii. By encouraging sustainable transport to tourist and cultural sites.

2. Proposals for tourist development of an appropriate scale, including attractions and tourist accommodation, will be supported within the Principal Towns and Key Service Centres, providing they are in line with other policies in the Local Plan.

3. Proposals for tourist development outside of the Principal Towns and Key Service Centres will be supported where:

- i. They are located within a Local Service Centre or Sustainable Villages; or
- ii. They are located within a existing or replacement building; or
- iii. There is evidence that the facilities are required in conjunction with a particular countryside attraction;

And

- i. The scale, design and use of the proposal is compatible with its wider landscape or townscape and would not detract from the character or appearance of the area; and
- ii. It would not be detrimental to the amenities of residential areas; and
- iii. The proposals is served by adequate access and infrastructure; and
- iv. The site has access to local services and employment.

### Explanation

**3.22** The National Planning Policy Framework states that Local Plans should '*support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside*'.

**3.23** The National Planning Policy Framework supports this agenda through a range of policy directives to support:

- Sustainable rural tourism
- Competitive town centres



- Sustainable transport
- High quality design
- Inclusive communities
- Enhancement of the natural environment
- Enjoyment of the historic environment

**3.24** Together these policies underpin the Cheshire East approach to sustainable tourism and our ambition to maximise its contribution to the economy, employment and quality of life in Cheshire East.

**3.25** The visitor economy covers a wide range of activities across a variety of themes and locations in Cheshire East. Attractions such as Tatton Park, Jodrell Bank and Little Moreton Hall may be considered visitor destinations in their own right; leisure based visits might cross the Borough over a variety of canal, cycle or public footpath networks; and culture and recreational activities may take visitors to parks and gardens, market towns, and festivals across the Borough.

**3.26** This diverse offer is important to businesses and communities across Cheshire East with 11.7million visits to the Borough contributing over £578m each year to the local economy, employing over 8,000 people (STEAM 2010) and generating a wide range of economic, social and health benefits.

**3.27** Visits to and within the Borough generate economic activity, supporting jobs and industries, and by maintaining and improving infrastructure associated with the visitor economy, communities are better able to access active leisure opportunities and participate in the cultural and social life of the Borough.

**3.28** Enabling residents and visitors to access, understand and engage with the heritage, landscape and cultural assets of the borough promotes a sense of place and pride in communities that alongside an attractive cultural, recreational and leisure offer, can be important in attracting high skilled individuals and businesses to locate in the area and contribute to long term prosperity, regeneration and support for services.

**3.29** Whilst it is important to support our visitor economy it is also important to protect those assets that make the Borough attractive to visitors including landscape, public realm and heritage. In particular it is important to minimise the impact from tourism associated travel.

**3.30** Planning has a key role to play in enabling and encouraging more of our 10.3 million day visitors to stay longer and spend more by:

- supporting the industry to increase the number of overnight stays
- promoting good design in the built environment and public space
- protecting the quality of natural and historic landscapes
- improving the provision of arts and heritage
- enhancing the visitor experience by way of improvements to the public realm.

## Key Evidence

1. Cheshire East Visitor Economy Strategy (January 2011) <sup>(34)</sup>

<sup>34</sup> [http://www.cheshireeast.gov.uk/business/business\\_information/visitor\\_economy.aspx](http://www.cheshireeast.gov.uk/business/business_information/visitor_economy.aspx)



2. Government Tourism Policy 2011 <sup>(35)</sup>
3. Cheshire East Sustainable Communities Strategy (2010) <sup>(36)</sup>
4. Cheshire East Visitor Economy Strategy (January 2011) <sup>(37)</sup>
5. Cheshire East Economic Development Strategy (2011) <sup>(38)</sup>
6. Cheshire East Local Economic Needs Assessment (2011) <sup>(39)</sup>
7. Cheshire East Local Transport Plan (2011) <sup>(40)</sup>

## Consultation Responses

**3.31** As part of the Core Strategy Issues and Options consultation the Council Members workshop identified the importance of the visitor economy to Cheshire East.

**3.32** The Middlewich and Sandbach Town Strategies both include consideration of tourism and visitor attractions, following support for this during their consultation. The Middlewich Town Strategy for example looks to promote guided tours and virtual tours of Middlewich's heritage utilising historical assets and sites and the closeness to the waterways.

**3.33** The draft Town Strategies for Knutsford, Macclesfield and Poynton also considered the potential for tourism and visitor attractions, with many of the responses highlighting the importance of achieving benefits to the town from these attractions.

### Option 1: No Tourism Policy

**Description:** This option would not include a policy on Tourism.

**Justification:** This could lead to a lack of protection for the tourism assets within Cheshire East and also potentially lead to a lack of support for appropriate developments required to support tourism in the Borough.

## Town Centres

**3.34** The Council advocates a clear 'town centre first' approach for its major towns. It is fully supportive of the Government's aims to promote the vitality and viability of town and other centres as important places for communities. They are a major focus for employment and drivers of economic growth.

**3.35** Cheshire East is a Borough with a significant number of towns and villages, each with its own distinct identity and character and offering an individual experience. They are key drivers in Cheshire East's economic prosperity and the focus will be on the continued development of the centres as commercial, retail and leisure hubs.

35 [http://www.culture.gov.uk/images/publications/Government2\\_Tourism\\_Policy\\_2011.Pdf](http://www.culture.gov.uk/images/publications/Government2_Tourism_Policy_2011.Pdf)

36 [http://www.cheshireeast.gov.uk/community\\_and\\_living/pace\\_-\\_strategic\\_partnerships/sustainable\\_community\\_strategy.aspx](http://www.cheshireeast.gov.uk/community_and_living/pace_-_strategic_partnerships/sustainable_community_strategy.aspx)

37 [http://www.cheshireeast.gov.uk/business/business\\_information/visitor\\_economy.aspx](http://www.cheshireeast.gov.uk/business/business_information/visitor_economy.aspx)

38 [http://www.cheshireeast.gov.uk/business/economic\\_development\\_services/strategy\\_and\\_policy.aspx](http://www.cheshireeast.gov.uk/business/economic_development_services/strategy_and_policy.aspx)

39 [http://www.cheshireeast.gov.uk/business/economic\\_development\\_services/strategy\\_and\\_policy.aspx](http://www.cheshireeast.gov.uk/business/economic_development_services/strategy_and_policy.aspx)

40 [http://www.cheshireeast.gov.uk/transport\\_and\\_travel/local\\_transport\\_plan.aspx](http://www.cheshireeast.gov.uk/transport_and_travel/local_transport_plan.aspx)



## Policy EG 5

### Promoting a town centre first approach to retail and commerce

1. The Council will support the following hierarchy of retail centres in Cheshire East:
  - The **Principal Towns** will be the main focus for high quality comparison retail supported by a range of retail, service, leisure, tourism, office and other town centre-type uses, including residential.
  - Within the **Key Service Centres** there will be a focus on the improvement of the convenience and comparison retail offer, with the potential to strengthen and enhance the retail offer where suitable, as well as diversification to other uses such as offices, services, leisure, cultural and residential, as appropriate.
  - Within the **Local Service Centres** there will be a focus on convenience retailing of an appropriate scale, plus opportunities for service uses and small-scale independent retailing of a function and character that meets the needs of the local community.
  - Within the **Sustainable Villages** there will be a focus on providing retail and services of appropriate scale and nature to meet the needs of the local community.
2. The designated town centres will be promoted as the primary location for main town centre uses including retail, leisure, cultural and office development.
3. The use of upper floors in town and other centres for non-retail uses will be supported, where appropriate.
4. The retention and enhancement of the Borough's markets will be encouraged.
5. Small parades of shops will be protected where they are important to the day-to-day needs of local communities.
6. Proposals that help develop the evening and night-time economy in the Principal Towns and Key Service Centres will be supported, where any negative impacts on amenity are addressed.
7. Outside the centres identified above, there will be a presumption against the development of retail, leisure and other town centre-type uses except where it can be demonstrated that they satisfy the tests outlined in current Government guidance.
8. Proposals for main town centre uses that cannot be accommodated in or adjacent to the town centre will be considered where:
  - i. there is a proven need;
  - ii. there is no negative impact on the surrounding town centres; and
  - iii. it is demonstrated that the tests outlined in current Government guidance can be satisfied.

### Explanation

**3.36** The National Planning Policy Framework states that '*planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period*'. It goes on to state that '*local planning authorities should:*



- *recognise town centres as the heart of their communities and pursue policies to support their viability and vitality;*
- *define a network and hierarchy of centres that is resilient to anticipated future economic changes; . . .*
- *promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres; . . .*
- *set policies for the consideration of proposals for main town centre uses which cannot be accommodated in or adjacent to town centres . . .'*

**3.37** It is important to determine appropriate policies for retailing focused on town centres as they are often a central part of community identity and contain the shops, services, pubs, restaurants, leisure, entertainment and other facilities that people wish to access locally, as well as businesses, employment and homes. Town centres are generally accessible by a wide range of transport modes and provide the greatest opportunity for linked trips.

### Key Evidence

1. Cheshire Retail Study 2011 <sup>(41)</sup>
2. Town Centre Surveys (updated yearly)
3. Retail monitoring (updated yearly)

### Consultation Responses

**3.38** As part of the consultation on the Core Strategy Issues and Options document the Business Breakfast workshop identified the importance of the town centre including the retail offer, the variety of shops, the facilities available and the provision of suitable sites.

**3.39** The need to improve the town centre was identified in the Place Shaping consultations for a number of towns including Alsager, Congleton, Crewe, Handforth, Knutsford, Macclesfield, Middlewich and Sandbach.

**3.40** Each of the Town Strategies also identified the importance of having a viable town centre and many of the documents considered different ways to improve the town centre. In general the consultation comments were supportive of the need to improve and support the town centres, with improvements to the public realm, the importance of bringing empty shops back into use and car parking frequently mentioned.

**3.41** Responses to the Town Strategies for Macclesfield, Knutsford, Crewe and Nantwich also suggest that residents in these areas were keen to retain and enhance the role and relevance of the market in their Town.

41 Available at [http://www.cheshireeast.gov.uk/environment\\_and\\_planning/planning/spatial\\_planning/research\\_and\\_evidence/cheshire\\_town\\_centres\\_study.aspx](http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/research_and_evidence/cheshire_town_centres_study.aspx)





## Alternatives considered:

### Option 1: Alternative retail hierarchy

**Description:** Apply a different retail hierarchy which does not necessarily follow the settlement hierarchy proposed in this document. This could potentially increase the position of Holmes Chapel in the hierarchy to reflect the level of retail already present in the centre.

**Justification:** Current evidence suggests that some of the Local Service Centres and Key Service Centres have similar sized centres and therefore there may be opportunities for these town centres to increase their position in the hierarchy. However, as it is the intention of the document to create town centres that are able to support the development that is proposed it is logical to link the retail and settlement hierarchies.

### Option 2: Do not seek to retain local markets

**Description:** This option would not seek to retain or enhance local markets.

**Justification:** This would be contrary to the consultation responses from the Town Strategies where a number of respondents were keen to see the markets within their towns retained and enhanced.



## 4 Stronger Communities

**4.1** Cheshire East is committed to meeting the needs of its local communities and providing the infrastructure, services and facilities required to create sustainable and stronger communities, whilst recognising that Cheshire East is a big place and contains a large number of towns and villages, each with its own local character and distinctiveness, which must be considered.

**4.2** We also want to put local people at the heart of decision making for their community and provide them with the ability to identify and meet their own needs, embracing the spirit of localism.

**Objective 2: To create sustainable communities, where all members are able to contribute and where all the infrastructure required to support the community is provided.**

This will be delivered by:

1. Providing for 27,000 new homes across the Borough to support economic growth and to meet housing needs.
  - i. ensuring that the majority of new housing is provided in sustainable locations within Crewe, Macclesfield and the Key Service Centres.
  - ii. ensuring that there is an appropriate mix of house types, sizes and tenures including affordable housing to meet the Borough's needs.
  - iii. enabling vulnerable and older people to live independently, longer.
2. Ensuring that development provides the opportunity for healthier lifestyles through provision of high quality green infrastructure and cultural, recreational, leisure and sports opportunities.
3. Working with infrastructure providers to make sure that infrastructure to support the community is provided; this will include local health and social care facilities, leisure facilities, recreation and greenspaces, education, transport, superfast broadband, mobile and other ICT connectivity, water, waste and energy.
4. Improving links between existing and new neighbourhoods by giving priority to walking, cycling and public transport and providing a genuine choice of modes and supporting community integration.
5. Ensuring that all new development is well designed, durable, sustainable and energy efficient.

**4.3** The Local Plan will provide a significant number of new dwellings in all parts of the Borough to 2030 to support economic growth and sustainable development. It will make sure that there is an appropriate mix of house types, sizes and tenures provided across the Borough.

**4.4** The Council also faces challenges in enabling people of all ages to make provision for their own care needs wherever possible. Good housing is essential for achieving this aim. Housing needs to be readily adaptable in the face of changes in circumstances of its occupiers.



In addition, specific provision should be made to meet the diverse needs of the Borough. This can range from bespoke housing with an element of care through to whole life housing, the obligation to build more bungalows and positive encouragement for dependant relative annexes.

**4.5** The Local Plan will contribute to the achievement of equality and social inclusion. It will seek to reduce poverty and to enable older people to live independently for longer in order to achieve a better quality of life for all. It will seek to improve human health and achieve a high quality of life by maximising opportunities to access facilities and open space that encourage a healthy and active lifestyle.

**4.6** The Local Plan will work with infrastructure providers to make sure that the infrastructure required to support the community, including: local health and social care facilities; leisure facilities; education; transport; broadband, mobile and other ICT connectivity; water; waste water; and energy are provided.

### Performance Indicators: Stronger Communities

Housing land allocated
Five year housing land supply
Number of homes built
Number of affordable homes built
Percentage of total housing completions that are affordable
Average house price
Net additional pitches (Gypsy and Traveller)
Building for Life Assessments
Housing energy efficiency (SAP) ratings
Life expectancy at birth
Number of people with a limiting long term illness

Table 4.1 Performance Indicators

## Leisure

**4.7** Leisure opportunities bring together members of a community who work, live and play within an area.

**4.8** Leisure and sports facilities and green spaces such as parks and allotments can help to enhance everyone's life. Such provision is important for resident's social, mental and physical health and well being and to the achievement of sustainable communities.



## Policy SC 1

### Leisure

In order to provide appropriate sports, leisure and recreational facilities for the communities of Cheshire East, the Council will:

1. Seek to protect existing sport and recreation facilities, unless they are proven to be surplus to requirements or unless improved alternative provision is to be made.
2. Support and promote the provision of better sport and leisure facilities, where there is a need for such facilities and will follow the sequential approach set out below, provided they are of a type and scale appropriate to the size of the settlement, are accessible and support our objectives. We will:
  - i. Require facilities that serve the Borough as a whole, and facilities that attract large numbers of people, to be located within or adjoining Crewe or Macclesfield town centres;
  - ii. Require facilities serving other Key Service Centres to be located in or adjacent to town centres or highly accessible locations;
  - iii. Require facilities intended to serve the everyday needs of a community or neighbourhood to be in or adjacent to the centres of Local Service Centres or Sustainable Villages; and
  - iv. Encourage the development of shared service centres that combine public services, health and community functions in modern accessible buildings.
3. Support proposals for facilities that are not appropriate to be located in or adjacent to centres, provided they are highly accessible by a choice of transport and do not harm the character or amenity of the area, and satisfy the following criteria:
  - i. it is a sports facility that supports a business use, is appropriate in an employment area, or supports an outdoor sports facility, education or related community/visitor facility; or
  - ii. it supports the visitor economy and is based on local cultural or existing visitor attractions.
4. Work with agencies, services and businesses responsible for providing facilities to make sure that the needs and demands of communities are met.
5. Make sure that appropriate developments contribute, through land assembly and financial contributions, to new or improved facilities where development will increase demand and / or there is a recognised shortage.<sup>(42)</sup>

42 Further detail can be found in Policy SE5.



## Explanation

**4.9** The National Planning Policy Framework states that Local Planning Authorities should *'allocate a range of suitable sites to meet the scale and type of . . . leisure . . . development needed in town centres. It is important that needs for . . . leisure . . . are met in full'*.

**4.10** Major facilities that attract a large number of people should be located in accessible locations such as town centres or local centres. Smaller facilities should be located close to existing centres where possible or close to the communities they are serving. Where sites are not available in centres, other accessible locations will be acceptable subject to their impact on surrounding uses. Accessibility is a critical issue for community facilities as they are used by all groups, including those without access to a car and with restricted mobility. Young people and elderly persons can be disadvantaged in terms of accessibility to community facilities and therefore accessibility by public transport and safe pedestrian routes is essential.

**4.11** Focusing major facilities in town centres not only ensures good standards of accessibility but also helps to ensure vibrant and viable town centres. Major out of town centre leisure facilities are not encouraged. But it is accepted that some facilities serve a very local need or will only be viable in locations outside centres, so the policy seeks to ensure that their impact is not harmful on the surrounding area.

**4.12** The Council will work with other agencies and the voluntary and private sectors, to secure more and better facilities by joint working. Shared centres where public health facilities, council offices, Libraries, police and other services are in one building can be both cost-effective and more convenient for the public and are therefore supported.

## Key Evidence

1. Cheshire Retail Study (2011). <sup>(43)</sup>
2. Open Space Audit (2012). <sup>(44)</sup>
3. Greenspace Strategy
4. Playing Pitch Strategy

## Consultation Responses

**4.13** Responses to the Core Strategy Issues and Options document identified the need for infrastructure, including leisure facilities, to be available.

**4.14** Responses to the various Town Strategy Consultations indicated the importance of sports and leisure facilities, with the Alsager Town Strategy identifying a 'Sports and Leisure Hub' and the draft Knutsford Town Strategy highlighting the intent to create an area of Sports and Leisure excellence.

43 Available at [http://www.cheshireeast.gov.uk/environment\\_and\\_planning/planning/spatial\\_planning/research\\_and\\_evidence/cheshire\\_town\\_centres\\_study.aspx](http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/research_and_evidence/cheshire_town_centres_study.aspx)

44 Available at [http://www.cheshireeast.gov.uk/environment\\_and\\_planning/planning/spatial\\_planning/research\\_and\\_evidence/open\\_spaces\\_assessment.aspx](http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/research_and_evidence/open_spaces_assessment.aspx)





## Alternatives considered:

### Option 1: No Policy

**Description:** This option would not include a policy in relation to leisure.

**Justification:** This option could allow for the loss of existing leisure facilities without any replacement. It could also lead to shortages in leisure facilities or to existing shortages getting worse.

## Health and Well-being

**4.15** The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities.

### Policy SC 2

#### Health and Well-being

1. The Council and its partners will create and safeguard opportunities for healthy, fulfilling and active lifestyles by:
  - i. Working in partnership with the health and social care providers to improve health across Cheshire East and reduce inequalities;
  - ii. Requiring Health Impact Assessments on all strategic development proposals and seeking contributions towards new or enhanced health and social care facilities from developers where development results in a shortfall or worsening of provision;
  - iii. Ensuring new developments provide opportunities for healthy living by the encouragement of walking and cycling, good housing design, access to services, sufficient open space and opportunity for recreation and sound safety standards;
  - iv. Improving education and skills training and encouraging life-long learning;
  - v. Protecting existing community facilities and ensuring the provision of a network of community facilities, providing essential public services to meet the needs of the local community; and
  - vi. Promoting the role of allotments, garden plots within developments, small scale agriculture and farmers markets in providing access to healthy, affordable locally produced food options.

#### Explanation

**4.16** One of the core Principles of the National Planning Policy Framework states that planning should *'take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs'*.



**4.17** Cheshire East's residents are generally healthier and have a greater life expectancy than the national average; life expectancy is 79 years for males and 82.6 years for females, compared with 78.3 and 82.3 respectively in England. However, there are pockets of poor health; there is a 10.9 year gap in male life expectancy and a 16.8 year gap for female life expectancy between areas within Cheshire East.<sup>(45)</sup>

**4.18** Population forecasts suggest that the number of people aged 65 years and over will continue to increase, by 50 per cent over the next 20 years. In particular, the number of people aged 85 years and over is expected to double, reaching more than 20,000 by 2029.<sup>(46)</sup>

**4.19** Having timely and easy access to a range of health and social care services is a key issue for local people.

**4.20** Creating opportunities for healthier and more active lifestyles is part of evolving national policy. The [Joint Strategic Needs Assessment](#) highlights that 'adult participation in physical activity, as measured through sport and active recreation, in Cheshire East is generally similar to the national average, whilst activity rates are lowest in Crewe and Nantwich and highest in Macclesfield. Physical activity is important in childhood to support healthy growth and development, psychological well-being and social interaction. Obesity in childhood can lead to risks of coronary heart disease, strokes and poor mental health in later life, all causes of premature death. Across Cheshire East, 8.2 per cent of all children were obese in 2010 although this is less than the national average (9.6 per cent).<sup>(47)</sup>

**4.21** Encouraging residents to live a healthy lifestyle involves the provision of facilities to encourage regular exercise taking and to maximise the opportunities provided by the natural landscape of the Borough to improve their health.

## Key Evidence

1. Ageing well in Cheshire East Programme - A Plan for People aged 50 and over (2012-2017).<sup>(48)</sup>
2. Cheshire East Joint Strategic Needs Assessment; Population Projections, 2010.<sup>(49)</sup>
3. Cheshire East Health and Wellbeing Strategy 2013 -2014.<sup>(50)</sup>
4. Building for Life Assessments

## Consultation Responses

**4.22** Responses to the vision within the Core Strategy Issues and Options Document highlighted the need to provide opportunities for healthy lifestyles for residents of Cheshire East.

45 Source: Life Expectancy at Birth, Department for Health

46 Source: 2009 Mid Year Estimates, Office for National Statistics & 2010 Population Estimates

47 Cheshire East Council Child Poverty Needs Assessment

2011 ([http://www.cheshireeast.gov.uk/community\\_and\\_living/research\\_and\\_consultation/cpna.aspx](http://www.cheshireeast.gov.uk/community_and_living/research_and_consultation/cpna.aspx))

48 Available at [http://www.cheshireeast.gov.uk/social\\_care\\_and\\_health/health\\_advice/ageing\\_well.aspx](http://www.cheshireeast.gov.uk/social_care_and_health/health_advice/ageing_well.aspx)

49 Available at [http://www.cheshireeast.gov.uk/social\\_care\\_and\\_health/jsna.aspx](http://www.cheshireeast.gov.uk/social_care_and_health/jsna.aspx)

50 Available at [http://www.cheshireeast.gov.uk/council\\_and\\_democracy/your\\_council/health\\_and\\_wellbeing\\_board.aspx](http://www.cheshireeast.gov.uk/council_and_democracy/your_council/health_and_wellbeing_board.aspx)



## Alternatives considered:

### Option 1: No Policy

**Description:** This option would not include a policy on health and well-being.

**Justification:** This option could result in increased deficiencies in health and well-being contrary to Government guidance and the Council objectives to increase opportunities for healthier lifestyles.

### Option 2: Not seek opportunities to improve health and well-being.

**Description:** This option would not require developments to provide opportunities for healthy living, including: open spaces, allotments, education provision and health and social care provision.

**Justification:** This option has not been pursued as it could result in increased deficiencies in health and well being contrary to Government guidance and the Council objectives to increase opportunities for healthier lifestyles.

### Option 3: Allow loss of Community Facilities

**Description:** This option would allow the loss of community facilities, and potentially their replacement with alternative uses.

**Justification:** This option has not been pursued as it could result in increased deficiencies in health and well being contrary to Government guidance and the Council objectives to increase opportunities for healthier lifestyles.

## Residential Mix

**4.23** A neighbourhood with a mix of housing tenures, types and sizes will be more able to meet the changing needs and aspirations of its residents, through changing life stages, household shapes and sizes or changes in income. Providing greater housing choice increases the opportunities for households to remain within their communities and promotes social equality and inclusion by easing geographical constraints on the search for appropriate homes.



## Policy SC 3

### Residential Mix

1. All new residential development should maintain, provide or contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities.
2. To meet the needs arising from the increasing longevity of the Borough's older residents, the Council will require developers to demonstrate how their proposal will be capable of meeting, and adapting to, the long term needs of this specific group of people. This could include the provision of Lifetime Homes and Bungalows and, if there is a need, extra care homes.

### Explanation

**4.24** The National Planning Policy Framework states that *'to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:*

- *plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);*
- *identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand'.*

**4.25** In order to create mixed, balanced and inclusive communities, provision will need to be made for a variety of housing tenures, types and sizes. An appropriate mix of housing will need to be provided within individual developments, proportionate to the scale of development proposed. Smaller schemes will need to contribute to the mix of housing across the wider area.

**4.26** Facilitating more balanced communities, comprising a range of ages, household types and incomes may also help achieve wider social policy goals, such as reducing concentrations of income poverty and social exclusion.

**4.27** The Council will work in partnership to provide accommodation with a greater range of tenure options that is of good quality and better design, and meets Lifetime Homes standards, offering longevity and flexibility for the changing needs of ageing. Appropriate sites to meet this specific housing need will be identified within the Strategic Sites of the Core Strategy and Site Allocations and Policies Development Plan Document. The Council may also seek a proportion of the overall housing land target to be developed as new housing for older person households.

### Key Evidence

1. [Strategic Housing Market Assessment \(2010\)](#)



2. [Ageing well in Cheshire East Programme - A Plan for People aged 50 and over \(2012-2017\)](#)
3. Building for Life Assessments
4. Housing Statistics - Communities and Local Government Live Housing Statistics / Cheshire East Council Housing Statistics
5. Cheshire East Supported Living Strategy
6. [Cheshire East Health and Wellbeing Strategy](#) 2013-2014
7. [Cheshire East Housing Strategy 2011-2016](#)

### Consultation Responses

**4.28** Responses to the Core Strategy Issues and Options document during the consultation process and during the workshops, highlighted the need to make sure that the housing needs of Cheshire East are met in terms of numbers and mix of housing, with the ageing population and changes to household make up regularly being discussed.

**4.29** The consultation on the Snapshot Reports also frequently highlighted the need for housing for older people to be addressed, whilst many of the draft Town Strategies have highlighted the need for a mix of house types and the importance of addressing the needs of the ageing population.

### Alternatives considered:

#### Option 1: No Policy

**Description:** This option would not include a policy in relation to housing mix and would allow for the market to decide the mix of housing types and sizes.

**Justification:** This option would not necessarily provide the mix of housing required to address the needs of the ageing population or to meet the needs of each community.

#### Option 2: More detail about mix of house types and sizes

**Description:** This option would see more detail added to the policy about the mix of house types required using evidence from the Strategic Housing Market Assessment.

**Justification:** Although more detail may be useful in the short term to ensure we are providing housing to meet the needs of each community. The appropriate mix of house types may change over the plan period and therefore it may be inappropriate to add further detail to the policy.

### Housing to meet Local Needs

**4.30** The emerging policy seeks to address high levels of housing need whilst reflecting the economics of provision. The [Strategic Housing Market Assessment](#) (SHMA) and viability studies have informed the approach.





## Policy SC 4

### Housing to meet Local Needs

1. In residential developments the following affordable housing thresholds and percentages will be applied:
  - In developments of 15 or more dwellings (or 0.4ha) in the Principal Towns, Key Service Centres and Local Service Centres at least 30% of all units to be affordable.
  - In developments of three or more dwellings (or 0.2ha) in all other locations at least 30% of all units to be affordable.
2. Units provided shall remain affordable for future eligible households where this is a condition of development and remain with the property for its lifetime.
3. Residential developments should provide a mix of affordable housing tenures, sizes and types to help meet identified housing needs and contribute to the creation of mixed, balanced and inclusive communities where people can live independently longer.
4. 'Housing to meet local needs' should be dispersed throughout the site, unless there are specific circumstances or benefits that would warrant a different approach. Market and affordable homes on sites should be indistinguishable and achieve the same high design quality.
5. Increasing choice and supply of 'housing to meet local needs' to reflect that housing markets change over periods of time and therefore the products that are made available to help people access rented and other affordable housing need to change to meet these market conditions
6. In exceptional circumstances, where scheme viability may be affected, developers will be expected to provide viability assessments to demonstrate an alternative affordable housing provision.
7. In exceptional circumstances, off-site provision or a financial contribution may be accepted where justified.

### Explanation

**4.31** The National Planning Policy Framework states that where Local Authorities have identified that affordable housing is needed, they should '*set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time*'.



**4.32** A community's need for an appropriate balance and mix of housing, including the provision of affordable housing, is recognised at national level as a material consideration in determining planning applications for housing development. Government policy is to create sustainable communities that offer a wide range of housing types and tenures and are socially inclusive.

**4.33** The Council is keen to enable people to live independently at all stages of their lives and to reduce cultures of dependency. It is keen to enable people to buy a home of their own and promote wider home ownership. It also encourages families to grow and move into homes that match their current and future aspirations. There needs to be a wider choice of housing that can support people when they are older and allow them to remain independent for as much of their life as possible. Housing for local needs is a means of achieving these goals; it can support broader home ownership through initiatives such as housing for first time buyers and allow families to grow through fixed discount and shared ownership housing. Securing housing at the right price also supports a flexible and dynamic labour market and enhances the wider growth agenda. Housing that meets the needs of older people will be increasingly important as longevity improves; the right kind of whole life housing, bungalows or directly supported housing promotes independence and reduces the need to fall back on the care system. Consequently a good range of housing that meets local needs is vital to the overall strategy.

**4.34** Although the Borough has a stock of good quality housing with relatively low vacancy rates, in many areas there is an imbalance in the type and tenure of available housing. There is a need to make sure that future housing development in Cheshire East helps to support economic growth by providing for a range of income groups. This includes housing for households seeking open market dwellings and those requiring affordable housing (including starter homes, shared ownership housing, discounted housing for sale and where required social rented, affordable rent and increased diversity of options through intermediate tenure). Such an approach will help to maintain long-term community sustainability and enhance the quality of life for local residents.

**4.35** In addition the [Strategic Housing Market Assessment](#) identifies that, based on Communities and Local Government modelling, there is a net shortfall of 1,243 affordable homes, of all forms, for each year across the Borough for the five year period 2009/10 to 2013/14. On this basis there is both a clearly identified need for more affordable housing to meet local needs, but there will not be sufficient supply-side opportunities through which this can be addressed. It is therefore important that the Council establish an affordable housing target within its Local Plan policies that secures a proper balance between the provision of affordable and market housing, reflecting the needs in Cheshire East.

**4.36** To help address housing need the Council will seek affordable housing from residential developments in accordance with the stated thresholds. The Council will expect the affordable housing to be delivered without public subsidy and provided on site.

**4.37** All development involving the provision of housing that meet the thresholds will be required to make provision for affordable housing, unless there are exceptional circumstances why this would not be possible.



**4.38** The Council will seek the balance of housing that best meets local needs and the characteristics of the site. As a guide, currently, this would normally be 65 per cent affordable (or social) rent housing and 35 per cent intermediate affordable housing. The Council may refine both the headline percentage, tenure split and any geographical variation as the plan progresses. Any future requirements will be determined through evidence such as the [Strategic Housing Market Assessment](#) and local housing needs surveys.

**4.39** Where a financial contribution is sought 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](#).

**4.40** Affordable housing requirements must also be balanced with other requirements for transport infrastructure, community facilities, open space and sustainable construction.

### Key Evidence

1. [Strategic Housing Market Assessment 2010](#)
2. Local Housing Needs Surveys
3. [Cheshire East Housing Strategy 2011-2016](#)

### Consultation Responses

**4.41** Responses to the Core Strategy Issues and Options document frequently referred to the delivery of affordable homes as part of their support for different levels of housing, with many highlighting the importance of ensuring that sufficient market and affordable homes are provided to meet the needs identified in Cheshire East. Other responses in relation to affordable homes also identified the need for education around affordable homes provision and around addressing the prejudices and stigmas related to this type of housing.

**4.42** Although the affordability of housing was not one of the top responses in relation to what needs improving in each of the towns as part of the Place Shaping Consultation, it was still frequently mentioned. For example more than 25 per cent of people who responded to the Macclesfield Place Shaping consultation identified 'affordability of housing for those on lower incomes' as one of their top three issues that most needs improving.

**4.43** Affordable housing was regularly identified by the Stakeholder Panels and Town Council as part of the draft Town Strategy documents.

### Alternatives considered:

#### Option 1: No Policy

**Description:** This option would not provide an affordable housing policy within this document.

**Justification:** This option would rely on policy on affordable housing being provided elsewhere, otherwise it would be considered contrary to national policy, which states that where affordable housing need is identified that local planning authorities should 'set policies for meeting this need'.



### Option 1: No Policy

This option would not address the identified affordable housing need in Cheshire East and would lead to the issue becoming increasingly worse. Providing the policy in alternate documents would not necessarily have the same weight as including this in the Local Plan or may take longer to produce.

### Option 2: Vary affordable housing percentages

**Description:** This option would see a variety of affordable housing percentages being applied across Cheshire East.

**Justification:** This option is not supported by technical evidence. The Strategic Housing Market Assessment states that it is 'unnecessary for the policy to adopt differential affordable housing targets'.

## Rural Exceptions

**4.44** Approximately 30 per cent of Cheshire East's population live in Local Service Centres (LSCs), Sustainable Villages and rural areas. The provision of additional housing is vital to the creation and maintenance of sustainable communities in rural areas. Further supply is required to address the cost of housing, and to enable newly forming households to remain in their communities. Additional housing can also help to improve the viability of existing or potential local services.



## Policy SC 5

### Rural Exceptions Housing for Local Needs

1. Rural Exceptions housing for local needs will be provided as an exception to normal policies for the countryside, to meet locally identified affordable housing need:
  - i. Sites should adjoin or be well related to Local Service Centres and Sustainable Villages and be close to existing or proposed services and facilities.
  - ii. Proposals must be for small schemes and be appropriate in scale, design and character to the locality.
  - iii. A thorough site options appraisal must be submitted, to demonstrate why the site is the most suitable one.
  - iv. Proposals must consist in their entirety of subsidised housing that will be retained in perpetuity for rent, shared ownership or in partnership with a Registered Provider of housing.
    - a. In exceptional circumstances, proposals that intend to include an element of market housing, or plots for open market sale, may be acceptable. Such proposals will only be permitted on demonstrable viability grounds, for which the developer will be required to submit an open book viability assessment<sup>(51)</sup> or some other cogent reason that demonstrates the scheme could not otherwise proceed. The assessment must show the minimum provision necessary to deliver local affordable housing for that site and must not include an element of profit. A maximum of 20 per cent market housing may be provided.
  - v. In all such cases they must be supported by an up-to-date<sup>(52)</sup> housing needs survey that identifies the need for such provision within the local community.
  - vi. Occupancy will generally be restricted to a person resident or working in the relevant locality, or who has other strong links with the relevant locality<sup>(53)</sup>.
  - vii. The locality to which the occupancy criteria are to be applied will need to be agreed with the Council prior to determination of the relevant planning application. Generally this is taken as the Parish or the Parish plus adjoining Parishes, with Cheshire East.
  - viii. To ensure an adequate supply of occupiers in the future, the Council will expect there to be a 'cascade' approach to the locality issue appropriate to the type of tenure. Thus, first priority is to be given to those satisfying the occupancy criteria in relation to the geographical area immediately surrounding the application site, widening in agreed geographical stages<sup>(54)</sup>.





## Explanation

**4.45** The National Planning Policy Framework states that in rural areas *'local planning authorities should be responsive to local circumstances and plan housing development to reflect local needs, particularly for affordable housing, including through rural exception sites where appropriate. Local planning authorities should in particular consider whether allowing some market housing would facilitate the provision of significant additional affordable housing to meet local needs'*.

**4.46** This policy allows for the allocation of, or granting of planning permission for, small sites comprising of affordable housing to meet local needs as an exception to normal policies. The policy sets out the criteria against which such proposals will be evaluated and under what circumstances schemes solely for affordable housing may be permitted.

**4.47** The Council recognises the particular difficulties in securing an adequate supply of housing for local needs in rural areas. Where it can be demonstrated that a proposed development will meet a particular locally generated need that cannot be accommodated in any other way affordable housing will be allowed as an exception to normal policy.

**4.48** A number of rural exception sites have been successfully delivered in Cheshire East. However, the delivery of such schemes can be slow and the Council is keen to facilitate a higher provision of affordable homes in rural areas in the future with a view to maintaining sustainable communities and meeting their specific needs. The provision of small scale market development in conjunction with affordable units will help enable more development sites to come forward to meet local demand. The provision of a small number of market units will also help maintain communities where development would not otherwise occur. Such schemes will however, only be permitted where viability assessments or some other clear reason demonstrates that this is the only way that affordable housing to meet local needs can be delivered on the site. The Council would expect such schemes to be developed with support from Parish Councils and the Rural Housing Strategy.

**4.49** Strong links<sup>(55)</sup> are currently identified as those who:

- Currently live, or have lived, within the boundaries of the Parish or adjoining Parish and have done so for at least one out of the last two years or three out of the last five years.
- Have immediate family (sibling, son, daughter, parent, step parent or adoptive parents) who are currently living within the boundaries of the Parish or adjoining Parish and have done so for at least five years.
- Have a permanent contract of employment within the Parish or adjoining Parish.

**4.50** The adjoining Parish must also fall within the boundaries of Cheshire East.

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51 In such cases the Council will commission an independent review of the viability study, for which the developer will bear the cost.  
The Council will not accept aspirational land value as justification for allowing a higher proportion of market value units.  
52 within the last five years  
53 in line with the community connection criteria as set out by Cheshire Homechoice  
54 generally this is taken as the Parish and then Parish plus adjoining Parishes, within Cheshire East  
55 in line with the community connection criteria as set out by Cheshire Homechoice



## Key Evidence

1. [Strategic Housing Market Assessment 2010](#)
2. Rural Housing Needs Assessments

## Consultation Responses

**4.51** During the consultation process for the Core Strategy Issues and Options Document 14% of respondents supported some form of further development in rural areas. Whilst consultation on the Rural Issues Summary document highlighted concerns over the scale of development in the rural areas, with a number of respondents looking to ensure that brownfield sites were brought forward first and that development was supported by appropriate infrastructure and access to services. It was noted that evidence should be provided to identify need in these rural areas.

## Alternatives considered:

### Option 1: No Policy

**Description:** This option would not provide a policy for providing rural exceptions homes and instead it would be reliant on affordable housing sites becoming available that are in locations otherwise considered suitable in this document.

**Justification:** Without a policy on rural exceptions housing it is possible that insufficient affordable homes would be provided in the rural areas. Leaving people from these areas to move elsewhere to find homes, and potentially, leaving some local businesses and services to stagnate as their opportunities for staff and customers reduce.

### Option 2: Not allowing any market homes

**Description:** This option would not support the provision of market homes to enable the provision of affordable homes.

**Justification:** It is likely that a number of rural exceptions schemes would continue to come forward without any need for market homes. However, having this as an option may open up a larger number of potential schemes, thereby increasing the opportunities to provide affordable homes for people in rural areas.

## Gypsies and Travellers and Travelling Showpeople

**4.52** Many Gypsies, Travellers and Travelling Showpeople wish to find and buy their own sites to develop and manage, but have often been unable to secure planning permission to do so. Others require space to rent for pitching caravans – usually on sites owned and run by a Local Authority. An increase in the number of approved sites will help to meet demand for affordable Gypsy, Traveller and Travelling Showpeople accommodation. A more settled existence can benefit many members of these communities in terms of access to health and education services, and employment, and can contribute to greater integration and social inclusion within local communities.



## Policy SC 6

### Gypsy and Traveller and Travelling Showpeople

1. Sites will be allocated or approved to meet the needs set out in the most recent Gypsy and Traveller Accommodation Assessment (GTAA). Current evidence suggests there is a need for:

- Up to ten transit pitches for Gypsy and Travellers;
- 37 to 54 additional permanent residential pitches for Gypsy and Travellers; and
- Four additional plots for Travelling Showpeople in the period to 2016.

Beyond 2016, provision will be made on the basis of the average annual increase of provision for the 2006 to 2016 period as detailed above, until updated by a more recent GTAA.

2. The following considerations will be taken into account in the determination of locations for Gypsy and Traveller and Travelling Showpeople sites:

- Closeness of the site to local services and facilities.
- Access to public transport.
- Safe pedestrian, cycle and vehicular access onto the site.
- Appropriate pitch sizes.
- Adequate provision for parking, turning and servicing.
- Adequate provision for storage and maintenance, particularly where needed for Travelling Showpeople.
- Mix of accommodation types and tenures.
- Impact on the character and appearance of the surrounding area.
- Impact on the Green Belt<sup>(56)</sup>.

### Explanation

**4.53** Communities and Local Government's Policy for Travellers states that '*Local planning authorities should set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople which address the likely permanent and transit site accommodation needs of Travellers in their area, working collaboratively with neighbouring local planning authorities*'. It goes on to suggest that '*local planning authorities should ensure that Traveller sites are sustainable economically, socially and environmentally*'.

**4.54** The latest count of Gypsy and Traveller caravans (January 2012) showed that there were 17 caravans on Local Authority or socially rented sites, there were 123 caravans on private sites (seven of which only have temporary consents) and there were seven caravans on unauthorised encampments.

56 Gypsy and Traveller and Travelling Showpeople sites in the Green Belt are inappropriate development



**4.55** The overarching recommendation resulting from the [Cheshire Partnership Area Gypsy and Traveller Accommodation and Related Services Assessment](#) (May 2007) is that the Authorities across the Study Area engage pro-actively to meet the accommodation needs that have been identified as a result of the Assessment and that a strategic joined-up approach is taken. The needs within Cheshire East at the time of this Assessment were for between an additional 37 to 54 permanent residential pitches for Gypsy and Travellers and four plots for Travelling Showpeople for the period 2006 to 2016. A need for the development of between 25 and 37 transit pitches to accommodate transient Gypsy and Travellers was also identified for the whole Cheshire Partnership area, but this was not broken down by individual local authority area. A requirement of up to 10 transit pitches has been identified for Cheshire East in the policy as this is considered to be the minimum size needed to provide and manage a transit site on an economically sustainable basis.

**4.56** Nearly half of those interviewed in this Assessment considered Cheshire, or areas within Cheshire, as their 'home'. Whilst by far the most preferred form of accommodation was a private site owned by either themselves or their family, followed by staying on a site owned by the Local Authority. The possibility of maintaining a travelling lifestyle by staying on a network of transit sites was viewed positively.

**4.57** Further work is to be undertaken to update this information to 2030. If this has not been completed by 2017, the additional need will be calculated by projecting forward the average additional requirement identified in the 2007 GTAA.

### Key Evidence

1. [Cheshire Partnership Area Gypsy and Traveller Accommodation and Related Services Assessment](#) (May 2007)
2. [Count of Gypsy and Traveller Caravans](#) (January 2012)

### Consultation Responses

**4.58** Responses to the Gypsy and Traveller Accommodation Assessment suggest that it is important that the Council works closely with the Gypsy and Traveller community and those of the Travelling Showpeople community to make sure that their needs are appropriately addressed.

### Alternatives considered:

#### Option 1: No Policy

**Description:** No Gypsy and Traveller and Travelling Showpeople Policy is provided in this document.

**Justification:** This option would be contrary to Government policy and provides no context to the provision of sites for the Gypsy and Traveller communities. This in turn would lead either to no provision being made and resultant unauthorised sites and the tensions associated with this, or planning by appeal with provision being made potentially in any location in the Borough. This would fail to place provision for Travellers on the same base as mainstream housing.



### Option 2: Not include a target

**Description:** This option would not include a target for the number of pitches to be provided within Cheshire East.

**Justification:** This option would be contrary to Government policy and provides no context to the provision of sites for the Gypsy and Traveller communities. This in turn would lead either to no provision being made and resultant unauthorised sites and the tensions associated with this, or planning by appeal with provision being made potentially in any location in the Borough. This would fail to place provision for Travellers on the same base as mainstream housing.

### Option 3: Rural exceptions sites

**Description:** This option would provide criteria for rural exceptions sites for Gypsy and Traveller and travelling Showpeople, allowing affordable sites to be provided in accordance with this policy.

**Justification:** At this stage evidence is not available to suggest there is a need for an additional rural exceptions policy, as sites for affordable pitches could be considered under the existing criteria. It is also not clear at this stage how affordable pitches would be managed and how they could be maintained as affordable sites in perpetuity; this would need further investigation.





## 5 Sustainable Environment

**5.1** The environment of Cheshire East is unusually rich and varied and the high quality natural and man-made heritage is a key asset, attractive to both residents and visitors. The Core Strategy will maintain and enhance this asset that makes a fundamental contribution to the quality of life in Cheshire East. Development provides opportunities to enhance and contribute to the quality of the environment.

**5.2** This section sets out positive policies to make sure development will protect and enhance Cheshire East's built and natural environment and the need to make sustainable use of resources. These policies take account of the contribution that an attractive environment can make to a successful economy and the well-being of local communities.

### **Objective 3: Environmental quality should be protected and enhanced.**

This will be delivered by:

1. Respecting the character and distinctiveness of places and landscapes through the careful design and siting of development.
  - i. Maintaining and enhancing the character and separate identities of the Borough's towns and villages.
2. Reducing the Borough's impact on climate change by:
  - i. sustainable patterns of development;
  - ii. prudently managing natural resources;
  - iii. promoting renewable energy;
  - iv. encouraging water efficiency;
  - v. using energy efficiently; and
  - vi. avoiding developing land that may be at risk from the effects of climate change.
3. Addressing the local causes of water, air, light and noise pollution and the contamination of land, reducing the impact on local communities.
4. Conserving and enhancing the natural and historic environment ensuring appropriate protection is given to designated and non-designated assets.
5. Providing new and maintaining existing high quality and accessible green infrastructure to create networks of greenspace for people, flora and fauna.
6. Establishing Green Belt and Strategic Open Gap boundaries that take into account the need to promote sustainable patterns of development and that address longer term development needs stretching beyond the plan period.
7. Providing an adequate and steady supply of minerals whilst making best use of them to secure their long-term conservation and avoiding unacceptable adverse impacts on the natural and historic environment and human health.
8. Managing waste in the most sustainable and environmentally way possible through its prevention and utilisation as a resource without endangering human health and harming the environment.



## Performance Indicators: A Sustainable Environment

Renewable energy installations by capacity and type
Modal share of trips to / from work
Number of Listed Buildings, Conservation Areas and other heritage assets
Proportion of heritage assets at risk
Provision of open space
Condition of Sites of Special Scientific Interest
Number and condition of air quality management areas
Mineral land-banks

Table 5.1

## Quality of Place

**5.3** High quality design is not just about how a development looks but also whether it is successful in its context, whether it functions well, whether it is enduring and of high quality, and lastly, whether it contributes toward broader sustainability objectives.

**5.4** Achieving high quality design should be a key objective of those involved in delivering sustainable development. New development should be designed to deliver safe, secure, attractive and healthy places in which to live, work, visit and spend time. Development should take the opportunities available to improve the quality and appearance of an area and the way it functions. An inclusive built environment respects how people experience the development and addresses the needs of all in society.



## Policy SE 1

### Design

1. Cheshire East has a diverse built environment and new development should positively respond to this in its urban, architectural and landscape design. Place specific design solutions should achieve sense of place by protecting and enhancing the quality, distinctiveness and character of settlements, both urban and rural, and their respective settings in the wider landscape. Innovative and creative design solutions shall be encouraged where appropriate to the local context.
2. The objective and process for achieving high quality design should be embedded within the development process. This should be considered at the earliest possible stage and should follow the principles established in best practice and as set out in supplementary policies and documents forming part of the Local Plan.
3. Development proposals should be founded on a rigorous design assessment of the site and its context and should respond to and respect the amenity of the site and its neighbouring area in terms of scale, height, layout, architectural form, materials, landscape character, relationship to neighbouring buildings and uses and in terms of its impact upon the highway network and safety. Environmental sustainability should be a key design priority in the planning of new development.

### Explanation

**5.5** The National Planning Policy Framework states that '*well-designed buildings and places can improve the lives of people and communities*'. One of the key objectives of the planning system is to '*always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings*'.

**5.6** The National Planning Policy Framework also states that '*Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions*'.

**5.7** High quality design is a key element to making places better and delivering environmentally sustainable developments. In order to protect the attractiveness of the Borough, it is important for developments to respond positively to their context, function well and to not adversely impact the amenity of the surrounding area and neighbours.

**5.8** The Council shall seek to positively manage design quality through the following mechanisms:-

- By preparing a Design and Heritage Supplementary Planning Document
- By adopting a rigorous approach in the pre-application advice process and by requiring high quality planning submissions, including robust design and access statements
- Requirements for master planning and design coding for major developments
- Specifying minimum quality standards as agreed by Cheshire East Council
- Establishing a Local Design Review service



- Yearly quality review of completed developments and reporting locally and in the Monitoring Report (MR)
- Local Design Awards

### Key Evidence

1. Local Design Awards.
2. Landscape Character Assessments. <sup>(57)</sup>
3. Conservation Area Appraisals developed for Conservation Areas across Cheshire East. <sup>(58)</sup>
4. Village Design Statements. <sup>(59)</sup>

### Consultation Responses

**5.9** A number of comments in relation to the Core Strategy Issues and Options consultation highlighted the importance of good design and of development being locally distinctive. This was also highlighted at the Town and Parish workshops during this same consultation.

**5.10** The majority of the Town Strategies and draft Town Strategies also identified the importance of design in ensuring that their town's retained their unique features and distinctive townscapes and in some cases as a way to improve their character. In response to the Town Strategies for Wilmslow, Crewe and Knutsford, the consultees agreed that new development should be of a high-quality design that protect and enhance the character of the surrounding area.

### Alternatives considered:

#### Option 1: No policy

**Description:** This option would provide no policies on design within the Core Strategy relying solely on guidance in the National Planning Policy Framework.

**Justification:** This policy option would not be supported by the consultation responses received during the Core Strategy Issues and Options stage or to the Town Strategy consultations, which were very supportive of policies to protect local identity and the distinctive character of towns and villages in Cheshire East. Also, relying on national policy would not give the appropriate weight to design guidance produced at the local level, and may not give sufficient protection local distinctiveness.

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- 57 Available to view at [http://www.cheshireeast.gov.uk/environment\\_and\\_planning/heritage\\_natural\\_environment/landscape/landscape\\_policy/landscape\\_character\\_assessment.aspx](http://www.cheshireeast.gov.uk/environment_and_planning/heritage_natural_environment/landscape/landscape_policy/landscape_character_assessment.aspx)
- 58 Available to view at [http://www.cheshireeast.gov.uk/environment\\_and\\_planning/heritage\\_natural\\_environment/conservation/conservation\\_areas/conservation\\_areas\\_appraisals.aspx](http://www.cheshireeast.gov.uk/environment_and_planning/heritage_natural_environment/conservation/conservation_areas/conservation_areas_appraisals.aspx)
- 59 Available to view at [http://www.cheshireeast.gov.uk/environment\\_and\\_planning/planning/spatial\\_planning/cheshire\\_east\\_local\\_plan/supplementary\\_plan\\_documents.aspx](http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/cheshire_east_local_plan/supplementary_plan_documents.aspx)



## Policy SE 2

### Efficient use of Land

1. All windfall development should:
  - i. consider existing landscape and townscape character in determining the character and density of development;
  - ii. build upon existing concentrations of activities and existing infrastructure;
  - iii. not require major investment in new infrastructure, including transport, water supply and sewerage. Where this is unavoidable development should be appropriately phased to coincide with new infrastructure provision.
2. All windfall development should accord with the following sequential approach:
  - i. first, use existing buildings (including conversion) within settlements, and previously developed land within settlements;
  - ii. second, use other suitable infill opportunities within settlements; and
  - iii. third, the development of other land where this is well-located in relation to housing, jobs, other services and infrastructure.
3. All development should be of a density appropriate to the area and its character.

### Explanation

**5.11** The National Planning Policy Framework states that '*local planning authorities may make an allowance for windfall sites in the five-year supply if they have compelling evidence that such sites have consistently become available in the local area and will continue to provide a reliable source of supply*'. When planning for any development, including windfall sites '*it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes*'.

**5.12** The Council would like to make sure that where possible development is making the best use of land and existing infrastructure, and that resources are being managed prudently and efficiently. It is not always possible to predict where sites and buildings will become available and therefore it is not always possible to allocate all these sites for development. At the same time the Council would like to see these sites brought back in to use, not only in relation to the prudent use of resources but also to make sure that an area is not blighted by dereliction and vacancy, and to reduce opportunities for any criminal and anti-social activity to take place on the site. However, it is recognised that not all areas of previously developed land, will be suitable or appropriate for built development and this will be taken into consideration.

### Key Evidence

1. [National Land Use Database.](#)
2. [Strategic Housing Land Availability Assessment.](#)





## Consultation Responses

**5.13** Consultation responses regularly request that the Council look to develop brownfield sites before any greenfield development takes place. This has clearly come through from comments to the Core Strategy Issues and Options consultation and to each of the Town Strategies.

### Alternatives considered:

#### Option 1: No policy

**Description:** This option would not include a policy on efficient use of land.

**Justification:** This would be contrary to the many comments we have had throughout our Core Strategy Issues and Options consultation and our Town Strategies consultations. Where the development of brownfield land has been strongly supported.

#### Option 2: Standard density policy

**Description:** This option would have included a standard density requirement across Cheshire East, for example at 30 dwellings per hectare.

**Justification:** Due to the individual nature of settlements and developments within Cheshire East it was not felt appropriate to apply a standard policy, as this would not necessarily be able to reflect the appropriate character of the area, which may be at a higher or lower density.

## Biodiversity and Geodiversity

**5.14** Cheshire East has a distinct natural environment that contributes to the creation of an attractive and successful place. The landscape of the Borough is dominated by the flat topography of the Cheshire Plains containing a number of meres, ponds and marshes; however variety is provided as a result of the closeness of the Peak District to the east and the Mid-Cheshire Ridge to the west. This natural environment of the Borough is diverse, supporting a variety of habitats, flora and fauna.

**5.15** The natural environment is one of the Borough's greatest assets and is highly valued by both residents and visitors alike. Protecting and enhancing the environment that makes Cheshire special is a key aspiration of the Local Plan.



## Policy SE 3

### Biodiversity and Geodiversity

1. Areas of high biodiversity and geodiversity value will be protected and enhanced. Enhancement measures will include increasing the total area of valuable habitat in the borough, and linking up existing areas of high value habitat and creating 'ecological stepping stone sites' and 'wildlife corridors'.

2. Development proposals which are likely to have a significant adverse impact on a site with one or more of the following national or international designations will not be permitted:

- Special Protection Areas (SPAs)
- Special Areas of Conservation (SACs)
- Ramsar Sites
- Any candidate Special Protection Areas (SPAs), Special Areas of Conservation (SACs) or Ramsar sites
- Sites of Special Scientific Interest (SSSI)
- Sites identified, or required, as compensatory measures for adverse, effects on European sites, potential Special Protection Areas, possible Special Areas of Conservation, and listed or proposed Ramsar sites
- The Peak District National Park

3. Development proposals which are likely to have a significant adverse impact on a site with one or more of the following local or regional designations, habitats or species will not be permitted except in exceptional circumstances where there are clear overriding reasons for allowing the development and there are no suitable alternatives:

- Nature Improvement Areas
- National Nature Reserves
- Local Nature Reserves
- Sites of Biological Interest (SBI) or Local Wildlife Sites
- Regionally Important Geological and Geomorphological Sites (RIGGS)
- Designated Wildlife Corridors
- Habitats and species within the Cheshire Biodiversity Action Plan
- Priority habitats and species within the UK Biodiversity Action Plan
- Habitats and species listed in respect of Section 41 of The Natural Environment and Rural Communities Act 2006
- Legally protected species
- Areas of Ancient and Semi-Natural Woodland
- Ancient or Veteran Trees

4. All new development should positively contribute to the conservation and enhancement of biodiversity and geodiversity and should not negatively affect biodiversity or geodiversity. To ensure there are no residual adverse impacts resulting from a proposed



development, where in exceptional circumstances reasons of overriding interest mean an unavoidable adverse impact is likely to occur, these impacts must be addressed in accordance with the hierarchy of; mitigation, compensation and finally offsetting.

## Explanation

**5.16** The National Planning Policy Framework states that *'planning permission will be refused for development resulting in the loss or deterioration of irreplaceable habitats including ancient woodland and the loss of aged veteran trees outside ancient woodland, unless the need for, and the benefits of, the development in that locality clearly outweighs the loss'. It also states that 'to minimise impacts on biodiversity and geodiversity, planning policies should: plan for biodiversity at a landscape-scale...; identify and map components of the local ecological networks, including the hierarchy of international, national and locally designated sites...; promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations...; and aim to prevent harm to geological conservation interests'.*

**5.17** The National Planning Policy Framework also states that *'The planning system should contribute to and enhance the natural and local environment by . . . minimising impacts on biodiversity and providing net gains in biodiversity, where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures'.*

**5.18** The Natural Environment White Paper 'The Natural Choice: securing the value of nature' states that *'We want to create a resilient and coherent ecological network at national and local levels across England....To make this happen, the Government will put in place a clear institutional framework to support nature restoration. This means: establishing Local Nature Partnerships....Creating new Nature Improvement Areas (NIAs) and strengthening support through the planning system'.*

**5.19** Emerging Policy SE3 seeks to make sure that there is no overall loss of biodiversity and geodiversity and seeks to utilise mitigation, compensation and offsetting strategies to achieve this. Biodiversity offsetting is described in the [Natural Environment White Paper 'The Natural Choice: securing the value of nature'](#) as *'conservation activities designed to deliver biodiversity benefits in compensation for losses in a measurable way. Good developments incorporate biodiversity considerations in their design but are still likely to result in some biodiversity loss. One way to compensate for this loss is by offsetting: the developer secures compensatory habitat expansion or restoration elsewhere'.*

**5.20** The level of offsetting required could be determined by means of assessments undertaken in accordance with the Department for Environment, Food and Rural Affairs (DEFRA) metric published in March 2012 and offsetting could be delivered by developers in partnership with various partners including conservation organisations, local landowners and the Borough Council.

**5.21** The designation of International, National and Local sites is an on-going process therefore the above policy will equally apply to any sites selected or designated subsequently to the adoption of the Local Plan. Conversely the policy will not apply to any site deselected after the adoption of the Local Plan.



## Key Evidence

1. Cheshire East - Habitats Regulations Assessment of the Local Plan (ongoing)
2. Cheshire Region Biodiversity Action Plan (2007)
3. [The Natural Environment White Paper 'The Natural Choice: securing the value of nature'](#)
4. Natural England - Condition Surveys for Site of Special Scientific Interest (updated yearly)
5. Natural England Wildlife Plans (2011)
6. Natural England - Information on Environmental Designations (2012)  
[www.naturalengland.org.uk/ourwork/conservation/designatedareas/default.aspx](http://www.naturalengland.org.uk/ourwork/conservation/designatedareas/default.aspx)
7. Sites of Biological Importance / Local Wildlife Site Registry (updated yearly)

## Consultation Responses

**5.22** There were relatively few people who completely disagreed with the Spatial Objectives of the Core Strategy Issues and Options, but a large number agreed in part, and have made a wide variety of suggestions for improvements to them including the need to protect landscape character, the countryside and key environmental assets.

**5.23** During the consultations on the Town Strategies the consultees for Macclesfield and Knutsford in particular have recognised the high importance of their ancient woodlands and other designated sites, they agree that new development should not negatively affect these sites. With consultees in Knutsford insistent that stringent policies protect the natural environment from economic pressures.

## Alternatives considered:

### Option 1: No policy

**Description:** This option would not include a policy on biodiversity and geodiversity.

**Justification:** This would be against international and national policy and laws and afford inadequate protection to habitats of protected species. It would also give inadequate protection for nationally recognised landscapes. Finally, it would potentially undermine recreational and health benefits for people and undermine the quality, local character and amenity value of the countryside.



## Policy SE 4

### The Landscape

1. The landscape character of the Borough is distinct. Development should protect, and where possible, enhance the character and local distinctiveness of the rural and urban landscape. It must incorporate appropriate landscaping giving particular attention to the character of the area.

Factors that contribute to the enhancement of the landscape include:

- i. Protecting and where possible enhancing the character and quality of the landscape;
- ii. Effective landscape management measures;
- iii. Suitable and appropriate mitigation for the restoration of damaged landscape areas;
- iv. Preserving and promoting local distinctiveness and diversity;
- v. Reflecting landscape character through appropriate design and management; and
- vi. Avoiding the loss of habitats of significant landscape importance.

2. Development should protect and manage trees, hedgerows and woodlands that contribute to amenity, biodiversity and landscape character, in particular veteran trees or ancient semi-natural woodland. The multiple benefits of trees, woodlands and hedgerows will be protected and enhanced by ensuring:

- i. The retention and protection of trees and woodland that are considered to contribute to the amenity and landscape character of the Borough, unless it can be demonstrated that significant environmental gain outweighs the trees value.
- ii. The retention and protection of hedgerows which are classed as 'important' under the Hedgerow Regulations (1997).

3. Proposals to increase the planting of woodland and that introduce positive woodland management - particularly in urban areas and the urban fringe, which will contribute to the enhancement of landscape character, amenity, recreation, health and welfare of residents, biodiversity, geological and historical conservation, ecosystem services, tourism and the economic regeneration of the Borough shall be encouraged.

4. To make the most effective use of land and safeguard natural resources, including high quality agricultural land (Grades 1, 2 and 3a), geology, minerals, air, soil and water.

### Explanation

**5.24** The National Planning Policy Framework states that '*the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils*'.





**5.25** The National Planning Policy Framework also states that *'planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss'*.

**5.26** Trees in Townscape, a guidance document produced by the Trees and Design Action Group, states that *'trees make places work, look and feel better, as well as playing a role in climate proofing our neighbourhoods and supporting human health and environmental well-being, trees can also help to create conditions for economic success. With over 80 per cent of the UK's population living in urban settings, trees in and around built-up areas – which many call the 'urban forest' – have become a key component of the infrastructure that makes places work, look and feel better'*.

### Key Evidence

1. Cheshire East - Habitats Regulations Assessment of the Local Plan (ongoing)
2. [Cheshire Landscape Character Assessment \(2008\)](#)
3. Cheshire East Landscape Character Assessment (ongoing)
4. Cheshire East Landscape Strategy (in progress)
5. Cheshire Historic Landscape Assessment (2008)
6. The Natural Environment White Paper 'The Natural Choice: securing the value of nature'
7. Natural England - Information on Environmental Designations (2012)  
[www.naturalengland.org.uk/ourwork/conservation/designatedareas/default.aspx](http://www.naturalengland.org.uk/ourwork/conservation/designatedareas/default.aspx)
8. The Parliamentary Office of Science and Technology - Ecosystem Approach (2011)
9. Landscape Assessment of Congleton Borough (1999)
10. Cheshire East Wind Turbine Sensitivity Study (in progress)
11. Cheshire East Locally Valued Landscapes Study (ongoing).

### Consultation Responses

**5.27** One of the key comments made in relation to the objectives of the Core Strategy Issues and Options was to include protecting landscape character, the countryside and key environmental assets in Cheshire East. Also as part of the consultation on the Core Strategy Issues and Options Paper the Infrastructure Providers workshop discussed the need for factors such as landscape character to be considered.

**5.28** A recurring theme in the Town Strategy consultations was the importance of food security and support for sustainable farming and food production.

### Alternatives considered:

**5.29** No alternatives were considered at this stage.

### Green Infrastructure

**5.30** Green Infrastructure is a network of multi-functional green spaces, urban and rural, which are capable of delivering a wide range of environmental and quality of life benefits for local communities. Green Infrastructure has a potentially important role to play in mitigating the impacts of extreme weather events, particularly extended heat waves. In addition Green



Infrastructure helps support biodiversity and makes an important contribution to the quality of the environment, as well as access to beautiful and well maintained green spaces such as parks and gardens, country parks and wildlife areas supports both physical and mental health and well-being.

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## Policy SE 5

### Green Infrastructure

1. Deliver a good quality, and accessible network of green spaces for people to enjoy, which provides for healthy recreation and biodiversity and that continues to provide a range of social, economic and health benefits.
2. The focus will be on linking the various assets of Cheshire East's unique landscape – its upland fringes, Cheshire Plain, lowland heath, parkland estates, rivers, canals and watercourses, valleys and cloughs, meres and mosses and its distinctive towns and villages and their urban fringe.
  - i. This network of Green Infrastructure assets should be safeguarded, retained and enhanced through the development of green networks/wedges and corridors.
  - ii. Areas identified as having a shortage or opportunities for the provision of Green Infrastructure should be a particular focus for enhancement.
  - iii. Any development should contribute to the creation of a good quality, integrated and accessible multi-functional network of green spaces.
3. Green Infrastructure assets will be safeguarded to make sure that:
  - i. Development does not compromise their integrity or potential value;
  - ii. Developer contributions are secured wherever appropriate to improve their quality, use and multi-functionality; and
  - iii. Opportunities to add to the Green Infrastructure network are maximised through partnership working.
4. Strategic Green Infrastructure assets are those assets that either provide or could provide wider Green Infrastructure benefits. Working with partners, the potential of these corridors/strategic sites and areas to contribute to the aims of the wider green infrastructure will be supported. The Strategic Green Infrastructure Assets identified in Cheshire East are:
  - i. Weaver, Bollin, Dane and Wheelock river corridors including cloughs and floodplains
  - ii. Macclesfield, Shropshire Union and Trent and Mersey canals
  - iii. Meres and Mosses Natural Improvement Area
  - iv. Heritage town parks and open spaces of historic and cultural importance
  - v. Public Rights of Way, cycle routes and greenways
  - vi. Country Parks and estate parklands
  - vii. Peak Park Fringe
  - viii. Sandstone Ridge
5. Strategic Open Gaps are largely undeveloped areas defined with the aim of:
  - i. Preventing the merging of settlements;
  - ii. Guiding development form;
  - iii. Providing access from urban areas into green spaces/countryside; and



iv. Providing recreational opportunities.

These areas would be a focus for recreational use, nature conservation, tree planting or other uses compatible with the above aims such as agriculture, horticulture and forestry.

6. The contribution that open space, sport and recreation facilities make to Cheshire East's Green Infrastructure network will be strengthened by:

- i. Policies and designations to protect and enhance existing open spaces and sport and recreation facilities, encouraging multiple use and improvements to their quality;
- ii. Requiring developers to make provision for adequate open space;
- iii. Ensuring that networks of multi-functional Green Infrastructure are designed into all major development schemes;
- iv. Securing new provision to help address identified shortages in existing open space provision, both in quantity, quality and accessibility; and
- v. Promoting linkages between new development and surrounding recreational networks, communities and facilities.

## Explanation

**5.31** The National Planning Policy Framework states that '*local planning authorities should set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure*'.

**5.32** The wide variety of natural landscapes, biodiversity habitats, green spaces, rural areas and the network of footpaths and bridleways is seen as one of the reasons why Cheshire East is such an attractive place to live by local people. There are concerns amongst local people about potential loss of green spaces and other places important for outdoor recreation and natural beauty and biodiversity. The policy principles link with those in Emerging Policies SE3 'Biodiversity and Geodiversity', SE4 'The Landscape' and SE6 'The Historic Environment' linking all the various green assets of Cheshire East from parks and gardens to woodland copses, hedges and ponds.

**5.33** It is important to co-ordinate Green Infrastructure provision so that resources are used effectively. The Council's Green Space Strategy sets out the Green Infrastructure assets and the various partners involved in green space provision and contains a vision, background evidence, recommendations and an action plan. The Council's [Open Space Assessment](#) adds further detail at town and village level.

**5.34** Provision of multi-functional Green Infrastructure should create: places for outdoor relaxation and play; space and habitat for wildlife; opportunities to access nature; climate change adaptation; opportunities for environmental education; space for local food production; improved health and wellbeing; reduced air, water and noise pollution; green transport routes to promote walking and cycling; and improved quality of place. It can also play a major role in attracting economic growth and investment, increasing land and property benefits, promoting tourism, and increasing business productivity.



**5.35** The combined open space standards would give a total figure of 4.2ha of open space per 1,000 population, though in some cases commuted sums may be more appropriate for outdoor sports and green infrastructure connectivity. The requirement per family dwelling would therefore be in the range of 45m<sup>2</sup> per home – children's play, amenity green space plus allotments – to 105m<sup>2</sup> per home – children's play, amenity, allotments, outdoor sports and green connectivity – in areas with severe shortages in open space. It is likely that the total amount of 105m<sup>2</sup> per home would be required on major greenfield and brownfield development sites and the amount required would be influenced by other available evidence at that time.

	Children's Play Space	Amenity Green Space	Allotments	Outdoor Sports Facilities	Green Infrastructure Connectivity
<b>Quantity (per 1,000 population)</b>	0.8ha	0.8ha	0.2ha	1.6ha	0.8ha
<b>Quantity (per family home)</b>	20m <sup>2</sup>	20m <sup>2</sup>	5m <sup>2</sup>	40m <sup>2</sup>	20m <sup>2</sup>

Table 5.2 Open Space Standards

**5.36** In some cases commuted sums may be required for biodiversity offsetting/compensatory habitat expansion. Good developments should incorporate biodiversity considerations in their design but there is still likely to be some biodiversity loss. One way to compensate for this loss is by offsetting where there is compensatory habitat expansion or restoration elsewhere.

### Key Evidence

1. [Green Infrastructure Framework for North East Wales, Cheshire and Wirral \(2011\)](#)
2. [Cheshire East Open Space Assessment \(2012\)](#)
3. Cheshire East Green Space Strategy (2012)
4. Green Infrastructure Action Plan for Crewe (2012)
5. Green Infrastructure Partnership (2011)  
[www.defra.gov.uk/environment/natural/green-infrastructure/](http://www.defra.gov.uk/environment/natural/green-infrastructure/)
6. Forestry Commission - Benefits of Green Infrastructure (2010)
7. Natural England - Information on Environmental Designations (2012)  
[www.naturalengland.org.uk/ourwork/conservation/designatedareas/default.aspx](http://www.naturalengland.org.uk/ourwork/conservation/designatedareas/default.aspx)





## Consultation Responses

**5.37** Responses to the Core Strategy Issues and Options document indicated that there was general support for the approach taken to Green Infrastructure as 86 per cent of respondents either agreed with the objectives, or agreed in part. Indeed, one of the key messages for the improvement of the Objectives, was the need to include protection of landscape character, the countryside and key environmental assets.

**5.38** Responses to the Place Shaping consultation indicated that improving open space and improving a place's appearance were deemed to be of importance within most communities.

**5.39** Responses to the various Town Strategy consultations indicate that a key objective for communities is the protection and enhancement of the towns environmental assets and open spaces. For example the people of Macclesfield are very supportive of improvements being made to the river Bollin, as are the people of Middlewich regarding the improvements to the canal network.

### Alternatives considered:

#### Option 1: No policy

**Description:** This option would not provide a policy on Green Infrastructure.

**Justification:** There would be no increase in the green infrastructure network and the associated benefits which would not be in conformity with National Planning Policy Framework and could lead to an unsustainable Local Plan and developments.

#### Option 2: Only seek Green Infrastructure on Strategic Sites.

**Description:** This option would only seek Green Infrastructure where associated with Strategic Sites.

**Justification:** It would cause disparities between different parts of the Borough, especially in those areas already deficient in green infrastructure. Additionally, biodiversity targets would not be met.

### Historic Environment

**5.40** Cheshire East contains a much valued, varied and unique built heritage. Key assets include Macclesfield's silk and industrial heritage, Little Moreton Hall, Crewe's railway heritage, Tatton Park, Lyme Park, Styal Mill, Tegg's Nose, the canal network, historic towns and parts of the Peak District National Park, amongst others. Other unique attractions include a wealth of Historic Parks and Gardens and Jodrell Bank Radio Telescope. In addition, there is a wealth of locally important heritage assets, valued and cherished by local communities.



**5.41** Many of these heritage assets are vulnerable to change and are under pressure. Once damaged or removed, they are irreplaceable, to the detriment of current and future generations. Consequently, it is important to the long term well-being of the Borough that there is positive stewardship of its built heritage and that its conservation and management are key priorities in the future place shaping of Cheshire East.

**5.42** The Borough also has a rich archaeological resource from the prehistoric to the Second World War, including sites such as the Bridestones Neolithic chambered tomb, the Roman and medieval saltworking remains of Middlewich and Nantwich, the saxon Sandbach Crosses and the defences of the former airfield Cranage.



## Policy SE 6

### The Historic Environment

1. Cheshire East has a unique heritage. The character, quality and diversity of the historic environment should be conserved and enhanced in order to contribute to heritage values and local distinctiveness.

2. Designated heritage assets, namely areas and sites of national historic, architectural or archaeological importance and their settings shall be protected and, where appropriate enhanced. Designated heritage assets currently within Cheshire East comprise:

- Conservation Areas;
- Listed Buildings;
- Scheduled Monuments;
- Registered Parks and Gardens; and
- Registered Battlefields;

3. Non-designated heritage assets are also important elements within the rich tapestry of built heritage across Cheshire East. Often these have strong local affinity or association and are important in the eyes of their respective communities. These assets and their settings shall be protected and, where appropriate, enhanced. New development should seek to understand the presence of, preserve, and avoid damage to non-designated heritage assets where possible and put in place appropriate mitigation measures including investigations and publication of the results as appropriate, where damage is unavoidable. Non designated assets within Cheshire East are:

- Areas of local archaeological interest (Areas of Archaeological Potential and Sites of Archaeological Importance)
- Buildings of local architectural or historic interest (Local List)
- Locally important built assets not on the Local List
- Locally significant historic parks and gardens

4. In heritage contexts, high quality design should aim to avoid pastiche and should foster innovation and creativity that is sensitive to the heritage context in terms of architectural design and detailing, scale and massing and materiality.

5. Cheshire East Council will seek to positively manage the historic built environment through engagement with landowners/asset owners to make sure that heritage assets are protected, have viable uses, are maintained to a high standard and are secured for the benefit of future generations.



## Explanation

**5.43** The National Planning Policy Framework states that '*local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance*'.

**5.44** Cheshire East Council has a range of responsibilities and statutory powers to positively manage the historic environment. In order to safeguard and maximise the gain from the Borough's heritage assets, the Council shall seek to use these measures appropriately and responsibly and for the public benefit in order to conserve and enhance the Borough's historic environment.

**5.45** The Council will expect developments to respect and promote the distinctive local heritage of the area, including the historic silk industry in Macclesfield and the importance of the rail industry in Crewe.

## Key Evidence

1. Conservation Area Appraisals developed for Conservation Areas across Cheshire East.
2. [Cheshire Historic Landscape Characterisation Assessment](#) (2008).
3. Cheshire Historic Towns Survey (1997 - 2002).
4. [Cheshire East Local List of Historic Buildings](#) .
5. The Cheshire Historic Environment Record (contains Sites of Archaeological Importance).
6. Nantwich Waterlogged Deposits Report No3.
7. Management Strategy for the Historic Environment and Archaeological Deposits (2010).

## Consultation Responses

**5.46** Within the consultations on the Town Strategies a number of residents highlighted the importance of the distinctive identity of their town, and in particular the importance of the historic environment. For example respondents to both the Knutsford and Macclesfield Town Strategies have expressed a desire to conserve and protect the high-quality architecture, heritage and local distinctiveness of the town. Whilst heritage is the infrastructure priority that the people of Macclesfield feel to be most important.

## Alternatives considered:

### Option 1: No Policy

**Description:** This option would not include a policy on the historic environment.

**Justification:** This option would provide no added preservation or enhancement to the historic environment, over and above what is required by legislation and Government guidance. This would not necessarily be sufficient to protect the distinctive identities of Cheshire East and would not provide a focus on heritage within the Borough. It may also mean that other sustainable development criteria would be given greater precedence.



## Low Carbon Energy

**5.47** The world's climate is in a period of warming. Scientists agree *'there is an overwhelming scientific consensus that climate change is happening, and that it is primarily the result of human activity,'*<sup>(60)</sup> mainly through the combustion of fossil fuels that result in the release of greenhouse gases such as carbon dioxide.

**5.48** Continued global warming will result in many changes to the environment, both locally and internationally. Some of these anticipated changes include *'average global temperatures [rising] by up to 6°C by the end of this century. This is enough to make extreme weather events like floods and drought more frequent and increase global instability, conflict, public health-related deaths and migration of people to levels beyond any of our recent experience. Heat waves, droughts, and floods would affect the UK too.'*<sup>(61)</sup>

**5.49** The social, environmental and economic costs of climate change could be huge if no global action is taken to reduce greenhouse gas emissions. Therefore, International, European and National legislation has been introduced to achieve a reduction of global carbon emissions in order to reduce the cause and effect of climate change.

**5.50** The UK legislation on carbon dioxide emissions is contained in the [UK Climate Change Act 2008](#), this commits the UK to:

- A 20 per cent reduction of 1990 Carbon Dioxide levels by 2010.
- A 34 per cent (potentially increasing to 42 per cent) reduction of 1990 Carbon Dioxide levels by 2020
- An 80 per cent reduction of 1990 Carbon Dioxide levels by 2050.

**5.51** The UK Government has also committed to increasing the percentage of energy generated from renewable resources. The Renewable Energy Directive 2009, states that *'by 2020, 15 per cent of energy should be generated from renewable resources'*.

**5.52** In order for Cheshire East to contribute to the achievement of these objectives there is a need to introduce policies that encourage the reduction of carbon dioxide emissions and encourage the implementation of renewable energy.

60 DECC, (2011), [Carbon Plan](#)

61 DECC, (2009), [UK Low Carbon Transition Plan](#)





## Policy SE 7

### Low Carbon Energy

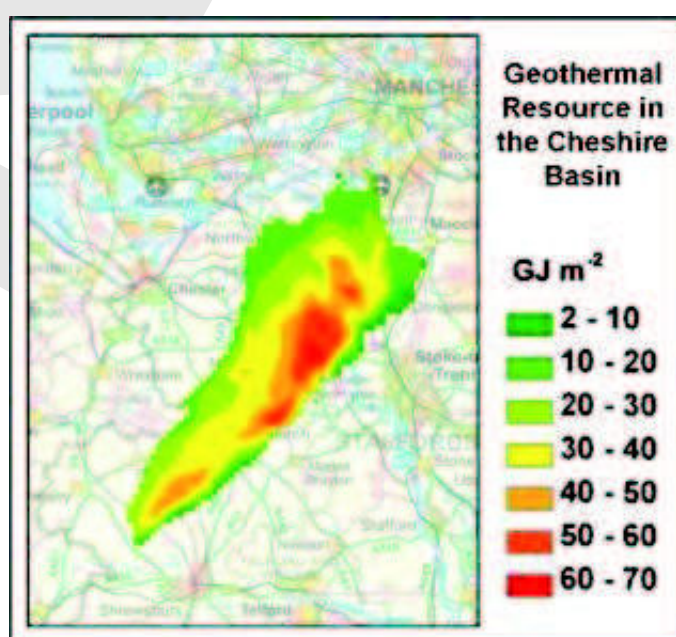
1. Low carbon energy is vital to the future of Cheshire East's environment, economy and people. Proposals for appropriately sited zero and low carbon technologies, where they are in accordance with local and national guidance and will not have a significant adverse effect on the natural, historic or built environment will be supported.
2. Proposals for zero or low carbon technologies must address any potential negative impacts that may arise from the development. This includes the efficient operation of Jodrell Bank, surrounding airports and any flight paths over the Borough; the built and natural environment; and the amenity of those living or working nearby, with regard to visual, noise, odour, air pollution and any other effects.

### Explanation

**5.53** The National Planning Policy Framework states that the planning system should 'support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy)'. It also states that 'planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development'.

**5.54** There are various sources of zero and low carbon energy that can be applied in Cheshire East. It is anticipated that the following technologies will be the most viable and feasible:

- Solar thermal and photovoltaics on south facing buildings throughout the Borough. Ground mounted schemes may be appropriate where they do not conflict with other policies of the plan.
- Combined heat and power and district heating will play an important role, particularly in strategic and major employment, retail, residential, and community and other developments where there are high energy demands.
- Biomass boilers serving individual or groups of buildings and communal heat and power systems, particularly in rural communities.





- Community led and farm scale anaerobic digestion.
- Community led hydropower schemes, provided that the impacts on the river environment and surrounding ecology are mitigated.
- Heat pumps, particularly in locations off the gas network.
- Geothermal heat.
- Wind turbines. Low wind speeds mean that large scale turbines are unlikely to be viable; they may also have an unacceptable environmental impact; in particular any proposal would be required to demonstrate that it does not have a detrimental impact on the landscape.

**5.55** Proposals for energy generation from zero and low carbon sources will be treated on their merits in accordance with other policies of the Local Plan, national guidance and any future Supplementary Planning Documents. This will also assist in ensuring future energy security.

### Key Evidence

1. [Climate Change and Sustainable Energy Study](#) (2011)
2. [Renewable Energy Policy Study](#) (2010)
3. [Renewables Handbook](#) (2011)

### Consultation Responses

**5.56** As part of the consultation on the Core Strategy Issues and Options Paper the Macclesfield Citizens Panel workshop identified that there should be an increase in the use of renewable energy, whilst the Infrastructure Providers workshop discussed the carbon output of development and impacts on environmental capacity.

### Alternatives considered:

**5.57** No alternatives were considered at this stage.



## Policy SE 8

### Energy Efficient Development

1. In order to deliver national and local carbon dioxide reduction targets, all new development will be expected to be of the highest feasible construction standards in order to maximise energy efficiency. It will also be expected to integrate suitable renewable energy technologies. Where this is unsuitable development should be designed to maximise opportunities to retrofit suitable renewable technologies.
2. When considering the design of a development, consideration should include the opportunities within the surrounding landscape/townscape both on and off site, in addition to the design of development.
3. Where development is over ten homes or non-residential development over 1,000m<sup>2</sup>, it will be expected to secure at least 10 per cent of their predicted energy requirements from decentralised and renewable or low carbon sources, unless it can be demonstrated by the applicant, having regard to the type of development and its design, that this is not feasible or viable.
4. In those areas identified as 'District Heating Network Priority Areas' or within large scale development, new development should contribute to the development of a strategic district heating network, where feasible and viable, by seeking to make use of available heat (including geo-thermal) and waste heat as follows:
  - Large and mixed use developments of over 100 dwellings or non residential development of 10,000m<sup>2</sup> gross floor space should install a site wide district heating network.
  - Smaller developments should connect to any available district heating network.
  - Where a district heating network does not yet exist, developers should demonstrate that the heating and cooling equipment installed is capable of connection to a network at a later date.
  - New development should be designed to maximise the ability to accommodate a district heating solution in terms of overall layout, phasing, mix of uses and density.
  - Development with high energy demands should give consideration to their potential role in providing an anchor load for a district heating network.
5. In those areas that are not connected to the gas network, new development will be encouraged to deliver their residual energy from low and zero carbon sources.

### Explanation

**5.58** The National Planning Policy Framework states that '*to support the move to a low carbon future, local planning authorities should: plan for new development in locations and ways which reduce greenhouse gas emissions; actively support energy efficiency improvements to existing buildings; and when setting any local requirement for a building's sustainability, do so in a way consistent with the Government's zero carbon buildings policy and adopt nationally described standards*'. It also states that development should '*comply*'



*with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption'.*

**5.59** Cheshire East is relatively constrained in terms of its capacity to generate renewable energy, particularly from large scale technologies, consequently achieving national and local targets to reduce carbon dioxide emissions and increase renewable energy generation will be extremely challenging. Without a requirement for efficiency standards that exceed the requirements of building regulations on large sites it would be unlikely to occur.

**5.60** Cheshire East Council and Housing Associations will lead by example by seeking to maximise energy efficiency and incorporation of renewable energy generation through the refurbishment and redevelopment of land and buildings in their ownership.

**5.61** This justification for the on-site low carbon energy target is drawn from the Cheshire East 'Climate Change and Sustainable Energy Planning Research' and the Zero Carbon Hub 'Carbon Compliance: Setting an Appropriate Limit for Zero Carbon New Homes – Findings and Recommendations, February 2011', which consider both the technical feasibility and financial viability and is justified by the particular challenges and characteristics of the Borough. This target seeks to achieve a balance between the social, economic and environmental imperative of higher standards and the commercial realities of property developers. The Council recognises that this will in some cases remain a challenging target, particularly for certain building types, and so it will be acceptable to average compliance across all buildings in a development.

**5.62** Compliance with this requirement should be demonstrated through the completion of the Standard Assessment Procedure (SAP) which assesses the energy rating of development. The SAP process is already required to demonstrate compliance with Part L of the Building Regulations for England. If viability is uncertain, applicants should use open book accounting to allow the determination of viability.

**5.63** The purpose of the 'district heating network priority areas' is to prioritise district heating in areas where the potential is greatest and to take advantage of available heat sources such as geothermal or waste heat. The development of District Heating Networks to serve strategic developments and areas where there are major energy users are being explored. However, it is recognised that delivering District Heating Networks cannot be achieved through planning alone. The aim of this policy is to help make sure that new development makes an appropriate contribution.

**5.64** The design and layout of site-wide networks should be such as to enable future expansion into surrounding communities. Where appropriate, applicants may be required to provide land, buildings and/or equipment for an energy centre to serve existing or new development, irrespective of whether the scheme is currently in operation.

**5.65** The viability of district heating schemes is heavily influenced by a development's density, mix of use, layout and phasing. Residential development should normally be at least 55 dwellings per hectare and a minimum size of 100 homes. Mixed use development can allow densities to be lower and can provide a good 'anchor' development (i.e. provides a



high and stable heat load over the day and year). The cost of district heating pipes is high and so the layout of a development should seek to minimise the length of pipe needed. The on-site network should consider how it can be connected to a strategic network in future.

**5.66** The Council is committed to encouraging households and businesses located in areas off the gas network to move away from heating systems powered by liquid gas, oil or electricity towards low and zero carbon technologies. Applications for new development in areas off the gas network will be expected to comply with this requirement. This will have economic benefits for the occupants as well as contributing to the achievement of national and local carbon dioxide and renewable energy targets.

### Key Evidence

1. Climate Change and Sustainable Energy Study (2011)
2. Renewable Energy Policy Study (2010)
3. Renewable Energy Handbook (2011)
4. Local Energy Networks Project (2011)

### Consultation Responses

**5.67** As part of the consultation on the Core Strategy Issues and Options Paper the Macclesfield Citizens Panel workshop identified that there should be an increase in the use of renewable energy, whilst the infrastructure providers discussed the carbon output of development and impacts on environmental capacity.

### Alternatives considered:

#### Option 1: Use recommendations from the Climate Change and Sustainable Energy Study

**Description:** This option would use the proposed policy from the Climate Change and Sustainable Energy Study which states that '*developments in 'district heating network priority areas' and residential developments over 10 dwellings or non-residential developments over 1,000m<sup>2</sup> in all areas will be required to emit a maximum of 6 kilograms of CO<sub>2</sub> per square metre per year (kg CO<sub>2</sub>(eq) m<sup>2</sup>/year), where feasible and viable*'.

**Justification:** It was felt that at present this policy may lead to a lot of developments suggesting that this was not viable or feasible and therefore it would not actually achieve what it intends to.

### Policy SE 9

#### Allowable Solutions

1. Money raised through Allowable Solutions will contribute towards the delivery of energy efficiency and carbon dioxide reduction priorities identified by Cheshire East Council.





## Explanation

**5.68** The National Planning Policy Framework states that *'to support the move to a low carbon future, local planning authorities should: plan for new development in locations and ways which reduce greenhouse gas emissions; actively support energy efficiency improvements to existing buildings; and when setting any local requirement for a building's sustainability, do so in a way consistent with the Government's zero carbon buildings policy and adopt nationally described standards'*.

**5.69** Cheshire East Council is seeking to significantly reduce carbon dioxide emissions within the Borough. Money raised through Allowable Solutions provides an opportunity to contribute towards projects that will reduce carbon dioxide emissions, either by increasing the efficient use of energy or providing alternative sources of energy which are less carbon intensive.

**5.70** Cheshire East Council will establish a list of key projects to achieve carbon reductions. The priority of these projects will be informed by the relative carbon saving, the likelihood of the project coming forward without support from Allowable Solutions funding and the strategic objectives within the Borough.

## Key Evidence

1. Climate Change and Sustainable Energy Study (2011)
2. Renewable Energy Policy Study (2010)
3. Renewable Energy Handbook (2011)

## Alternatives considered:

**5.71** No alternatives to this policy were considered at this stage.

## Minerals

**5.72** The following policy principles have been arrived at through consideration of national planning policy, local, sub-regional and regional evidence on minerals, and the views of stakeholders.



## Policy SE 10

### Minerals

Sustainable minerals development will be facilitated through:

- Making provision for an adequate and steady supply of key industrial and aggregate minerals through the identification of appropriate and environmentally acceptable areas for future extraction;
- Ensuring the prudent use of mineral resources and supporting the provision of suitable alternatives to primary land-won minerals;
- Safeguarding surface-won mineral resources to prevent their unnecessary sterilisation and supporting prior extraction where viable;
- Safeguarding where necessary existing and potential mineral related infrastructure;
- Supporting and encouraging the sustainable transportation of minerals wherever possible;
- Ensuring mineral workings are reclaimed at the earliest opportunity and restored to the highest practicable standard;
- Recognising the importance of utilising underground cavities created following salt extraction for gas storage purposes; and
- Setting environmental criteria against which planning applications will be assessed to make sure mineral operations do not have unacceptable adverse impacts on the natural and historic environment or human health.

### Explanation

**5.73** The National Planning Policy Framework recognises that minerals are essential to support economic growth. It requires Minerals Planning Authorities to plan for a steady and adequate supply of minerals but also emphasises the importance of making best use of such finite resources, securing their long-term conservation.

**5.74** Cheshire East contains mineral resources of both local and national importance. These include silica (or industrial) sand, construction sand, hard rock and salt. For key mineral resources, national policy requires a sufficient planned provision to allow mineral landbanks to be maintained. For aggregate minerals, provision should allow for at least 7 years supply of sand and gravel and at least 10 years supply of crushed rock. In planning for the aggregate provision, account must be taken of the published National and Sub-National Guidelines (see Appendix C Evidence 'Minerals'). For silica sand, a stock of at least 10 years permitted reserves should be maintained at individual sites.

**5.75** Through the identification of areas where future mineral extraction is considered appropriate and environmentally acceptable (subject to planning permission) levels of provision can be planned for. This approach offers a level of likelihood to both local communities and the minerals industry as to where extraction may take place whilst also providing a degree of flexibility. Having considered consultation responses and evidence, areas for the future extraction of silica sand, salt and construction sand will be identified to meet national policy requirements. For other mineral resources found within the Borough, including energy minerals,



a criteria based approach is considered to be most appropriate. Sites for future peat extraction will not be identified as stipulated in national policy. This approach presents a continuation of that taken in the current Cheshire Replacement Minerals Local Plan. The definition of future areas for mineral extraction will be made through the Site Allocations and Policies Document.

**5.76** To reflect national policy, it is important to make the best use of Cheshire East's finite natural mineral resources securing their long-term conservation for future generations. Through supporting the provision of suitable alternatives to primary land-won minerals such as secondary or recycled aggregates, the need for exploiting new resources can be reduced. The need, and where necessary, identification of sites suitable for the production of recycled aggregates will be contained in the Waste Development Plan Document. Whilst it is accepted that it is not always feasible to replace primary minerals, it is important to ensure that they are used prudently.

**5.77** As minerals can only be worked where they naturally occur, potential exists for their sterilisation by other forms of non-mineral development. By safeguarding known mineral resources, needless sterilisation can be prevented, conserving them to meet the needs of future generations. In some instances it may be appropriate to allow for prior extraction of the mineral. It may also be necessary to safeguard certain mineral related infrastructure to allow for the sustainable transportation of minerals and the provision of alternatives to primary land-won minerals such as recycled aggregates. The definition of Minerals Safeguarding Areas and supporting policies will be made through the Site Allocations and Policies Document.

**5.78** Where minerals extraction does take place, the high quality restoration and aftercare of sites for a range of uses must to be secured. This can include agriculture, geodiversity, biodiversity, native woodland, the historic environment and recreation. Restored workings can also contribute to the provision of Green Infrastructure (see Emerging Policy SE5).

**5.79** Local geological circumstances in Cheshire East have demonstrated their feasibility for underground gas storage in cavities created following salt (in brine) extraction. The Local Plan will therefore need to recognise and encourage this afteruse in response to requirements of national planning policy (subject to ensuring appropriate integrity and safety measures). Government has identified the need for gas storage capacity to contribute to national energy security.

**5.80** For all mineral extraction it is essential that workings do not give rise to any unacceptable adverse impacts on the natural and historic environment or on human health. Policies will be brought forward through the Site Allocations and Policies Document setting out environmental criteria against which all mineral related planning applications will be assessed.

### Key Evidence

1. Communities and Local Government 'National and regional guidelines for aggregate provision in England 2005-2020' (2009)
2. North West Aggregates Working Party 'Annual Monitoring Report 2010' (2011)
3. North West Aggregates Working Party 'Sub-Regional Apportionment of the 2005-2020 Guidelines for Aggregate Provision in the North West' (2011)



4. Cheshire West and Chester and Cheshire East 'The Future of Sub-Regional Apportionment in the Cheshire Sub-region' (2010)
5. British Geological Survey (BGS) 'Mineral Resource Information in Support of National, Regional and Local Planning – Cheshire'

## Consultation Responses

**5.81** Consultation on the 'Minerals Issues Discussion Paper' gave opportunity for members of the public and stakeholders to offer views on possible approaches taken by the Local Plan to address key strategic minerals planning issues.

**5.82** Responses on how the Plan should secure an adequate and steady supply of minerals depended on the mineral resource in question. For the future working of silica sand, construction sand and salt the identification of 'preferred areas' was considered by stakeholders as appropriate to plan for future provision. In addition a wider 'area of search' for silica sand and construction sand would offer a degree of long term flexibility. For other mineral resources found in the Borough, a criteria based approach was considered the most appropriate including for energy minerals. To achieve the prudent and efficient use of minerals responses acknowledged the need to identify appropriate end uses for specialist minerals. However, other views highlighted the limits planning can place on determining how a resource is used.

**5.83** Responses were in general agreement over the encouragement and maximisation of using alternatives to primary minerals such as suitable recycled material to minimise new primary extraction. However, there are limitations of the feasibility of replacing primary minerals such as silica sand and salt in industrial processes. It was considered that the encouragement recycled materials would be best facilitated through waste policy with the identification of potential recycling sites.

**5.84** The majority of consultation responses favoured the safeguarding of all Cheshire East's surface mineral resources including those in urban areas. Mineral related infrastructure associated with silica sand and brine extraction should also be considered.

**5.85** Most respondents considered that the location of mineral deposits in Cheshire East does not generally lend itself to sustainable transport alternatives, such as strategically placed railways, waterways or pipelines. With the exception of brine and silica sand pipelines, there is currently no alternative transport method to road in the Borough. It was felt encouragement should be given to alternative transport where it is feasible but maintain a flexible attitude.

**5.86** Responses concurred that the appropriate restoration of mineral sites should depend on the nature of the site, taking each case on its merits. A pro-active approach to the afteruse of underground cavities created following salt extraction for gas storage purposes was favoured, providing that the necessary safety measures are put in place.

## Alternatives considered:

### Option 1: No policy

Description: This option would not provide a policy on minerals.



### Option 1: No policy

Justification: This approach would not be in conformity with National Planning Policy Framework and could lead to unsustainable mineral development in Cheshire East.

### Option 2: Identifying specific sites and extensions to existing existing sites

Description: Only specific sites for mineral extraction including extensions to existing sites would be identified to meet national provision requirements.

Justification: Approach would provide a high degree of certainty for the industry and local community as to where mineral extraction may take place but would offer little flexibility over the plan period.

### Option 3: Criteria based approach

Description: Mineral planning applications would be determined on a case by case basis in accordance with identified criteria should they come forward.

Justification: Approach would provide greatest flexibility as to where mineral extraction may take place but would provide little certainty to industry and the local community. Would not allow the Local Plan to make provision for the maintenance of mineral landbanks.

## Waste

### Policy SE 11

#### Waste

1. Waste will be managed in accordance with the principles of the waste hierarchy. Priority will be given, in order, to its (i) prevention; (ii) preparation for re-use; (iii) recycling; (iv) other recovery; and (v) disposal.
2. The sustainable management of waste will be delivered by:
  - Bringing forward a Waste Development Plan Document setting out policies and proposals for waste management in Cheshire East, including the identification, and if necessary, safeguarding of appropriate sites required to the meet the identified waste management needs of the Borough;
  - Fully integrating with the strategy to manage Cheshire East's municipal waste to minimise reliance on landfill; and
  - Co-operating with other Waste Planning Authorities in order to achieve the management of waste at the most sustainable facilities.





## Explanation

**5.87** The National Planning Policy Framework published in March 2012 does not contain specific waste policies. The Government has indicated that these are to be published as part of the 'National Waste Management Plan for England' expected in 2013.<sup>(62)</sup> In the interim, waste policy is to be guided by the existing Planning Policy Statement for Waste (PPS10). However, preparation of the Local Plan and decisions on waste applications will need to have regard to policies in the Framework so far as relevant.

**5.88** A key objective of sustainable development is to produce less waste and wherever possible use it as a resource. To deliver this, the management of waste must be driven up the 'waste hierarchy' whereby options for management are prioritised in order according to their environmental impact.<sup>(63)</sup> The most sustainable and environmentally friendly option is to reduce the amount of waste that is produced in the first place. When waste is created, priority is given to preparing it for re-use, then recycling, then recovery, and last of all disposal (for example landfill).

**5.89** The Local Plan must make sure there are sufficient opportunities for the provision of waste management facilities in appropriate locations to meet communities needs. It must also make sure waste management does not endanger human health or damage the environment and enable waste to be disposed of in one of the nearest appropriate installations. The identification of facilities needed and environmental criteria to assess waste applications will be brought forward through the production of the Waste Development Plan Document.

**5.90** As set out in national planning policy, the Local Plan should both inform and be informed by the relevant municipal waste management strategy. There is current uncertainty over the future options and contractual arrangements to manage Cheshire East's residual municipal waste. This follows the withdrawal in October 2010 of Government backed PFI funding for a Mechanical Biological Treatment (MBT) plant facility near Northwich intended to provide sufficient capacity to treat residual municipal waste from both Cheshire East and Cheshire West and Chester from 2014. Alternative options to this scheme are currently being fully considered. The Waste Development Plan Document will need to fully integrate with the Council's strategy for municipal waste to ensure it is managed in the most sustainable way, reducing reliance on landfill.

**5.91** Evidence shows that there is considerable planned waste management capacity in the neighbouring Cheshire West and Chester authority. Whilst there can be no assumption that facilities in any neighbouring authority will be available to manage Cheshire East's waste over the plan period, surplus capacity outside the authority may present the most sustainable option. Cheshire East is prepared to co-operate with neighbouring Waste Planning Authorities over planning issues of cross boundary waste movements in the preparation of the Waste Development Plan Document.

62 As detailed in: DEFRA (2012) 'Progress with delivery of commitments from the Government's Review of Waste Policy in England (2011)'

63 A requirement of EU and UK legislation under Article 4 of the revised Waste Framework (Directive 2008/98/EC) transposed into UK law through the Waste (England and Wales) Regulations 2011



## Key Evidence

1. Urban Mines 'Cheshire East and Cheshire West and Chester Councils - Waste Needs Assessment Report' (2011)
2. Cheshire Consolidated Joint Municipal Waste Management Strategy 2007-2020

## Consultation Responses

**5.92** Consultation on specific planning policy options for waste management will take place as part of preparation of the Waste Development Plan Document.

## Delivery and Monitoring of Policy

**5.93** The Policy will be delivered by:

- The Development Management process.
- Preparation of more detailed policies within a Waste Development Plan Document

**5.94** The Policy will be monitored by:

- Cheshire East Monitoring Report
- Waste Monitoring

## Alternatives considered:

### Option 1: No Policy

Description: This option would not provide a policy on waste.

Justification: The Local Plan must have regard to the waste hierarchy in response to European and National legislation. This approach would not be in conformity with national planning policy and could lead to unsustainable waste development in Cheshire East.

## Pollution

**5.95** The Local Plan plays a key role in determining the location of development that may give rise to pollution, either directly or indirectly, and in ensuring that other uses and development are not, as far as possible, affected by major existing or potential sources of pollution. Development should avoid and, if necessary, mitigate against environmental impacts.



## Policy SE 12

### Pollution

1. Development should be located and designed so as to minimise and, if necessary, mitigate against environmental impacts either as a result of the impact of existing sources on the development, or as a result of the development's impact on the environment.
2. Where development is proposed on or close to existing sources of pollution (air, noise, vibration, light, or contaminated land) developers will be required to demonstrate that it is sited and designed in such a way as to reduce the impact from these sources to acceptable amenity levels appropriate to the proposed use concerned. Consideration should be given to refusing proposals that place a financial penalty on existing regulated 3<sup>rd</sup> party businesses for example developments that increase the risk score and thus permit fees from an existing environmental permitting regulated company.
3. Where development has the potential to introduce a new source of pollution into the environment, either as a result of the development itself, or as a result of impacts associated with the development (for example increases in road transport emissions) developers will be required to make sure that new development is designed in such a way, or suitable mitigation is included, or sought through S.106 agreements, to reduce the impacts of pollution to an acceptable amenity level.
4. In respect of Contaminated Land in particular, where a development proposes to introduce new sensitive receptors to a site, for example new residents, developers will be required to prove that the site is suitable for its proposed use, or provide suitable recommendations for further investigation in order to adequately assess the site's suitability and to design mitigation/remediation measures if necessary.

### Explanation

**5.96** The National Planning Policy Framework states that the planning system should *'prevent both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability'*, therefore when preparing Local Plans *'the aim should be to minimise pollution and other adverse effects on the local and natural environment'*.

**5.97** Some types of development may cause or contribute to air, water or land pollution. The Council will make sure levels are kept to a minimum and are acceptable to human health, the environment and the amenity of neighbouring or nearby users.

**5.98** The Council will seek the advice of the appropriate regulatory organisation including the Environment Agency, Health and Safety Executive and Civil Aviation Authority, on proposals falling within defined consultation zones. There are a number of installations and pipelines handling notifiable substances in the Borough and the Proposals Map will indicate consultation zones appropriate to their uses. Sensitive developments such as hospitals, schools or nursing homes will not be permitted in areas where the possible risk to human health is unacceptable.



## Key Evidence

1. Cheshire East Air Quality Strategy (2011)
2. Cheshire East Air Quality Management Areas and their resultant assessments
3. Cheshire East Air Quality Action Plan (2011)
4. Cheshire East Annual Air Quality Reports (most recently 2012)
5. Cheshire East Contaminated Land Strategy (2011)
6. Environmental Noise Directive - Noise Action Plans (various for Air, Road, Agglomerations)
7. Cheshire Planning Noise Guidelines (Part 1: Mineral and Waste Disposal) (1996)

## Consultation Responses

**5.99** The respondents to the Knutsford Town Strategy support policies that show consideration of their loss of amenity due to proximity to the airport and flight paths.

## Alternatives considered:

### Option 1: No policy

**Description:** This option would not include a policy on pollution.

**Justification:** This would rely on the policy within the National Planning Policy Framework to prevent inappropriate developments being located together. It would not provide the detail or local elements required and may not provide appropriate protection of existing or new residents against pollution.

## Water Management

**5.100** Flood plains are areas of land alongside watercourses over which water flows in times of flood, or would flow but for the presence of defences. Flood plains perform the essential function of storing water during flood events.

**5.101** The effectiveness of rivers and flood plains to convey and store flood water, and minimise flood risk, can be adversely affected by human activities, especially by development that physically changes the flood plain. As well as increasing the risk of flooding and impeding works to reduce flood risk, this can destroy the ecological value of the land and break up linear habitats such as river corridors.



## Policy SE 13

### Water Management

1. Developments will integrate measures for sustainable water management to reduce flood risk, avoid an adverse impact on water quality and quantity within the Borough and provide opportunities to enhance biodiversity, health and recreation, by making sure that:
  - i. Development avoids areas of flood risk. In exceptional circumstances, where a Sequential and Exception Test indicate development is necessary, making it safe without increasing flood risk elsewhere.
  - ii. New development is designed to be safe, taking into account the lifetime of the development, and the need to adapt to climate change. Design guidance is available within the Strategic Flood Risk Assessment for Cheshire East.
  - iii. All developments, including changes to existing buildings, include appropriate sustainable drainage systems (SUDS) to manage surface water. All developments should aim to achieve a reduction in the existing runoff rate, but must not result in an increase in runoff;
  - iv. New development improves drainage by opening up existing culverts where appropriate;
  - v. Proposals within areas of infrastructure capacity constraint, and any major development, demonstrates that there is adequate water infrastructure in place to serve the development;
  - vi. New development enhances and protects water quality; and
  - vii. New development incorporate water efficiency measures.

### Explanation

**5.102** The National Planning Policy Framework states that Local Plans should *'take account of climate change over the longer term, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape'*.

**5.103** It also states that *"inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere"*.

**5.104** This policy looks to make sure that development is directed away from areas at highest risk of flooding, especially development that includes key infrastructure and major utilities. It also seeks to make sure that surface water created by new developments is mitigated, thereby reducing surface water run-off impacts of new development on downstream areas in terms of quantity and run off rates. This will also assist in meeting the requirements of the Water Framework Directive and will help to mitigate any adverse effects on water quality.

### Key Evidence

1. Cheshire East Strategic Flood Risk Assessment (2012)





2. Cheshire East Preliminary Flood Risk Assessment
3. Cheshire East Surface Water Management Plan

### Consultation Responses

**5.105** There have been limited responses in relation to water management to any of the consultations that have taken place so far. However, general comments provided by those organisations responsible for elements of water management support the inclusion of a policy in the Local Plan.

### Alternatives considered:

**5.106** No alternatives considered at this stage.

## Policy SE 14

### Jodrell Bank

Within the Jodrell Bank Radio Telescope Consultation Zone, as defined on the Proposals Map, development will not be permitted that can be shown to impair the efficiency of the telescopes.

### Explanation

**5.107** The Council has been directed to consult the University of Manchester on a wide range of planning applications within the zone defined on the Proposals Maps. This policy aims to make sure that the telescopes retain their ability to receive radio emissions from space with a minimum of interference from electrical equipment.

**5.108** The Council are currently considering providing further detailed policy and advice in a future policy document.

### Key Evidence

1. Town and Country Planning (Jodrell Bank Radio Telescope) Direction 1973

### Alternatives considered:

**5.109** No alternatives to this policy were considered at this stage.

## Policy SE 15

### Peak District National Park Fringe

Within the Peak District National Park Fringe development that would have a detrimental impact on the purposes of the Peak District National Park will be resisted.



## Explanation

The Peak District National Park is an asset of national, regional, and local importance and plays a special role at the centre of England. It was the first of 15 national parks in the United Kingdom to be designated for their spectacular landscapes, cultural heritage and wildlife, and for people to enjoy them.

**5.110** The 1995 Environment Act establishes the statutory purposes of national park designation, as:

- to conserve and enhance the natural beauty, wildlife and cultural heritage of the national parks; and
- to promote opportunities for the understanding and enjoyment of the special qualities [of the parks] by the public.

**5.111** Section 62 of the Act also places a general duty on all relevant authorities, statutory undertakers and other public bodies, to have regard to these purposes.

**5.112** The Peak District National Park is a complex tapestry of different landscapes but there are three distinct areas: the less populated upland moorland areas and their fringes (the Dark Peak and Moorland Fringes); the most populated lower-lying limestone grasslands and limestone dales and the Derwent and Hope Valleys (the White Peak and Derwent Valley); and the sparsely populated mixed moorland and grassland landscapes of the south west (the South West Peak).

**5.113** Special Qualities define what is distinctive and significant about the Peak District compared with other parts of the country. Understanding these qualities helps us to plan effectively and manage the national park in order to protect them.

**5.114** Special Qualities of the Peak District National Park include:

- Natural beauty, natural heritage, landscape character and landscapes.
- Sense of wildness and remoteness.
- Clean air, earth and water.
- Importance of wildlife and the area's unique biodiversity.
- Thousands of years of human influence which can be traced through the landscape.
- Distinctive character of hamlets, villages and towns.
- Trees, woodlands, hedgerows, stone walls, field barns and other landscape features.
- Significant geological features.
- Wealth of historic buildings, parks and gardens.
- Opportunities to experience tranquillity and quiet enjoyment.
- Easy access for visitors and surrounding urban areas.
- Opportunities to experience dark night skies.
- Vibrancy and a sense of community.
- Cultural heritage of history, archaeology, customs, traditions, legends, arts, and literary associations.
- Opportunities for outdoor recreation and adventure.
- Environmentally friendly methods of farming and working the land.
- Craft and cottage industries.



- Opportunities to improve physical and emotional well-being.
- Special values attached to the national park by surrounding urban communities.
- The flow of landscape character across and beyond the national park boundary.

**Key Evidence**

1. Environment Act 1995 (Sections 61 & 62)
2. Peak District National Park Core Strategy 2011

**Alternatives considered:**

**5.115** No alternatives to this policy were considered at this stage.



## 6 Connectivity

**6.1** The Local Plan aims to capitalise on the strengths of the existing transport system in Cheshire East, including good transport links to major centres by way of the rail and motorway network, and sets out how we will look to improve it into the future.

**6.2** The scale of development proposed will require significant investment in transport infrastructure and a step change in the provision of public transport and other sustainable modes. The economic strength of Cheshire East, and the quality of life on offer, very much depend on the accessibility, speed, quality and cost of transport facilities. Therefore increasing accessibility and promoting sustainable travel is a key theme within this Emerging Policy Principles document.

**6.3** We must also be realistic about the challenges we face. The way we travel is changing to adapt to climate change and new technologies, the age profile of the population and shifts in the global economy.

**6.4** Good transport links are crucial for a successful economy, thriving towns and rural areas and a good quality of life for all our residents. We want to make sure that our public transport system enables people to get to the places they want to, when they want to, that people can walk and cycle as a real alternative to the car and that our transport system is integrated across all modes of transport.

### **Objective 4: To reduce the need to travel, manage car use, promote more sustainable modes of transport and improve the road network.**

This will be delivered by:

1. Building homes that are close, or easily accessible, to where people work, shop and enjoy recreational activities.
2. Ensuring development gives priority to walking, cycling and public transport within its design.
3. Encouraging travel by sustainable means in order to reduce congestion.
4. Developing improved transport and infrastructure networks.
5. Enhancing the role of key railway stations. Enhancing the role of Crewe as a national rail hub.
6. Provision of additional transport infrastructure to improve connectivity.

### **Performance Indicators: Connectivity**

Travel times for residents to key services

Quality and quantity of cycleways

Quality and quantity of Public Rights of Way

Table 6.1 Performance Indicators



## Sustainable Travel and Transport

**6.5** The challenge for the Local Plan is twofold; to redress shortfalls in infrastructure and improve connectivity necessary for economic growth, but also to change the need for travel and the way we do it, by promoting new and sustainable options.

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## Policy CO 1

### Sustainable Travel and Transport

1. Reducing the need to travel by:
  - Locating development in the most sustainable and accessible locations;
  - Encouraging more flexible working patterns and home working; and
  - Supporting improvements to communication technology for business, education, shopping and leisure purposes.
2. Improving pedestrian facilities so that walking is attractive for shorter journeys<sup>(64)</sup> including:
  - Supporting the priority of pedestrians at the top of the road user hierarchy and make sure that in centres and residential areas, the public realm environment reflects this priority;
  - Creating safe and secure footways and paths linking with public transport and other services; and
  - Ensuring new developments are convenient, safe and pleasant to access on foot.
3. Improving cyclist facilities so that cycling is attractive for shorter journeys<sup>(65)</sup> including:
  - Creating safe and pleasant links for cyclists travelling around the Borough;
  - Providing secure cycle parking facilities at new developments, at public transport hubs, town centres and at community facilities;
  - Improving route signing; and
  - Working with community groups to develop local cycling initiatives and seek external funding to assist with the development of the local network.
4. Improving public transport integration, facilities, service levels and reliability<sup>(66)</sup> including:
  - Rail infrastructure - current schemes comprise:
    - Improvements to Crewe Railway Station, promoting its national role as a rail hub;
    - Supporting the aspiration for re-opening the Sandbach to Northwich railway line to passengers; and
    - Engage in proposals for improving rail connectivity through High Speed Rail;
  - Bus Infrastructure - current schemes comprise:
    - Improving Crewe Bus Station.
  - Improving public transport service levels, which may involve temporarily subsidising new buses to enable sustainable access to new development; and
  - Engage in proposals for improving rail connectivity through the Northern Hub capacity improvement scheme.



## Explanation

**6.6** The National Planning Policy Framework states that '*transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel*'. Therefore '*encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion*'.

**6.7** 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. Public transport also has an important role to play in planning for sustainability and future needs by encouraging a shift towards low carbon transport. An increase in the number of shorter journeys made by foot will contribute towards sustainability by reducing carbon emissions, as well as being beneficial for health and tackling congestion.

## Key Evidence

1. Cheshire East Local Transport Plan 2011-2026<sup>(67)</sup>
2. Cheshire East Local Transport Plan - Implementation Plan 2011-15<sup>(68)</sup>
3. Cheshire East Rights of Way Improvement Plan 2011-2026<sup>(69)</sup>
4. Cheshire East Rights of Way Improvement Plan - Implementation Plan 2011-2015<sup>(70)</sup>
5. Town Strategy's for Alsager, Crewe, Congleton, Handforth, Knutsford, Macclesfield, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow.<sup>(71)</sup>

## Consultation Responses

**6.8** During the Core Strategy Issues and Options consultation a significant number of people thought that there were additional challenges related to accessibility and transport that needed to be addressed. In particular, delivery of the Woodford - Poynton Relief Road and improvement and integration of public transport services were raised as key issues.

**6.9** In considering the objectives of the Core Strategy Issues and Options document a number of people highlighted the need to emphasise the importance of developing a sustainable transport network, and promotion of walking, cycling and public transport.

64 in line with policy S7: Walking of the Local Transport Plan 2011-2026

65 in line with Policy S8: Cycling of the Local Transport Plan 2011-2026

66 in line with policies S3: Public Transport (integration and facilities) and S4: Public Transport (service and reliability) of the Local Transport Plan 2011-2026

67 Available to view at [www.cheshireeast.gov.uk/transport\\_and\\_travel/local\\_transport\\_plan.aspx](http://www.cheshireeast.gov.uk/transport_and_travel/local_transport_plan.aspx)

68 Available to view at [www.cheshireeast.gov.uk/transport\\_and\\_travel/local\\_transport\\_plan.aspx](http://www.cheshireeast.gov.uk/transport_and_travel/local_transport_plan.aspx)

69 Available to view at

[www.cheshireeast.gov.uk/leisure\\_culture\\_and\\_tourism/public\\_rights\\_of\\_way/rights\\_of\\_way\\_improvement\\_plan.aspx](http://www.cheshireeast.gov.uk/leisure_culture_and_tourism/public_rights_of_way/rights_of_way_improvement_plan.aspx)

70 Available to view at

[www.cheshireeast.gov.uk/leisure\\_culture\\_and\\_tourism/public\\_rights\\_of\\_way/rights\\_of\\_way\\_improvement\\_plan.aspx](http://www.cheshireeast.gov.uk/leisure_culture_and_tourism/public_rights_of_way/rights_of_way_improvement_plan.aspx)

71 Available to view at

[www.cheshireeast.gov.uk/environment\\_and\\_planning/planning/spatial\\_planning/cheshire\\_east\\_local\\_plan/local\\_plan\\_consultations/town\\_strategies.aspx](http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/cheshire_east_local_plan/local_plan_consultations/town_strategies.aspx)



**6.10** Within the Town Strategies many comments were made about the need for transport improvements, to increase the integration of the services and to improve the facilities and services available. For example the Middlewich Town Strategy<sup>(72)</sup> identifies the need to complete the Middlewich Eastern Link Road and the aspiration to reinstate the passenger rail service.

**6.11** Within the Town Strategies the residents of Poynton and Alsager also highlighted the importance of high speed fibre optic cabling provision.

**6.12** With 82% of respondents being in favour of the strategy, there is resounding support for increased sustainable connectivity and linkages in Crewe, including improvements to Crewe Railway Station (including its connection to the town centre) and integrated transport planning which encourages more walking and cycling.

#### **Alternatives considered:**

**6.13** This emerging policy principle closely reflects that contained in the Local Transport Plan and the National Planning Policy Framework. As such, alternative options for the overall approach have not been identified at this stage.

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72 finalised and approved by Middlewich Town Council on 4th July 2012



## Policy CO 2

### Enabling business growth through transport infrastructure

Supporting new developments that are well connected and accessible by:

1. Minimising the future need to travel by locating new development in locations where there is a good range of housing, jobs, shops and services already accessible by public transport, cycling and walking<sup>(73)</sup>.

2. Enabling development by supporting transport infrastructure, regeneration and / or behaviour change initiatives that will mitigate the potential impact of development proposals<sup>(74)</sup> including:

- Supporting schemes outlined within the current Transport Infrastructure Plan. Current schemes comprise:
  - South East Manchester Multi-Modal Strategy (SEMMMs) and consideration of relief for the A6 corridor;
  - Woodford to Poynton Relief Road;
  - Middlewich Eastern Link Road;
  - Congleton northern link road;
  - M6 J17 improvements (Sandbach);
  - M6 J16 improvements (Crewe and Alsager);
  - Basford West link road (Crewe);
  - Improvements to Crewe Green roundabout (Crewe);
  - Improvements to the A5020 Weston Road roundabout (Crewe);
  - A new highway link between the A537 and A523 (Macclesfield);
  - Capacity improvements on the A500 Barthomley link road to M6 (Crewe);
  - Flag Lane link road (Crewe); and
  - Crewe Green Link Road (Crewe);<sup>(75)</sup>
- Supporting improvements to communication technology for business, education shopping and leisure purposes;
- Providing recharging points for hybrid or electric vehicles in large new developments in order to reduce carbon emissions; and
- Adhering to the current adopted Cheshire East Council Car Parking Standards.

### Explanation

**6.14** Good transport connections are integral to our ambitious plans for economic growth and protecting our environment to ensure a sustainable future for all our residents and businesses.

73 in line with Policy S1: Spatial Planning of the Local Transport Plan 2011-2026

74 in line with Policy B2: Enabling Development of the Local Transport Plan 2011-2026

75 (other schemes may emerge over the lifetime of this document)



**6.15** Climate change is nationally recognised as one of the most important challenges facing our society. Transport accounts for 25 per cent of our carbon dioxide (CO<sub>2</sub>) emissions in the UK and personal car travel is the single biggest contributor to individual CO<sub>2</sub> emissions<sup>(76)</sup>.

**6.16** Residents of Cheshire East have higher than average CO<sub>2</sub> emissions at 10.3 tonnes per person, compared to the national average of 8.4 tonnes per person. In addition, transport accounts for an average of 35 percent of these emissions, rising to as much as 41 per cent in the Macclesfield area.<sup>(77)</sup>

**6.17** One of the most important ways of reducing carbon emissions is to reduce the need to travel, particularly by private car, and to encourage more sustainable modes of transport such as cycling, walking, buses and trains. Development should be located in areas close to existing facilities and shops, and to transport hubs and bus routes. Maintaining or increasing the mix of uses in an area reduces the need to travel, as well as adding vitality and diversity.

**6.18** Another key element is to facilitate, where possible, ICT, broadband and other technologies that remove the need to travel and to facilitate local access to these technologies. A flexible approach to the emergence and uptake of new technologies will also be required where these offer attractive and affordable communication or transport solutions.

### Key Evidence

1. Cheshire East Local Transport Plan 2011-2026<sup>(78)</sup>
2. Cheshire East Local Transport Plan - Implementation Plan 2011-15<sup>(79)</sup>
3. [Cheshire East Council's Business Travel Planning Guidance](#)
4. Cheshire East Parking Guidance
5. Town Strategy's for Alsager, Crewe, Congleton, Handforth, Knutsford, Macclesfield, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow.<sup>(80)</sup>

### Consultation Responses

**6.19** During the Core Strategy Issues and Options consultation a significant number of people thought that there were additional challenges related to accessibility and transport that needed to be addressed. In particular, delivery of the Poynton bypass and improvement and integration of public transport services were raised as key issues.

**6.20** The Draft Crewe Town Strategy highlights the need for a number of strategic road links and suggested the inclusion of recharging points for electric cars.

**6.21** Highway improvements featured strongly throughout the Town Strategy consultations with most towns supporting improvements to transport infrastructure. For example: Highway improvements are considered to be the highest infrastructure priority in Crewe and 80% of consultees in Middlewich believe the Eastern Link road to be essential infrastructure.

76 DECC website

77 DECC website

78 Available to view at [www.cheshireeast.gov.uk/transport\\_and\\_travel/local\\_transport\\_plan.aspx](http://www.cheshireeast.gov.uk/transport_and_travel/local_transport_plan.aspx)

79 Available to view at [www.cheshireeast.gov.uk/transport\\_and\\_travel/local\\_transport\\_plan.aspx](http://www.cheshireeast.gov.uk/transport_and_travel/local_transport_plan.aspx)

80 Available to view at [www.cheshireeast.gov.uk/environment\\_and\\_planning/planning/spatial\\_planning/cheshire\\_east\\_local\\_plan/local\\_plan\\_consultations/town\\_strategies.aspx](http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/cheshire_east_local_plan/local_plan_consultations/town_strategies.aspx)





## Alternatives considered:

**6.22** This emerging policy principle closely reflects that contained in the Local Transport Plan and the National Planning Policy Framework. As such, alternative options for the overall approach have not been identified at this stage.

## Digital Connections

**6.23** Digital technologies have been a major driving force in influencing and shaping industry and the society in the 21st Century. Changes that are currently transforming our working, learning, leisure and community environments will need to be given due consideration and accommodated in the future spatial design of Cheshire East.

### Policy CO 3

#### Digital Connections

1. High capacity, leading edge digital communication networks will be supported in Cheshire East to meet the needs of both business and communities.

- Providing the numbers of radio and telecommunications masts and the sites for such installations are kept to a minimum, consistent with the efficient operation of the network.

2. Developers will be required to include the necessary physical infrastructure to accommodate information and digital communications (ICT) networks as an integral part of all appropriate new developments.

## Explanation

**6.24** The National Planning Policy Framework states that '*advanced, high quality communications infrastructure are essential for sustainable economic growth. The development of high speed broadband technology and other communications networks also plays a vital role in enhancing the provision of local community facilities and services. In preparing Local Plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband*'.

**6.25** New developments will need to be 'future-proof' with appropriate digital infrastructure that will meet both existing and future communication needs. It is essential that the Council works with developers to make sure that the appropriate digital infrastructure is incorporated, including both 4G and 5G networks.

## Consultation Responses

**6.26** During the Core Strategy Issues and Options consultation the workshop for infrastructure providers highlighted the importance of digital infrastructure, particularly its role in rural areas and for improving business opportunities.



## Alternatives considered:

### Option 1: No Policy

**Description:** This option would not include a policy on digital connections.

**Justification:** This option could see developments brought forward that do not give consideration to the need for digital connectivity.

## Travel Plans and Transport Assessments

### Policy CO 4

#### Travel Plans and Transport Assessments

1. All major development proposals that are likely to generate significant additional journeys will be accompanied by a Transport Assessment and / or Travel Plan.
  - i. The Transport Assessment will need to demonstrate that the highway network will be no worse off as a result of development;
  - ii. The Travel Plan will need to propose measures that will mitigate the impact of increased trips generated on the highway network; and
  - iii. Major developments will be required to monitor traffic generated by that development and share data with the Local Authority.

## Explanation

**6.27** The National Planning Policy Framework states that '*all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment*'.

**6.28** Proposals for developments that are likely to have a significant transport impact will be required to include a Transport Assessment. This provides the opportunity to assess traffic generation, identify measures to reduce traffic congestion and improve accessibility, including the production of a Travel Plan.

**6.29** Travel Plans are an essential tool in terms of ensuring that people are encouraged to use public transport as an alternative to the private car. Travel Plans can help overcome concerns about new development by finding new ways of addressing travel needs and demonstrating how to influence travel choices. They also offer numerous benefits to developers, businesses, employers, employees, residents and the local community. Further



information on the purpose, benefits and advice on how to prepare a Travel Plan is provided in the Cheshire East Travel Planning Guidance Note at [www.cheshireeast.gov.uk/transport\\_and\\_travel/travel\\_plans.aspx](http://www.cheshireeast.gov.uk/transport_and_travel/travel_plans.aspx).

#### Alternatives considered:

##### Option 1: No policy

**Description:** This option would not provide a policy for Travel Plans or Transport Assessments and would rely on policy from the National Planning Policy Framework.

**Justification:** This would not add the local detail required to ensure that transport can be planned for appropriately. Most developments impact on transport demand. If not addressed systematically, it would impact on the safety of the existing network and its ability to function at an acceptable level of efficiency.



## 7 Monitoring and Implementation

**7.1** The Local Plan policies will be subject to continuous monitoring in order to assess their impact and ensure the successful delivery of the vision and spatial objectives. This is to be achieved by measuring the performance of policies.

**7.2** Monitoring data can be drawn from national, regional and local published sources supplemented by yearly employment, retail and housing completion surveys, the Strategic Housing Land Availability Assessment (SHLAA), town centre surveys, the collection of national indicators required by central government and other local research. The Council will publish a yearly monitoring report that will summarise key performance indicators that are established by the Core Strategy later in 2013.

**7.3** The Local Plan policies will be implemented through a number of mechanisms, including but not exclusive to:

- Development management, through appropriate consideration of planning applications;
- Development and preparation of more detailed policies through the Site Allocations and Policies Development Plan Document, Waste Development Plan Document and future Supplementary Planning Documents;
- Working with partner bodies, organisations, funding bodies, businesses and developers through private and public sector partnership arrangements and investment;
- Partnership working with public sector partners such as health and social care providers;
- Funding mechanisms including developer contributions, the Community Infrastructure Levy and other funding mechanisms;
- Private sector, including registered landlords;
- Local Design Review, design and quality audits and awards;
- Preparation of town / village design statements and neighbourhood plans by Town / Parish Councils and local communities;
- Regular updating of the evidence base to support the Local Plan, as required.

**7.4** Further detail on the implementation and monitoring of Local Plan policies will be included in the Core Strategy later in 2013.



## 8 Glossary

<b>Affordable housing</b>	Housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing.
<b>Aggregate</b>	Materials used for construction purposes such as sand, gravel, crushed rock and other bulk material.
<b>Allowable solutions</b>	<p>A project or scheme which will deliver verifiable carbon savings and</p> <p>meet additional national acceptance criteria. On-site, near-site and off-site projects may qualify for inclusion on Government and National lists.</p>
<b>Annual Monitoring Report (AMR)</b>	A report submitted to the Government by Local Planning Authorities assessing progress with and the effectiveness of a Local Plan.
<b>Area of Search</b>	<p>A technique used to identify areas of land that are considered to contain mineral resources and are generally free from major mappable</p> <p>constraints.</p>
<b>Best and most versatile agricultural land</b>	Land in grades 1, 2 and 3a of the Agricultural Land Classification.
<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.
<b>Climate change adaptation</b>	Adjustment to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.
<b>Climate change mitigation</b>	Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.
<b>Community Infrastructure</b>	The basic facilities, services and installations needed for the functioning of a community or society. It includes community buildings and halls, leisure facilities, education services, healthcare facilities and renewable energy installations.





<b>Community Infrastructure Levy (CIL)</b>	A levy allowing Local Authorities to raise funds from owners or developers of land undertaking new building projects in their area.
<b>Community Strategy</b>	A strategy prepared by a Local Authority to improve local quality of life and aspirations, under the Local Government Act 2000.
<b>Conservation</b>	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
<b>Conservation Area</b>	Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.
<b>Core Strategy</b>	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>Development</b>	Defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land." Most forms of development require planning permission.
<b>Development Plan</b>	<p>This includes adopted Local Plans and Neighbourhood Plans and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.</p> <p>Regional Spatial Strategies also remain part of the Development Plan until they are abolished by Government.</p>
<b>Economic Development</b>	Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).
<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.
<b>Employment Land Review (ELR)</b>	A review of the employment land portfolio within the Borough to form part of the evidence base for the Local Plan.
<b>Environmental Impact Assessment (EIA)</b>	A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.
<b>European site</b>	This includes candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in regulation 8 of the Conservation of Habitats and Species Regulations 2010.



## **Geodiversity**

The range of rocks, minerals, fossils, soils and landforms.

## **Green Belt**

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 is to:

- check the unrestricted sprawl of large built up areas prevent neighbouring towns from merging
- safeguard the countryside from encroachment
- preserve the setting and special character of historic towns
- assist urban regeneration by encouraging the recycling of derelict and other urban land

Green Belts are defined in a Local Planning Authority's Development Plan.

## **Greenfield**

Land, or a defined site, usually farmland, that has not previously been developed.

## **Green Gap**

A local designation that seeks to maintain the definition and separation of existing communities, and to indicate support for the longer term objective of preventing Crewe, Willaston, Wistaston, Nantwich, Haslington and Shavington from merging into each other.

## **Green Infrastructure (GI)**

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.

## **Habitats Directive**

European Directive to conserve natural habitats and wild flora and fauna.

## **Heritage Asset**

A building, monument, site, place, area of landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets such as Scheduled Monuments, Listed Buildings, Registered Parks and Gardens, Registered Battlefields and Conservation Areas. Heritage Assets also include local listed buildings and places.

## **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.

## **Historic Park and Garden**

English Heritage compile a register of 'Historic Parks and Gardens'.



Historic parks and gardens are a fragile and finite resource: they can easily be damaged beyond repair or lost forever. From town gardens and public parks to the great country estates, such places are an important, distinctive, and much cherished part of our inheritance.

<b>Housing to meet local needs</b>	Affordable housing - Housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing.
<b>Inclusive design</b>	Designing the built environment, including buildings and their surrounding spaces, to ensure that they can be accessed and used by everyone.
<b>Infill development</b>	The development of a relatively small gap between existing buildings.
<b>Infrastructure</b>	Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.
<b>Infrastructure Plan</b>	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.
<b>Key Service Centre (KSC)</b>	Towns with a range of employment, retail and education opportunities and services, with good public transport. The KSCs are Alsager, Congleton, Handforth, Knutsford, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow.
<b>Landbank (Mineral)</b>	Quantity of mineral remaining to be worked at sites with planning permission. Usually expressed as the number of years that permitted reserves will last at an indicated level of supply or given rate of extraction.
<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 wells within its curtilage. English Heritage is responsible for designating buildings for listing in England.
<b>Local Development Order (LDO)</b>	An order made by a Local Planning Authority extending permitted development rights for certain forms of development, with regard to a relevant Local Development Document.
<b>Local Enterprise Partnership (LEP)</b>	A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.



## Local Plan

Through the Localism Act 2011 the Government refers to the statutory development plan as the 'Local Plan'. To reflect this it is proposed that in future the Cheshire East Local Development Framework will be renamed the Cheshire East Local Plan.

The term is used to describe a folder of documents, which includes all the Local Planning Authority's Local Development Documents. A Local Plan is comprised of:

- Development Plan Documents, which form part of the statutory Development Plan; and
- Supplementary Planning Documents.

The Local Plan will also comprise of:

- the Statement of Community Involvement
- the Local Development Scheme
- the Annual Monitoring Report
- any Local Development Orders or Simplified Planning Zones that may have been added

Alternatively it is also an old-style development plan prepared by District and other Local Planning Authorities. These plans will continue to operate for a time after the commencement of the new development plan system, by virtue of specific transitional provisions.

## Local Planning Authority (LPA)

The Local Authority or Council that is empowered by law to exercise planning functions. Often the local borough or district council. National parks and the Broads authority are also considered to be Local Planning Authorities.

## Local Service Centre (LSC)

Smaller centres with a limited range of employment, retail and education opportunities and services, with a lower level of access to public transport. The LSCs are Alderley Edge, Audlem, Bollington, Bunbury, Chelford, Disley, Goostrey, Haslington, Holmes Chapel, Mobberley, Prestbury, Shavington and Wrenbury

## Main town centre uses

Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities 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).

## Mineral Resources

Potentially valuable minerals for which reasonable prospects exist for eventual extraction.



<b>Mineral Reserve</b>	Mineral resources with planning permission for extraction.
<b>Mineral Safeguarding Area</b>	An area designated by Minerals Planning Authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.
<b>Neighbourhood Plan</b>	A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
<b>Open Countryside</b>	The open countryside is defined as the area outside the settlement boundaries of those towns and villages in the Borough identified as Principal Towns, Key Service Centres, Local Services Centres or Sustainable Villages. Settlement boundaries will be shown on the Proposals Map of the Local Plan.
<b>Open Space</b>	All space of public value, including public landscaped areas, playing fields, parks and play areas, and also including not just land, but also areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity and a haven for wildlife.
<b>Place Shaping Consultation</b>	<p>A stage in preparing new plans for places in Cheshire East. It looks at the challenges facing each town or village and ideas about how each place can be improved. It will then look at the options for the plan for each place. From this a Strategy for each town or village will be produced and the proposals will be</p> <p>incorporated into the draft Cheshire East Local Plan Core Strategy.</p>
<b>Pollution</b>	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.
<b>Preferred Area</b>	Areas containing known mineral resources largely unaffected by substantial planning constraints where planning permission might reasonably be anticipated providing proposals are environmentally acceptable.
<b>Previously Developed Land</b>	Land that is or was occupied by a permanent structure - excluding agricultural or forestry buildings, and associated fixed-surface infrastructure. The definition covers the curtilage of the development.
<b>Principal Town</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>Public realm</b>	Those parts of a village, town or city, whether publicly or privately owned, available for everyone to use. This includes streets, squares and parks.
<b>Ramsar sites</b>	Wetlands of international importance, designated under the 1971 Ramsar Convention.
<b>Renewable energy</b>	Energy flows that occur naturally and repeatedly in the environment, for example from the wind, water flow, tides or the sun.
<b>Rural exception sites</b>	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection.
<b>Safeguarded Land</b>	Safeguarded Land is land between the urban area and the Green Belt. It ensures the protection of Green Belt within the longer time-scale by reserving land which may be required to meet longer-term development needs without the need to alter Green Belt boundaries.
<b>Site Allocations Plan</b>	Part of the Local Plan and will contain land allocations and detailed policies and proposals to deliver and guide the future use of that land.
<b>Site of Special Scientific Interest (SSI)</b>	Sites designated by Natural England under the Wildlife and Countryside Act 1981.
<b>Spatial Portrait</b>	A description of the Borough as a place to live, work and visit and includes its key characteristics and features.
<b>Special Areas of Conservation (SAC)</b>	Areas given special protection under the European Union's Habitat Directive, which is transposed in UK law by the Habitats and Conservation of Species Regulations 2010.
<b>Special Protection Areas (SPA)</b>	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.
<b>Statement of Community Involvement (SCI)</b>	This sets out the processes to be used by the Local Authority in involving the community in the preparation, alteration and continuing review of all Local Development Documents and development management decisions. The Statement of Community Involvement is an essential part of the new-look Local Plans.



<b>Supplementary Planning Documents (SPD)</b>	A Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document.
<b>Sustainability Appraisal (SA)</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."</p> <p>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 that recognises the needs of everyone;</li> <li>• Effective protection of the environment;</li> <li>• Prudent use of natural resources; and</li> <li>• Maintenance of high and stable levels of economic growth and employment.</li> </ul>
<b>Sustainable Village</b>	A settlement that has a limited range of services and facilities, with opportunities available to access more sustainable transport modes, where limited infill would be appropriate to meet locally generated needs.
<b>Town Centre</b>	Includes a range of different-sized centres, including market and country towns, traditional suburban centres, and quite often, the principal centre(s) in a Local Authority's area.
<b>Transport Assessment</b>	An assessment of the availability of, and levels of access to, all forms of transportation.
<b>Travel Plan</b>	A plan that aims to promote sustainable travel choices, for example, cycling, as an alternative to single occupancy car journeys that may impact negatively on the environment, congestion and road safety. Travel Plans can be required when granting planning permission for new developments.
<b>Tree Preservation Order</b>	A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value. A tree subject to a Tree Preservation Order may not normally be topped, lopped or felled without the consent of the Local Planning Authority.
<b>Use Classes</b>	Use classes are broad classes of use for buildings or other land.



They are used to help to define if a change of use has taken place and therefore if something can be considered to be development.

A change of use is not 'development' where the former use and the new use are both within the same Use Class.

The General Permitted Development (Amendment) Order in turn provides that certain changes between Use Classes are not to be regarded as 'development'.

### **Use Classes (B1, B2 and B8)**

#### **B1 - Business**

(a) Offices other than financial or professional services such as banks, building societies, estate agents or employment agencies

(b) Research and Development - laboratories, studios

(c) Light industry

#### **B2 - General Industrial**

#### **B8 - Storage and Distribution**

Wholesale warehouses, distribution centres and repositories

### **Viability Study**

A report, including a financial appraisal, to establish the profit or loss arising from a proposed development. It will usually provide an analysis of both the figures inputted and output results together with other matters of relevance. An assessment will normally provide a judgement as to the profitability, or loss, of a development.

### **Waste Arising**

The amount of waste generated in a given locality over a given period of time.

### **Waste Hierarchy**

A framework for securing a sustainable approach to waste management.

### **Wildlife Corridor**

Strips of land, for example along a hedgerow, conserved and managed for wildlife, usually linking more extensive wildlife habitats.

### **Windfall sites**

Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.



## Cheshire East Council

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